

FINAL ENVIRONMENTAL ASSESSMENT
FOR
PROPOSED AIRPORT DEVELOPMENT

AT

Door County Cherryland Airport
Sturgeon Bay, Wisconsin

prepared by

Westwood Professional Services, Inc.
One Systems Drive
Appleton, WI 54914-1654

under contract with

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF AERONAUTICS

EAXX-021-12-ARP-1727687832

The Airport is proposing to rehabilitate and partially reconstruct Runway 2/20 and reconstruct parallel Taxiway A to correct deficiencies including degrading pavement conditions, obstructions to airspace clearance surfaces, substandard Runway Safety Area (RSA) conditions, and electrical equipment that has reached the end of its useful life.

Evidence of compliance with the Wisconsin Environmental Policy Act is indicated by the Wisconsin Department of Transportation signature below.

Jay Waldschmidt, P.E.
Director, WisDOT-Bureau of Technical Services
for, Barry Paye

October 1, 2024
Date

David M. Greene
Director, WisDOT-Bureau of Aeronautics

September 13, 2024
Date

This environmental assessment becomes a federal document when evaluated and signed by the responsible Federal Aviation Administration (FAA) official.

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Responsible FAA Official

January 28, 2025
Date

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FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: Door County Cherryland Airport
Project: Proposed Rehabilitation/Partial Reconstruction of
Runway 2/20 and Reconstruction of Taxiway A

Federal Aviation Administration Great Lakes Region

Condensed Environmental Assessment

The Condensed Environmental Assessment (Condensed EA) is appropriate for Great Lakes Region airport projects when a project:

- Cannot be Categorically Excluded (CATEX),
- Does not have significant impacts, and
- A detailed Environmental Assessment (EA) is not needed.

Proper completion of this document will allow the Federal Aviation Administration (FAA), and/or State Block Grant States, to determine whether the Condensed EA is appropriate for the proposed project and to support a Finding of No Significant Impact (FONSI).

Resource guidance used in preparation of this form comes from the FAA's Order 1050.1E, "Environmental Impacts: Policies and Procedures" or subsequent revisions. This order incorporates the Council on Environmental Quality's regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation's environmental regulations (including FAA Order 5050.4B or subsequent revisions), and other federal statutes and regulations. Accordingly, this form is intended to meet the Federal regulatory requirements of an EA.

This format is appropriate if the proposed project's involvement with, or impacts to, extraordinary circumstances are not notable in number or degree and do not rise to the level of a full EA.

Consult with an Environmental Specialist at the FAA to determine if this form is appropriate for your project.

To complete this form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. It will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, environmental studies or other research may be necessary. Complete consultation with applicable Federal, state, and local resource agencies responsible for protecting specially protected resources prior to submitting this form to the FAA.

This form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with the applicable orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An appendix that contains all the figures, correspondence, and completed studies (or executive summaries of completed studies) should accompany the completed Condensed EA when submitted to the FAA for final approval.

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Condensed Environmental Assessment

Project Location:

Airport Name:	Door County Cherryland Airport	Airport Identifier:	SUE
Address:	3538 Park Drive		
City:	Sturgeon Bay	County:	Door
		State:	WI

Airport Sponsor Information:

Point of Contact:	Matthew Messina		
Address:	4822 Madison Yards Way		
City:	Madison	State:	WI
		Zip Code:	53707-7914
Telephone Number:	(608) 267-7108		
Email:	Matthew.messina@dot.wi.gov		

Condensed EA Preparer Information:

Point of Contact:	Stephanie Senst, Westwood Professional Services, Inc.		
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Identify all Attachments to this Condensed EA:

Include aerial photos, maps, plans, correspondence, and completed studies (or executive summaries)

Attachment 1 – Figures
Attachment 2 – Preliminary Coordination Documentation
Attachment 3 – Site Photographs
Attachment 4 – Section 106 Review Archaeological/Historical Information
Attachment 5 – EJSscreen Community Report
Attachment 6 – Construction Emissions Calculations
Attachment 7 – Wetland Delineation Report
Attachment 8 – Draft Condensed Environmental Assessment Distribution
Attachment 9 – Public Hearing Summary
Attachment 10 – Section 4(f) OWJ Concurrence Letter & De Minimis Impact Study

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Part I - General Project Identification

PURPOSE AND NEED:

Describe the problem that the project will address and the goals of the project.

The purpose of the proposed project is to correct deficiencies associated with Runway 2/20 and its parallel taxiway (Taxiway A). Door County Cherryland Airport (SUE) (henceforth or hereinafter referred to as the Airport) has identified degrading pavement conditions, obstructions to airspace clearance surfaces, substandard Runway Safety Area (RSA) conditions, and electrical equipment that has reached the end of its useful life in order to improve the operational capabilities of the Airport.

There are several needs that would be addressed as part of this proposed project. The first need is to improve the pavement condition of the Airport's primary runway (Runway 2/20) and Taxiway A. A pavement inspection was completed in 2020 to determine the pavement conditions on the airfield. The pavement condition index (PCI) for both Runway 2/20 and Taxiway A are below the critical PCI value, 70/100, for a general aviation (GA) airport. The PCI for the runway is 56/100 and the parallel taxiway is 51/100. The Federal Aviation Administration (FAA) considers these surfaces to be in 'fair' and 'poor' condition for pilots, respectively. The Automated Weather Observing System (AWOS) road pavement and proposed primary wind cone service road have significant cracking distress and addressing these pavement conditions during a proposed runway project would minimize airport closure time in the future by concurrently addressing these pavement condition needs in one proposed project.

As the Airport's pavements have aged, cracking has continued to worsen with exposure to Wisconsin winters and associated freeze/thaw cycles. Aged pavements have been chipping out along cracks, leading to the presence of FOD on Runway 2/20 and Taxiway A.

When work is proposed to address issues with runway pavements, FAA requires airports to evaluate associated safety standards such as the RSA and airspace obstructions. As aircraft fly into an airport, airport specific approaches are followed that safely guide a pilot to runway pavement, including the use of NAVAIDs that use light signals to tell a pilot if the aircraft is following the correct slope to the pavement. These surfaces are further defined in FAA Order 8260.3F - United States Standard for Terminal Instrument Procedures (TERPS). 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. An aerial survey was performed for Runway 2/20 identifying obstructions to these surfaces (reference Figure 17 & 18 – Obstruction Clearing Survey Runway 2 and Runway 20, Attachment 1). To comply with FAA design standards, these obstructions would require removal through selective tree clearing or topping to maintain the runway approach slopes.

RSA standards are related to aircraft safety. If an aircraft deviates from the runway pavement, the RSA provides an area that the 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 in an instance where a car exits the roadway pavement. Because the RSA is directly related to the safety of the traveling persons, the RSA standards are held in high regard by the FAA, and a waiver to those standards must demonstrate that all other feasible options have been exhausted before it would be granted.

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RSA dimensions are set for each runway based on the assigned Aircraft Design Group (ADG) and Aircraft Approach Category (AAC). Based on FAA's Advisory Circular (AC) 150/5300-13 Airport Design, Runway 2/20 requires a 150-foot-wide RSA extending 300 feet beyond the runway end. A RSA Inventory was performed on Runway 2/20 to identify any areas of non-compliance with the RSA. Non-standard grading for drainage was noted intermittently along the eastern safety area, through the Runway 2 approach end safety area on the south end with a drainage ditch running through it, and in northwest RSA corner containing delineated wetlands (reference Figure 19 – RSA Inventory, Attachment 1). The proposed project would address the need to bring the RSA slopes into compliance.

During the planning process, the Airport identified the need to replace associated runway and taxiway lighting, NAVAIDs and other electrical work with current technology as part of the project. The existing runway edge lights and taxiway connector edge lights, including the threshold lighting off the runway ends, lead-in lighting for Runway 2, obstruction lights for County Highway C, and guidance signs have reached their useful life in accordance with FAA standards. The current lighting units are outdated luminescent, stake-mounted lights that are not as energy efficient as LED technology. The current runway lead-in lighting system (RLLS) for Runway 2 is not a standard approach lighting system and therefore is not eligible for replacement. The RLLS for Runway 2 would be removed with the project. The existing Runway End Identifier Lights (REILs) on the Runway 2 and Runway 20 ends have reached their useful life in accordance with FAA standards and are also eligible for replacement. A new primary wind cone is proposed with the project with improvements to provide users with a reliable resource on the ground for wind direction information. Due to the proposed electrical work included with the project, the primary wind cone would be most cost effective if installed with the project.

The existing vault building that houses the power sources for the airfield electrical equipment is in poor condition without proper ventilation that is needed to protect the electrical components from overheating. The Airport has a history of lightning strikes on the airfield damaging a large portion of the system with each strike. Updating electrical equipment would help minimize the impacts from future lightning strikes.

PROPOSED ACTION (PREFERRED ALTERNATIVE):

Describe the preferred alternative in detail, including how the project fits into the airport layout plan.

REHABILITATION/PARTIAL RECONSTRUCTION OF RUNWAY 2/20 AND RECONSTRUCTION OF TAXIWAY A, INCLUDING TAXIWAY CONNECTOR PAVEMENT:

- Rehabilitate Runway 2/20 (1,620' north of Runway 10/28 is Reconstruction)
- Reconstruct Taxiway A (including connectors A1, A2, A3 and A4)

The proposed project would include the rehabilitation action of milling off or reconstruction action of pulverizing the existing asphalt pavement to mix it with the existing base course. Both areas would then be fine graded, compacted, and then paved with a new asphalt surface. The proposed rehabilitation consists of approximately 24,800 SY of pavement on Runway 2/20. The proposed reconstruction consists of approximately 13,500 SY of pavement on Runway 2/20 and approximately 29,200 SY of Taxiway A and connector pavement. Paving limits would vary from existing limits to include the FAA fillet intersection design, which optimizes the pavement limits

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around turns to mirror how aircraft track through intersections. Ultimately, this is anticipated to add pavement area at the taxiway connectors along Taxiway A.

OTHER PAVEMENTS (AWOS SERVICE ROAD AND PRIMARY WIND CONE SERVICE ROAD):

- Rehabilitate Service Road (AWOS)
- Rehabilitate Service Road (Primary Wind Cone)

The proposed project includes rehabilitation of AWOS service road located on south end of the airfield and rehabilitation of the primary wind cone service road located on the north end of the airfield off Taxiway A. Existing asphalt would be milled off and new pavement would be placed to match existing paved limits.

LIGHTING REPLACEMENT/ NAVAIDS/ELECTRICAL:

- Reconstruct Runway 2/20 Lighting
- Reconstruct Taxiway A Lighting (connectors A1, A2, A3 and A4)
- Construct Taxiway A Lighting (full length)
- Remove In Line Lighting & Runway 2 PAPI Adjustments
- Replace Electrical Vault
- Reconstruct Airfield Guidance Signs
- Install Runway Vertical/Visual Guidance System (Replace Runway 2/20 REILs)
- Install Miscellaneous NAVAID (Primary Wind Cone)
- Obstruction Lighting (Runway 2/20 Approaches)

The proposed lighting would replace the system with current technology consisting of LED, base-mounted lighting units. The project would also include adjustments to the Precision Approach Path Indicator (PAPI) electrical control bases. The electrical vault building, complete with new system components such as an electrical L-854 panel, would be replaced adjacent to the existing electrical vault building. The current electrical building would be removed along with the associated equipment, existing L-821 panel, and foundation. The new guidance signs would be located in accordance with FAA guidance associated with fillet design. Due to the geological nature of this area, shallow bedrock may be encountered, which would require rock excavation for installation of the lighting system at the proper depth and associated grounding. The project would include a complete grounding system intended to better protect the Airport's lighting assets from lightning strikes. New REILs are proposed to be installed with associated concrete bases in accordance with FAA guidelines. A new lighted primary wind cone would be added with the proposed project including associated wiring. The existing obstruction lights delineating County Highway C would be replaced with the proposed project.

GRADING:

The proposed project includes grading RSAs in accordance with FAA design guidance. Grades in the following areas would be revised to meet FAA safety standards (reference Figure 14 & 15 – Proposed RSA Grading Location, Attachment 1).

- Grass areas beyond the pavement of both ends of Runway 2/20.
- Grass areas parallel along the runway and taxiway pavement.
- Grass areas adjacent to new taxiway pavement connectors at the intersections between the runway and taxiway.
- Ditching work would require grading at each culvert pipe crossing to promote proper drainage of the airfield, and some culverts may need to be replaced/extended to assure proper offsets to keep apron endwalls outside of the standard object free area.

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- A section of the existing apron pavement is proposed for removal and transition to turf area to remove direct access from the apron to the runway in accordance with FAA guidance.

IMPROVE RSA TO MEET FAA STANDARDS:

This proposed project includes improving the RSA to meet current FAA standards. To meet current FAA standards for maximum allowable slopes in 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 grading includes raising the existing ground elevation to meet FAA maximum slope standards. Grading beyond the limits of the RSA needed tie-in the raised RSA ground elevation to the existing turf that is not being disturbed. For future maintenance, constructability, and slope stability a 5:1 or 20% slope in tie-in areas is anticipated. Once the proposed project is complete, the area would be restored. Preliminary plans, as shown in Figure 14 and Figure 15 display the anticipated grading limits within Potawatomi State Park.

EASEMENTS:

In order to complete obstruction removals, operate using identified borrow sites, and meet FAA RSA grading standards, the Airport would need to obtain access agreements, Land Use Agreements (LUA), and Temporary Limited Easement (TLE) area consisting of 0.05 acres within the RSA on the north end (Runway 20). Proposed access agreements may include the need for staging areas for vegetation clearing activities while the TLE would address ground contour adjustments within Potawatomi State Park.

BORROW AND/OR WASTE SITE:

The proposed project includes borrow/waste sites on Airport property (reference Figure 2 – Area of Potential Effects, Attachment 1). The primary borrow/waste site 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/waste site. An easement would be necessary to allow the use of the proposed secondary Airport borrow/waste site because it would be within the limits of Wisconsin Department of Natural Resources' (WDNR's) Scenic Easement. The Airport would need to obtain a TLE, LUA, or Access Permit for this use.

OBSTRUCTION REMOVAL:

- Obstruction Removal (Runway 2/20 Approaches)

The proposed project includes selective tree removal off-airport within Airport-owned easement rights as depicted in Figure 16 – Airport Easements. Selective tree clearing is proposed for any identified obstructions that were surveyed to be within 10-feet of the FAA Approach Surfaces, NAVAID clearance surfaces, and runway protective zones (RPZ) for Runway 2/20. Figure 17 and Figure 18 are preliminary design plans display yellow polygons that indicate obstructions that are within 10-feet of the surfaces and would be selectively cleared. Preliminary design indicates 10 acres of selective tree clearing work throughout approximately 43 acres of easement area associated with Runway 2/20. Final selective clearing limits would be coordinated with the WDNR and confirmed during removal operations.

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OTHER ALTERNATIVES CONSIDERED:

Describe alternatives considered, including the Do-Nothing Alternative

During alternative development and consideration, options were presented to the WDNR in conjunction with the FAA. These alternatives were considered as a means to avoid impacts to Park property. Reasoning for eliminating each non-preferred alternative is discussed further in the next section.

No Action Alternative:

Under the No Action Alternative, the current airport conditions would remain unchanged without the proposed improvements with the project.

- The pavement would continue to degrade without the rehabilitation/partial reconstruction of Runway 2/20 and Taxiway A.
- The existing obstructions would remain with more trees growing into obstructions over time.
- No work would be done to address the non-compliant RSA.

Under the No Action Alternative, the existing AWOS service road located on south end of the airfield and future planned wind cone service road located on the north end of the airfield off Taxiway A would remain unchanged and pavements tied to the runway and taxiway would continue to degrade. The lighting and electrical system would continue to degrade with exposure to the elements.

Under the Preferred Alternative, the existing AWOS service road and wind cone service roads would be rehabilitated. Existing asphalt would be milled off and new pavement would be placed to match existing paved limits. The lighting and electrical system would be replaced with current technology.

RSA Grading

Improve RSA to Meet FAA Standards (included in Preferred Alternative):

This proposed project includes improving the RSA to meet current FAA standards. 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. Once the proposed project is complete, the area would be restored.

Improve RSA to Partially Meet FAA Standards:

This alternative was evaluated because it would not result in any impacts to Potawatomi State Park. This alternative includes improving the existing RSA grading to enhance safety to the maximum extent possible within the Airport-owned property.

Modification of Runway 2/20 Alignment:

This alternative was evaluated because it would not result in any impacts to Potawatomi State Park. 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.

Implement Declared Distances:

This alternative was evaluated because it would not result in any impacts to Potawatomi State Park. Declared distances are specific lengths of runway that are published for aircraft operations,

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specifically when taking off or landing, and are defined for pilots to understand their allowable take-off and landing weights and speeds. 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.

Engineered Materials Arresting Systems (EMAS):

This alternative was evaluated because it would not result in any impacts to Potawatomi State Park. This alternative includes implementing Engineered Materials Arresting Systems (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 (FAA guidance).

Obstruction Removal

During preliminary design, Airport easement rights within Potawatomi State Park for obstruction removal were reviewed and found to exceed to limits of the obstructions, meaning the Airport has the rights to clear trees beyond what is necessary to remove obstructions. Recognizing that selective clearing to the full limits of the easement rights may be aesthetically impactful to Potawatomi State Park, two options were presented to the WDNR in conjunction with the FAA. A preferred alternative was determined for the project based on WDNR correspondence. Reasoning for eliminating each non-preferred alternative is discussed further in the next section.

Clear to within 10 feet of obstructions within Potawatomi State Park (Preferred Alternative):

The proposed project includes selective tree removal off-airport within Airport-owned easement rights (reference Figure 16 – Airport Easements, Attachment 1). Selective tree clearing is proposed to remove obstructions within 10' of FAA approach surfaces, NAVAID clearance surfaces, and runway protective 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.

Clear to Full Easement Limits within Potawatomi State Park:

The proposed tree clearing activities 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 (which is an FAA grant acceptance assurance). This method of tree clearing is preferred for the Airport over tree topping, which would necessitate additional tree topping treatments every few years (including continual coordination with Potawatomi State Park/WDNR).

Explain in detail the reason for eliminating each non-preferred alternative.

No Action Alternative:

- This alternative is not feasible for the Airport because the PCI values on Runway 2/20 and Taxiway A are below the critical PCI value for a general aviation airport. Without any improvements to Runway 2/20 and Taxiway A and the pavements will continue to deteriorate. Therefore, this alternative does not meet the purpose and need of the proposed project to improve safety at the Airport.

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- There would be a continued presence of obstructions with more trees growing into obstructions over time. Therefore, this alternative does not meet the purpose and need of the proposed project to improve service and safety at the Airport.
- No work would be done to address the non-compliant RSA. Therefore, this alternative does not meet the purpose and need of the proposed project to improve safety at the Airport.
- The lighting and electrical system would continue to degrade with exposure to the elements.

The No Action Alternative was determined not to be a viable option since it would not satisfy the purpose and need of the proposed action to correct deficiencies associated with Runway 2/20 and Taxiway A to comply with FAA standards.

While the No Action Alternative does not meet the purpose and need for the project that drives this Airport action, it does serve as a baseline for a comparison of impacts related to the Proposed Action and is retained for analysis.

RSA Grading

Improve RSA to Partially Meet FAA Standards:

The grades would remain too steep to bring the RSA into compliance with FAA AC 150/5300-13B - Airport Design, which leaves the Airport with a knowingly substandard safety condition. This alternative would not bring the RSA into compliance with FAA AC 150/5300-13B - Airport Design. Since the RSA would still fail to meet current standards, 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. This alternative also fails to correct the existing safety hazard 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. This substandard RSA grade is a foreseeable risk. Therefore, this alternative does not meet the purpose and need of the proposed project to improve safety at the Airport and was eliminated from further consideration.

Modification of Runway 2/20 Alignment:

Shifting or realigning Runway 2/20 and Taxiway A are not a feasible option for the Airport. Both options are more impactful than the Proposed Action and would involve additional planning, as well as require moving a large amount of existing infrastructure. This includes pavements, runway lighting, NAVAIDs, obstruction lighting, pavement markings, etc. Shifting the runway south would also bring aircraft closer to the road. 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. Modifications to the runway would 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. Therefore, this alternative would create excessive costs for the proposed project and does not meet the purpose and need of the proposed project to improve safety at the Airport and was eliminated from further consideration.

Implement Declared Distances:

Declared distances are not a preferred alternative for the Airport. Any reduction in length of the current useable runway (4,599 ft) would have an impact on utility of the airport. It would limit the aircraft that could use the airfield and could negatively impact the serviceability of the Airport and

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local economy. This would also involve additional planning, as well as require moving a large amount of existing infrastructure. This includes runway lighting, NAVAIDs, obstruction lighting, pavement markings, etc. Therefore, this alternative does not meet the purpose and need of the proposed project to improve service at the Airport and was eliminated from further consideration.

Engineered Materials Arresting Systems (EMAS):

EMAS is not a preferred alternative for the Airport. The system is effective, but extremely expensive and requires considerable maintenance. A small general aviation airport the size of Door County Cherryland Airport does not have the resources to support EMAS operation. In addition, if the system were installed it would have to be reconstructed each time it is engaged to stop an aircraft in order to effectively meet FAA safety standards. To keep the EMAS clear of snow, specialized equipment would also need to be acquired to maintain the area without engaging the system. This alternative was eliminated from further consideration because of the small size of the airport, the long-term cost implications for future reconstruction, and specialized nature of maintenance operations.

Obstruction Removal

Clear to Full Easement Limits within Potawatomi State Park:

Fully clearing trees to the airport-owned easement limits is not a preferred alternative due to the WDNR concern that this 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. Because this alternative was found to have a significant impact on Potawatomi State Park resources, this alternative was eliminated from further consideration.

AIRPORT DESCRIPTION:

Fill out the following information if the proposed project includes any changes to the existing airport design

	Existing		Proposed	
Runway:	<u>2/20</u>		_____	
Length:	_____	ft.	_____	ft.
Width:	_____	ft.	_____	ft.
Pavement Strength:	_____		_____	
NAVAIDS:	<u>Lead-in Light System</u>		<u>Removal of LLS</u>	Federally Owned: Y <input type="radio"/> N <input checked="" type="radio"/>
Approach Minimums:	_____		_____	
Critical Aircraft (e.g. B-II) :	_____		_____	
RPZ Area:	_____		_____	

If the airport has multiple runways, this section should be filled out for each runway.

Remarks: 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 in 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 an airport terminal building. Airport services in the terminal building include the Fixed Based Operator (FBO), car rental, and

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scenic air tours (Door County, 2024). Figure 1 provides a graphic representation of the Airport's location (reference Figure 1 – Location Map, Attachment 1).

The Airport operates using two runways. The existing primary runway is Runway 2/20 oriented in the north/south direction. Runway 2/20 consists of 75-foot-wide pavement at a length of 4,600 feet. Runway 2/20 has a full-length parallel taxiway. The crosswind runway is Runway 10/28 oriented in the east/west direction. Runway 10/28 consists of 75-foot-wide pavement at a length of 3,200 feet. Figure 4 provides a graphic representation of runway, taxiway, and apron layout.

The existing lead-in lighting system on the Runway 2 approach does not meet standards for an approved FAA approach lighting system. The existing lead-in lighting system would be removed with the proposed project.

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LAND ACQUISITION:

Land Use Types	Amount (acres)	
	Permanent	Easement
Residential		
Commercial		
Agricultural		
Forest		
Wetlands		0.04
Other: Uplands		0.01
TOTAL		0.05

Remarks:

The Airport has two types of existing easement rights extending beyond its property limits past its runway ends: clear zone and avigation easements. The purpose of these easements is to obtain and preserve for the use and benefit of the public, a right of free and unobstructed flight for aircraft landing upon, taking off from, or maneuvering about the said airport. Clear zone easements restrict the landowner such that they shall not erect, maintain, or allow any buildings, structures, or objects to remain or be placed on said land; will not build, maintain, or allow ponds or retention basins or other areas that hold water; will not permit any growths thereon. A continuing right of entry upon said land is granted to the Airport 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 expressly accepted. Avigation easement rights are set at described elevations, heights, or slopes above the ground surface whereas clear zone easement rights restrict these features to the ground surface. These existing clear zone and avigation easements owned by the Airport provide the rights for the selective tree clearing with the proposed action (reference Figure 16 – Airport Easements, Attachment 1).

In order to support the selective tree clearing work within the Park, the Airport anticipates establishing access agreements with the WDNR on behalf of Potawatomi State Park. Access agreements would designate staging areas and facilitate contractor access; therefore, enhancing work efficiency and limiting impacts to the Park. The WDNR owns scenic easement rights along Park Drive. Park Drive would be the proposed haul route between a borrow site and the proposed action work. Easement amendments or Land Use Agreements (LUAs) are an anticipated need for the southwesterly airport property to be used for construction as the scenic easements do not allow for construction activities.

As described in the WisDOT Real Estate Program Manual, Temporary Limited Easement (TLE) is an interest in land and must be used when the project requires WisDOT or its contractors to use a portion of the owner’s property temporarily to construct the project. A TLE is limited in purpose and time. It grants the right to access and utilize a specific area of the owner’s land for a limited duration for the project. This arrangement allows for necessary construction work while ensuring that the landowner’s rights are respected.

The proposed project would require a Temporary Limited Easement for Potawatomi State Park lands owned by the WDNR. Potential Section 4(f) impacts were evaluated in the

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Department of Transportation Section 4(f) section in Part II – Environmental Consequences. Based on the scope of the proposed project and type of work, WDNR concurred that there will be no adverse effects to the resource with a Section 4(f) *de minimis* impact finding. This proposed work would be to improve the RSA to meet current FAA standards. 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 easement area extends beyond the limits needed for grading to allow maneuverability of grading equipment. Once the proposed project would be complete, the area would be restored and remain free of any future development in accordance with the clear zone easement rights of the Airport.

PROJECT SCHEDULE:

Discuss the proposed schedule for the project, including permits and construction.

The proposed project is anticipated to be separated into three bid projects. The obstruction removal (tree clearing) work is anticipated to have an October 2024 bid opening. Obstruction clearing construction is anticipated to be completed through winter of 2024/2025 when the trees are dormant and there is a reduced chance of Oak wilt. The runway and taxiway work is anticipated to have a May 2025 bid opening. Construction is anticipated to start during the spring/summer of 2026 and continue to the fall of 2026. Grading work associated with the runway safety area grading off the north end of Runway 2/20 is anticipated to be bid out after the land easements are in place sometime after the runway project work and construction is anticipated to follow as soon as practicable after bid opening.

AFFECTED ENVIRONMENT:

Succinctly describe existing environmental conditions of the potentially affected area.

The proposed project is located at the Door County Cherryland Airport and areas north and south of the Airport. The proposed project lies within Sections 1, 2, and 11 of T27N, and R25E in Door County, Wisconsin. The Airport is located approximately 1 mile west of the City of Sturgeon Bay. Figure 3 shows the Airport property boundary in relation to the proposed project area on the Airport, and surrounding properties.

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.

A wetland delineation was performed on October 10, 2022, at the proposed project location (reference Attachment 7 Wetland Delineation Report). The delineation identified wetlands on the northern end of the project area. Figure 5 shows the delineated wetlands on the proposed project site, both on and off Airport property. The topography of the proposed project area is such that the Airport is located at a higher elevation compared to its surrounding areas with the exception of the north end runway safety area. This topography drains to a flat area north of the Airport that was delineated as wetland area. Figure 6 is an aerial view of the proposed project area with a topographic map overlay. According to the wetland delineation report, soils in the proposed project area consist of Onaway fine sandy loam, Bonduel variant loam and fine sandy loam, Kolberg silt loam and variant loam, Longrie loam, Solona loam, and Summerville loam (reference Figure 7 – Soils Map,

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Attachment 1). The proposed project would have approximately 0.05 acres of wetlands impacts. Refer to the Wetlands section and Ecological Resources section in Part II – Environmental Consequences for more details about wetlands, soils, hydrology, and biotic resources.

The Airport is owned by Door County. Potawatomi State Park is located directly north of the Airport. This land mainly used for recreational public uses and is owned by the State of Wisconsin and managed by the WDNR. Figure 8 displays the location of the public park in relation to the proposed project area. Land to the south of the Airport is owned by various parties used for residential and public resources with both private and public owners.

The land surrounding the Airport is used for a mixture of leased agricultural and residential uses and is generally flat at an elevation of approximately 720 feet above mean sea level, consisting of two subwatersheds. The majority of the proposed project area slopes ultimately to the north, draining to Sturgeon Bay to the east (reference Figure 9 – Watershed Map, Attachment 1).

The potentially affected area includes land that is located off Airport property within existing easement areas. The proposed project ventures off Airport property and includes areas within the project limits that are located to the north and south of the contiguous Airport property. These areas include private property and public property in the limits of the proposed obstruction removal/tree clearing limits. These potentially affected areas are mainly zoned public resource and rural character conservation.

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Part II – Environmental Consequences

Air Quality

	Yes	No
Is the project in an air quality nonattainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the:		
Project listed on Presumed to Conform List	<input type="checkbox"/>	<input type="checkbox"/>
Project accounted for in State Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>
Project emissions below applicable <i>de minimis</i> levels	<input type="checkbox"/>	<input type="checkbox"/>
Does the project require an air quality analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an air quality analysis for construction impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The Clean Air Act (CAA) is the federal law that regulates air emissions from area, stationary, and mobile sources. The first CAA, passed in 1967, required that air quality criteria necessary to protect the public health and welfare be developed. There have been several revisions to the CAA since 1967. The CAA Amendment of 1990 represents the fifth major effort to address clean air legislation. The CAA authorizes the EPA to establish NAAQS to protect public health and the environment. The State Implementation Plan (SIP) is used by a state to control air pollution so that NAAQS will be met.

The EPA Office of Air Quality Planning and Standards has set NAAQS for six principal pollutants, which are called "criteria" pollutants: carbon monoxide, lead, nitrogen dioxide, particulate matter less than 2.5 micrometers in diameter, ozone, and sulfur oxides. Under the General Conformity Rule, federal agencies must work with state and local governments in a non-attainment or maintenance area (for air quality) to ensure that federal actions conform to the initiatives established in the State Implementation Plan.

The proposed project area does not fall into either a non-attainment or maintenance area for any of the criteria pollutants. Figure 10 shows there is a maintenance area located in the portion of Door County north of Sturgeon Bay Canal excluding Newport State Park. The proposed project is located south of the Sturgeon Bay Canal and is outside of this maintenance area.

Air quality could be impacted during construction activities of the proposed project. Impacts may cause temporary specific impacts as a result of construction activities, exclusively during the construction period.

To reduce the potential for air quality impacts during construction, the special provisions for this proposed project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations.

The Proposed Action alternative would not substantially impact air quality. The No Action alternative would not have an impact on air quality.

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Coastal Areas

	Yes	No
Is the project located in a Coastal Barrier Resource System?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project located in a Coastal Zone Management Program?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If Yes, Is a consistency finding required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: The Wisconsin Coastal Management Program (WCMP) was established in 1978 under the Federal Coastal Zone Management Act to protect and achieve a balance between natural resources preservation and economic development along Lake Michigan and Lake Superior. Fifteen counties in Wisconsin are adjacent to the Great Lakes and are under the Wisconsin Coastal Management Program. Door County is listed as a coastal county because it borders Lake Michigan. The Wisconsin Department of Administration oversees the WCMP and was notified of the proposed project on January 19, 2024. Their response indicated that since there is federal involvement in the project, it would likely be subject to a federal consistency review. The WCMP evaluates the federal actions for consistency with the state’s policies. The WCMP was notified that the BOA is in coordination with the WDNR and that the USACE requires a permit for the proposed wetland impacts due to the hydrological connection to Sturgeon Bay. A consistency finding has not been received to date. Correspondence is included in Attachment 2.

Coordination with the WCMP is ongoing and a consistency finding is anticipated. Additionally, the Proposed Action alternative is anticipated to maintain existing regional drainage patterns and is not being constructed along the Lake Michigan coastline. The No Action Alternative would not have an impact on coastal resources under the WCMP.

Coastal barriers occur on the coastlines of the United States and are protected by the Coastal Barriers Resources Act. The Airport is not located within or adjacent to the Coastal Barrier Resource System. Therefore, the provisions of the Coastal Barriers Resources Act do not apply. There are no coastal barriers impacts with either the Proposed Action alternative or the No Action alternative.

Compatible Land Use

	Yes	No
Will proposed action comply with local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the proposed project located near or will it create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, “Wildlife Hazards on or Near Airports”?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has coordination with USDA Wildlife Services occurred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Wildlife Assessment required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The compatibility of existing and planned land uses surrounding an airport is usually associated with the extent of noise impacts and effect on safe aircraft operations. Land uses such as landfills, wetland mitigation, and wildlife refuges may attract wildlife species that are hazard to aircraft operation.

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The proposed project would be located on Airport, WDNR, and private property. The Comprehensive Plan for the Town of Nasewaupée Shoring Zoning and Future Land Use notes the majority of the project limits within Public Resource (PR) land use area with tree clearing work also taking place on Rural Character Conservation (RCC) land use area. The Door County Future Use Map shows the Airport continuing to be used as Transportation with the easement areas within the proposed project limits maintaining their use as either Park-Recreation, Institution-Government, or Rural-Agricultural. Refer to Figure 11 – Future Land Use Map, Attachment 1.

Preliminary planning for the Proposed Action alternative includes ground disturbing activities and restoration to turf. The Airport would maintain the non-paved/grass project area through regular mowing to minimize the potential for wildlife hazards. Additionally, the drainage of the proposed project area is anticipated to not significantly alter existing drainage on the airfield. Tree clearing will not impact the use of the Park. Any other impacts would be mitigated. All the proposed actions are in compliance with local plans.

The Proposed Action alternative complies with local and regional land uses; therefore, it would not substantially impact land uses surrounding the Airport. The No Action alternative would not have an impact on compatible land use.

Increased noise levels during construction and operation of the facility are discussed in the next section, Construction Impacts.

Construction Impacts

Will construction of the proposed project:

- Increase ambient noise levels due to equipment operation
- Degrade local air quality due to dust, equipment exhaust, or burning debris
- Deteriorate water quality when erosion or pollutant runoff occur
- Disrupt off-site and local traffic patterns

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Construction activities may cause temporary environmental impacts. Generally, these impacts are associated with noise resulting from construction equipment, potential impacts on water quality from run-off and soil erosion from exposed surfaces, and air quality from dust emissions due to equipment operation and soil handling.

Construction activities of the Proposed Action alternative would cause temporary specific impacts as a result of construction activities, exclusively during the construction period.

Noise
 Construction sound levels refer to instantaneous maximum sound levels as opposed to hourly average sound levels used to describe traffic noise and airport noise. The noise generated by construction equipment would vary greatly, depending on the equipment make, model, and type, as well as the duration of operation and the specific type of work being performed. However, typical noise levels may occur in the 73 to 96 decibels, adjusted (dBA) range at a distance of 50 feet. Noise from construction is not expected to

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surpass the noise from aviation operations. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

To reduce the potential impact of construction noise, the special provision for this proposed project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. The special provisions may require that motorized construction equipment shall not be operated between 10:00 p.m. and 6:00 a.m. without prior written approval of the Airport. All motorized construction equipment would be required to have mufflers and exhaust systems constructed in accordance with equipment manufacturer's specifications or systems of equivalent noise reducing capacity, maintained in good operating condition, free from leaks or holes.

Due to the proposed project schedule indicating that off-airport selective tree clearing work would take place as a separate winter project from the on-airport work, temporary construction impacts are anticipated off-airport. Off-airport work would be subject to all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site¹. To keep the parks and forests quiet, the WDNR prohibits operation of any sound truck, loudspeaker, generator, chainsaw, air conditioner or other device that produces excessive, loud or unusual noises without a written permit from the WDNR². There would be continued coordination with the WDNR and Potawatomi State Park representatives to develop special provisions that may limit the hours of that motorized construction equipment shall not be operated. Park users and other off-airport property owners associated with tree clearing activities may be subject to temporary noise increases anticipated to be during daytime hours. These impacts would not be significant as they would be of short duration and temporary in nature.

Stormwater & Air Quality

An Erosion Control Implementation Plan (ECIP) and a storm water management plan would be prepared in accordance with Chapter Trans 401: Construction site erosion control and storm water management procedures for department actions. The WDNR would be provided a copy of each of these plans prior to construction.

The proposed project is occurring in an attainment area and is not expected to impact air quality. The construction activities, including equipment exhaust emissions and earth moving and grading operations, would be localized, but could be temporarily disruptive to occupants of nearby residences. To minimize the potential for localized impacts of dust, excavation, stockpiling, hauling, and other construction operations should be controlled by watering or other approved dust control measures and appropriate construction sequences. Additionally, the speeds of equipment will be limited to prevent spillage and

¹ The parks are closed to non-campers between 11 p.m. and 6 a.m. All visitors must leave the park by 11 p.m. (<https://dnr.wisconsin.gov/topic/parks/camping/rules>).

²

<https://dnr.wisconsin.gov/topic/parks/rules/quiet#:~:text=To%20keep%20the%20parks%20and%20forests%20quiet%2C%20the,noises%20without%20a%20written%20permit%20from%20the%20department.>

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dust creation. Non-earthmoving equipment would be limited to speeds of 15 miles per hour (MPH) and earthmoving equipment would be limited to speeds of 10 MPH.

During the construction period, soil would be exposed to the elements resulting in the potential for erosion. Measures to limit the impacts of construction include:

- Limit the area of erosive land exposed at any one time through construction scheduling.
- Limit the duration of such exposure before application of temporary erosion control measure or final revegetation to the extent practicable.
- Establish vegetation as soon as possible.
- Perform operations in or adjacent to drainage routes and ditches carefully to avoid washing, sloughing, or deposition of materials in them.
- If possible, operations should be carried out during dry weather.
- Use silt fence and other Best Management Practices (BMPs) to remove sediment from overland flow.
- Reduce the volume and velocity of water that crosses disturbed areas by means of planned engineering methods (e.g., diversions, detention basins, berms).
- Avoid removal of surface vegetation whenever possible.
- Incorporate erosion control measures at areas of stockpiled soil.
- Locate temporary stockpiled soil in areas where it would not contribute to sedimentation.

These controls would minimize the potential of soil erosion into surface water features.

Construction related effects other than sedimentation could impact water quality. To avoid these impacts, if water used during the construction work becomes contaminated by oil, bitumens, harmful or objectionable chemicals, sewage or other pollutants, the water should be disposed of in an acceptable manner to avoid affecting nearby waters and lands. The contractor should not discharge pollutants into any water course or water storage area. Only spot application of herbicides should be used after physical clearing of trees and other vegetation due to surrounding wetland areas..

FAA Advisory Circular 150/5370-10H Standard Specifications for Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control or the Wisconsin Department of Transportation Standard Specifications would be incorporated in project design specifications to further mitigate potential construction impacts. These standards include temporary measures to control pollution of air and water, soil erosion, and siltation through the use of berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

Climate & Emissions

The Council on Environmental Quality (CEQ) developed interim guidance in response to Executive Order 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. The CEQ guidance instructs federal agencies to evaluate impacts from Greenhouse Gas (GHG) emissions during environmental reviews to ensure the consideration of climate impacts in Federal decision making.

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The proposed project is not anticipated to increase consumption of fuel by aircraft due to changes in ground movements or run-up times; by aircraft due to changes in flight patterns; or by ground vehicles due to changes in movement patterns for Airport service or other vehicles.

Infrastructure such as buildings and roads absorb and re-emit the sun's heat more than natural landscapes. Due to the increased density of infrastructure in urban areas, they become "islands" of higher temperatures, often referred to as "heat islands." The proposed project is anticipated to relatively maintain the existing pavement footprint and restore adjacent turf. The EPA identifies increasing vegetation cover as a strategy for heat island cooling with the added benefit of reducing stormwater runoff. The proposed project would not contribute to increasing the Airport's heat island.

The proposed project would not increase airport capacity or significantly change aircraft surface movements after the proposed project. There would be short duration GHG emission impacts anticipated due to construction operations when compared to the No Action alternative. The No Action Alternative would not result in a change in GHG emissions from the existing conditions.

Construction operations such as the hauling materials, equipment operation, and production of construction materials would temporarily increase GHG emissions. Construction GHG emissions would likely be carbon dioxide (CO₂) emissions from heavy equipment such as dozers, excavators, pavers, and dump trucks. An engineers estimate for total diesel fuel needed for construction of the proposed project was produced and converted to metric-tons (MT) of CO₂ equivalent, MT of methane (CH₄) equivalent, and MT of nitrous oxide (N₂O) equivalent. The production of construction materials would likely increase CO₂ emissions. The Federal Highway Administration (FHWA) LCA Pave Tool was used to calculate estimated CO₂ emissions associated with the production of asphalt materials for the Proposed Action Alternative. Results of estimated emissions are shown in Table 1. Attachment 6 shows the calculations and assumptions for the construction equipment emission estimates and LCA Pave Tool. The No Action Alternative would not result in construction emissions.

Additionally, to reduce the potential for emissions during construction, the special provisions for this proposed project would require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations. The contractor will also be required to abide by all OSHA requirements and protect the occupational health of employees due to construction equipment emissions.

Construction traffic on public roads off-site shall haul in compliance with all applicable local, state, and federal laws and regulations, which may include truck routing and oversize-overweight vehicle permitting. Construction activities may cause temporary, localized increased road congestion. No off-site road closures are anticipated for the proposed project.

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Table 1. Temporary Construction Emissions

		No Action Alternative	Proposed Action
Equipment Emissions	Diesel Fuel Consumption (gal)	0 gal	43,420 gal
	Carbon Dioxide, CO ₂ Equivalent (metric tons)	0 MT-CO ₂ e	442.016 MT-CO ₂ e
	Methane, CH ₄ Equivalent (metric tons)	0 MT-CH ₄ e	0.044 MT-CH ₄ e
	Nitrous Oxide, N ₂ O Equivalent (metric tons)	0 MT-N ₂ Oe	0.041 MT-N ₂ Oe
Construction Material (Asphalt) Production Emissions	Carbon Dioxide, CO ₂ Equivalent (metric tons)	0 MT -CO ₂ e	348.313 MT -CO ₂ e

The proposed project would close the Runway 2-20 and Taxiway A for an extended period of time as construction operations are being performed. It is estimated that Runway 2-20 and Taxiway A would be closed for approximately 3 to 5 months depending on final project phasing, site conditions, and weather conditions. During the closure of Runway 2-20, the crosswind Runway 10-28 would remain open. Both runways would be closed for approximately 2-3 weeks when construction operations will be commencing on where Runway 2-20 and Runway 10-28 intersect. The proposed obstruction removal and RSA grading projects may result in temporary runway closures for construction operations. Due to runway closers associated with the proposed project, standard aircraft operations may be altered. Currently, the Airport does not have any scheduled flights thus the potential impacts or deviations of inbound aircraft is unknown. Due to the size of the airport, absence of commercial service, and the ability to utilize the crosswind runway for the majority of construction operations significant re-routing of aircraft is not anticipated. Any deviations as a result of runway closures would be up to the discretion of the crews of any inbound aircraft.

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During construction operations of the proposed project, runway closures or construction impacts would be communicated to airport tenants through the airport manager. Additional public notification of construction impacts and closures would utilize the FAA's Notice to Air Missions (NOTAM) system.

By implementing mitigation measures described in this section, no substantial construction impacts are anticipated with the Proposed Action alternative by operating in accordance with all permit requirements. There are no construction impacts with the No Action alternative.

Cultural Resources

Results of Research

Eligible or Listed Resources Present:

	Yes	No
Archaeology		✓
History/Architecture		✓

Project Effect

	Yes	N/A
No Historic Properties Affected	✓	
No Adverse Effect	✓	
Adverse Effect		✓

SHPO/FAA Approval Dates

January 9, 2024
January 9, 2024
January 9, 2024

Completed Documentation

	Yes	N/A
Historic Properties Short Report	✓	
Historic Property Report		✓
Archaeological Records Check/ Review	✓	
Archaeological Phase I Survey Report	✓	
Archaeological Phase II Investigation Report		✓
Archaeological Phase III Data Recovery		✓
APE, Eligibility and Effect Determination		✓
Memorandum of Agreement		✓

SHPO/FAA Approval Dates

January 9, 2024
January 9, 2024
January 9, 2024

Describe all efforts to document cultural resources using the categories outlined in the remarks box. Include any additional Section 106 work required, such as mitigation or deep trenching.

Remarks: An APE is defined by 36 CFR 800.16(d) as being “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” An undertaking has an effect on a historic property when the undertaking may alter characteristics that may qualify the property for inclusion in the National Register of Historic Places.

The definition of the APE for the proposed project involved the construction areas and adjacent project areas. Delineation of the APE involved the following considerations:

- The physical construction of the proposed project would be located within the existing Airport boundaries and select Airport easement areas.

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The determination of the proposed project's APE and the evaluation of listed or eligible properties are subject to review and evaluation by the State Historic Preservation Officer (SHPO).

Archaeology: A Phase 1 Archeological Reconnaissance Survey was conducted on September 15, 2023, for the proposed project. The objective of the survey was to identify unrecorded cultural resources. No cultural resources were identified during the pedestrian survey.

As no cultural resources would be impacted by the development, the recommendation was that a finding of *no historic properties affected* be determined for the project pursuant to Section 106 of the NHPA of 1966 (as amended). A copy of the 2023 report can be found through a link on the project website: <https://westwoodps.com/door-county-cherryland-airport>.

Historic Properties: A literature and records review were completed to determine if there were any eligible properties for inclusion in the NRHP within the APE. In addition, a Architecture/History site visit was conducted on September 15 and October 27, 2023, for the proposed project. The Architecture/History site visit observed no historic-age resources that would be considered eligible for the NRHP within the proposed project APE.

No listed, eligible, or potentially eligible buildings/structures were identified during the 2023 architecture/history survey for this proposed project. Despite its nearly century-long history, and associations with trends important to the past, the Door County Cherryland Airport lacks integrity and is recommended not eligible for listing in the NRHP. There are no historic-age NRHP listed or eligible resources in the architecture/history APE. The proposed project will have *no effects* to historic properties. No further work is recommended. A copy of the 2023 report can be found through a link on the project website: <https://westwoodps.com/door-county-cherryland-airport>.

Public Involvement: BOA sent Tribal notification emails to THPO's/Tribal leaders on August 29th, 2023. The email notification included a detailed project description and project location map as well as information on how to request additional project information and/or request consultation. No responses have been received. Tribal notification letter information is included in Attachment 4 (reference Tribal Notification Letter, Attachment 4).

A preliminary coordination letter was sent out to Door County Historical Society on October 17th, 2023, to familiarize them with the proposed project and to solicit their interest and concerns regarding historical, archeological, and cultural resources. Door County Historical Society did not respond. Historical Society notification letter information is included in Attachment 4 (reference Historical Society Notification Letters, Attachment 4).

Documentation, Findings: The architecture history and archeological investigations were submitted to the SHPO. The SHPO concurred on January 9, 2024 that there are no properties and/or archeological sites listed in or eligible for the National Register of

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Historic Places within the APE for the proposed project. A copy of the SHPO concurrence is included in Attachment 4.

Since no architecture/history and archeology resources were identified, there are no anticipated impacts with either the Proposed Action alternative or the No Action alternative for historical, architectural, archeological, and cultural resources.

Department of Transportation Section 4(f)

Does the project area contain:	Yes	No
Publicly owned Park/Recreation Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife and/or Waterfowl Refuges	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Completed Documentation			FAA Approval
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
"De minimis" Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Only to be used for the following circumstances:*
- o *Historic Properties: project includes No Adverse Effect Finding with SHPO/THPO concurrence*
 - o *Parks, Recreation Areas, or Wildlife/Waterfowl Refuges: project will not adversely affect activities, features, and attributes of the property and the official with jurisdiction concurs with the finding*

Refers to Section 4(f) of the Department of Transportation Act (now 49 USC § 303). Discuss De minimis impacts below. Individual Section 4(f) documentation must be separate Draft and Final documents.

Remarks: Section 4(f) of the Department of Transportation Act of 1966, as amended, provides that the Secretary of Transportation shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state or local significance as determined by the officials having jurisdiction thereof unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm resulting from the use.

The proposed project would be located on Airport, residential, institutional, and public park property. The proposed project is adjacent to and on publicly held property on the north end of the Airport, known as Potawatomi State Park (reference Figure 8 – Parks and Trails Map, Attachment 1). This is a state owned and operated park. The park offers recreational activities such as: bicycling, boating, canoeing, kayaking, camping, fishing, hiking, hunting, picnicking, and shelters as well as winter activities. Additional information on Potawatomi State Park can be found at:
<https://dnr.wisconsin.gov/topic/parks/potawatomi>.

The proposed action includes use of Airport property located south of County Highway C and west of Park Drive as a borrow site to obtain construction fill material needed to grade along Runway 2/20 pavement to bring the RSAs into compliance. WDNR holds a scenic easement along Park Drive that limits the use of the Airport property within 175-feet of the roadway centerline. Construction activity is not a permitted use; therefore, the Airport

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would need to obtain a TLE, LUA, or Access Permit for use of this property as a borrow site. The proposed use would be limited to the duration of the project; therefore, the effects on the easement are anticipated to be temporary.

The proposed action includes selective tree clearing within Airport-owned clear zone and avigation easement rights in Potawatomi State Park described in the Land Acquisition remarks (reference Figure 16 – Airport Easements, Attachment 1). In an effort to be good stewards of the Park and in coordination with the WDNR, the proposed action minimized the selective tree clearing efforts to those necessary to protect the airspace associated with Runway 2/20 approaches with a 10-foot growth buffer. To further efforts to be good stewards of the Park, in the future the Airport may elect to coordinate with the WDNR to include voluntary tree mitigation if practicable. The proposed project 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. While the proposed action is on Section 4(f) land, the Airport retains the easement rights; therefore, there is no Section 4(f) impact with the associated selective tree clearing work.

The proposed action includes acquisition of a TLE to regrade roughly 700 sq. ft of the Airport's RSA in Potawatomi State Park. Once regraded, the area would be restored to a vegetated condition.

The regrading of park land is considered a *de minimis* impact. *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) resources. *De minimis* impact determinations are based on the degree of impact after the inclusion of any measure(s) to minimize harm. A *De Minimis Impact on Section 4(f) Property* report was prepared. A copy of the report can be found through a link on the project website: <https://westwoodps.com/door-county-cherryland-airport>.

A Notice of Public Hearing and Notice of Availability of Preliminary Condensed Environmental Assessment was published in the Peninsula Pulse on June 14, 2024. A public hearing was held on July 11, 2024, pursuant of 23 CFR 774.5(b)(2). The public hearing was held to present the proposed project aspects to the public and provide an opportunity for public review and comment concerning the effects on the protected Section 4(f) property.

A draft of the *De Minimis Impact on Section 4(f) Property* report was provided to the WDNR for review on May 21, 2024. WDNR concurred with the draft *De Minimis Impact on Section 4(f)* on June 29, 2024. The WDNR also agreed with the report assessment of impacts and measures incorporated to minimize harm to the *Section 4(f) Property*. A copy of the concurrence letter and study can be found in Attachment 10.

The *De Minimis Impact on Section 4(f) Property* report summarizes the coordination efforts with the WDNR and Potawatomi State Park, including onsite visits that reviewed both marked trees for estimated selective tree clearing limits as well as staked out RSA grading limits to show the proposed area and ground elevation change. During preliminary coordination, the WDNR provided feedback on preferred access from Airport property for

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proposed grading operations, access through the Park for tree clearing, and guidance on tree clearing practices both of which the proposed project is anticipated to incorporate. Access agreements are anticipated with the WDNR on behalf of Potawatomi State Park for the proposed project work associated with selective tree clearing within the Park, to designate staging areas and contractor access to enhance efficiency of the proposed action, and limit impacts within the Park.

An access agreement for tree clearing operations would identify staging areas and contractor access to the proposed project area and would not significantly affect Potawatomi State Park. A TLE would grant the right to access and use 0.05 acres of Section 4(f) land. The Proposed Action alternative would not significantly affect Potawatomi State Park; therefore, constitutes a *de minimis* Section 4(f) impact. The No Action alternative would not require an easement on Section 4(f) land.

Ecological Resources

Biotic Resources

Describe the various types of flora (plants), fauna (fish, birds, reptiles, mammals, etc), and habitat located in the project area. Indicate if the project will have any impact on these species or their habitat.

Remarks:

Biotic communities consist of all organisms (flora and fauna) living on and contributing to a specific region. Flora is the plant life characteristic of a particular geographic area. Fauna is the grouping of animals present in a particular geographic area.

The proposed project is located in the Nasewaupee Moraines land type associate of the Northern Lake Michigan Coastal ecological landscape. The characteristic landform pattern is undulating bedrock-controlled moraine. Soils are predominantly well drained clayey and loamy soils with a silt loam surface over calcareous clay or loam till, over dolomite. The proposed project is located north of the tension zone. The tension zone (transition zone) divides the state of Wisconsin into two floristic provinces, the prairie-forest province to the southwest and the northern hardwoods province to the northeast (reference Figure 12 – Ecological Landscapes, Attachment 1). Figure 7 shows the primary soil types within the proposed project.

Northern Lake Michigan Coastal ecological landscape consists of more than 64% is non-forested. Most of this land is now in agricultural crops (51%), with smaller amounts of grassland (5.6%), non-forested wetlands (6.1%), shrubland 0.1%), and urbanized areas (0.8%) (Wisconsin Department of Natural Resources, 2015). On the Airport property, many of the forested areas have been disturbed by previous human activities. Most areas on the Airport are mowed at least annually to control trees and shrub species from colonizing. Trees are normally not allowed to grow substantial heights on Airport property in order to keep aircraft approach surfaces and safety zones clear and to prevent concentrations of wildlife that could be hazardous to aircraft operations.

The proposed obstruction clearing action would include approximately 10 acres of selective tree clearing. Preliminary coordination with the WDNR included meeting with a

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WDNR forester who discussed the species and provided guidance on tree clearing operations. Tree species identified included red and white pines with other species present. No formal survey on the species of impacted trees was performed or documented.

Wildlife near the Airport includes white-tailed deer, squirrels, foxes, coyotes, skunks, groundhogs, cottontail rabbits, small rodents, hawks, turkey, and other birds.

Various plant species were identified during the wetland delineation. Plants that were observed during the wetland delineation include the following: Reed Canary grass, sandbar willow, peachleaf willow, almond willow, Kentucky bluegrass, and panicled sedge.

The Proposed Action alternative would not substantially impact biotic resources within the project area and in surrounding areas. The No Action alternative would not affect biotic resources.

Threatened or Endangered Species

Is the project within the known range of any federal species?
 Does the project area contain any critical habitat?
 Is Section 7 formal consultation required for this action?
 Are there any State threatened or endangered species in the area?

Yes	No
✓	
	✓
	✓
✓	

Remarks:

Section 7 of the Endangered Species Act of 1973, as amended, requires each federal agency to ensure that "...any action authorized, funded, or carried out by such agency...is not likely to jeopardize the continued existence of any endangered species or threatened species or results in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee..." Section 7a(3) further requires that "each Federal agency shall confer with the Secretary on any agency action which is likely to jeopardize the continued existence of any species proposed to be listed under Section 4 or results in the destruction or adverse modification of critical habitat proposed to be designated for such species."

A Natural Heritage Inventory (NHI) review conducted by the WDNR was completed for the project area (reference Attachment 2 Preliminary Coordination Documentation). The review identified no known state listed threatened or endangered species or suitable habitats that could be impacted by the project.

The USFWS's Information for Planning and Consultation (IPaC) online planning tool was used to obtain a list of species and habitat that could potentially be impacted (reference Attachment 2 Preliminary Coordination Documentation). The federal list for endangered, threatened, or candidate species includes the following: Northern Long-eared Bat (NLEB), Tricolored Bat (TCB), Hine's Emerald Dragonfly, Monarch Butterfly, Rusty Patched Bumble Bee (RPBB), Dwarf Lake Iris, and Pitcher's Thistle. There are no suitable habitats found in or near the project area for some of the listed species. For the NLEB, TCB, and

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RPBB, the determination keys listed these species with a May Affect determination for the proposed project.

BOA engaged in informal consultation with USFWS due to the determination keys resulting in a May Affect determination for the NLEB and TCB. BOA emailed USFWS to request concurrence with a may affect, not likely to adversely affect finding for both the NLEB and TCB. USFWS concurred with BOA's finding on February 21, 2024. If NLEB and TCB were present within the action area, USFWS did not anticipate proposed project actions to have a significant impact to the species. Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting. Proposed project activities including selective tree clearing is planned during the inactive season for the NLEB and TCB. The proposed project does not include a significant increase in the overall airfield pavement footprint.

BOA also engaged in informal consultation with USFWS due to the determination keys resulting in a May Affect determination for the RPBB. BOA engaged in informal consultation with USFWS due to the updated determination keys resulting in a May Affect determination for the RPBB. BOA emailed USFWS to request concurrence with a may affect, not likely to adversely affect finding for the RPBB. USFWS concurred with BOA's finding on May 23, 2024. Project impacts to habitat would be temporary. If RPBB was present within the action area, USFWS did not anticipate proposed project actions to have a significant impact to the species. Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting. BOA has agreed to coordinate with WDNR, the Airport, and the Park to remove vegetation in the nesting/foraging habitat before RPBB spring arrival. Grubbing will not occur with the project and therefore will not impact overwintering habitat in upland areas. A copy of the USFWS correspondence is included in Attachment 2.

The U.S. Fish & Wildlife Service's, Environmental Conservation Online System (ECOS) was referenced for the listed species. Information pages on the listed species were reviewed. Table 2 is a summary of the federally listed species evaluation.

Noise levels at the airport and aircraft usage as a direct result of this project are not expected to change and most of the project area is located on airport property.

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Table 2. IPaC Effect Determination Summary						
SPECIES (COMMON NAME)	SCIENTIFIC NAME	LISTING STATUS	HABITAT	PRESENT IN PROJECT AREA	EFFECT DETERMINATION	JUSTIFICATION
Northern Long-eared Bat (NLEB)	<i>Myotis septentrionalis</i>	Endangered	Hibernates in caves and mines-swarming in surrounding wooded areas in autumn. During summer, roosts, and forages in upland forests.	There is potential for the species to be present in the project area	May Affect, Not Likely to Adversely Affect	Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting.
Tricolored Bat (TCB)	<i>Perimyotis subflavus</i>	Proposed Endangered	Hibernates in caves and mines. During spring, summer, and fall; found in forested areas.	There is potential for the species to be present in the project area	May Affect, Not Likely to Adversely Affect	Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting.
Hine's Emerald Dragonfly	<i>Somatochlora hineana</i>	Endangered	Calcareous streams & associated wetlands over dolomite bedrock.	No	May Affect, Not Likely to Adversely Affect	There is no suitable habitat in the project area. Minnesota-Wisconsin Endangered Species Determination Key, Consistency Letter Obtained 05/08/2024.
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate	Grassland with natural grasses and forbs. Rural agricultural areas. Wetland areas such as marshes or swamps.	No	No effect	There is no suitable habitat in the project area. Minnesota-Wisconsin Endangered Species Determination Key, Consistency Letter Obtained 05/08/2024.

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Rusty Patched Bumble Bee	<i>Bombus affinis</i>	Endangered	Wherever found	There is potential for the species to be present in the project area	May Affect, Not Likely to Adversely Affect	Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting.
Dwarf Lake Iris	<i>Iris lacustris</i>	Threatened	Great Lakes Coasts – calcareous sands, gravel and beach rubble, and limestone crevices.	No	No effect	There is no suitable habitat in the project area. Minnesota-Wisconsin Endangered Species Determination Key, Consistency Letter Obtained 05/08/2024.
Pitcher's Thistle	<i>Cirsium pitcher</i>	Threatened	Open sand dunes and low open beach ridges along the shorelines.	No	No effect	There is no suitable habitat in the project area. Minnesota-Wisconsin Endangered Species Determination Key, Consistency Letter Obtained 05/08/2024.
Date of Official Species List: May 8, 2024						

Prior to finalizing the Condensed Environmental Assessment, a new species list was generated on July 24, 2024 utilizing the USFWS's IPaC online planning tool. The updated species list did not identify a new species within the project area.

Based on information reviewed and consultation with the agencies, the Proposed Action alternative would not have a substantial effect on federally listed, proposed, or candidate species or federally designated or proposed critical habitat, or otherwise sensitive species, natural plant communities, or natural features. The No Action alternative would not have a substantial effect on federally listed, proposed, or candidate species or federally designated or proposed critical habitat, or otherwise sensitive species, natural plant communities, or natural features.

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Energy and Natural Resources

	Yes	No
Will the project result in energy impacts during or after construction?	✓	
Will demand exceed supply?		✓
Are scarce or unusual materials required for the proposed project?		✓
Will the project change existing aircraft fuel consumption?		✓

Remarks: There would be additional energy consumption during construction if the proposed project were built. The additional energy consumption would primarily be the fuel required for construction. This energy consumption is not anticipated to be substantial or have measurable effects on local supplies. Electrical power would be brought to the proposed project site through existing connections.

The proposed project would not increase consumption of fuel by aircraft due to changes in ground movements or run-up times; by aircraft due to changes in flight patterns; or by ground vehicles due to changes in movement patterns for Airport service or other vehicles. Preliminary planning has the proposed phasing of the project set up to minimize the closure time of both runways to approximately three weeks. This may have temporary effect on aircraft fuel consumption at the Airport.

The removal of existing pavements is anticipated to produce recycled aggregate, pulverized asphalt, or millings which may be used for the construction of the new runway and taxiway pavement sections. The proposed project does not require the use of unusual materials or those in short supply.

The Proposed Action alternative would not have a substantial impact on the production or consumption of energy. Construction materials required for the Proposed Action alternative are readily available. The No Action alternative would not impact natural resources or energy supplies.

Environmental Justice (EJ)

	Yes	No
Are any EJ populations located within the project area?		✓
Will the project result in adversely high or disproportionate impacts to the EJ population?		✓

Remarks: Social impacts are generally associated with relocation activities or other community disruptions. Community disruptions include altering surface transportation patterns, dividing or disrupting established communities, disrupting orderly planned development, or creating an appreciable change in employment.

The proposed project activity would occur both on and off Airport property. There is no anticipated relocation of residences or businesses and no anticipated disruption to established communities or planned development.

The future land use map shows the entirety of Door County Cherryland Airport is maintained for transportation use. Overall transportation patterns would not be altered. Employment as

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a result of the proposed project is not anticipated to change after completion of the construction.

The public involvement process allows all residents and population groups in the study area the opportunity to participate. The public coordination and participation process does not exclude any persons because of income, race, color, religion, national origin, sex, age, or handicap.

The EJSscreen Community Report (Attachment 5) identified a population of 1,692 is located in the project area. The percentage of non-white population within population surrounding the project area was 2%. The population surrounding the project area has a lesser minority population than the State of Wisconsin, which had a total population of 5,893,718, had a non-white population of 19.6%. Based on EJSscreen and Census data from 2020, minority populations may be impacted by the proposed project.

The EJSscreen Community Report identified 28% of the population surrounding the proposed project area as low income. This project does not have an effect on a low-income community. The nearest low-income community population is in Sturgeon Bay.

The preparation of this environmental assessment includes public involvement. The public involvement process allows all residents and population groups in the study area the opportunity to participate. The public coordination and participation process does not exclude any persons because of income, race, color, religion, national origin, sex, age, or handicap.

Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of Proposed Action alternative or the No Action alternative. There are no impacts on environmental health and safety risks for children anticipated with either the Proposed Action alternative or the No Action alternative. The safety benefits of the Proposed Action alternative would not be realized with the No Action alternative.

The Proposed Action alternative is confined to Airport property and property directly adjacent to Airport property and is not anticipated to have impacts on the surrounding populations. Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of Proposed Action alternative or the No Action alternative. There are no impacts on environmental health and safety risks for children anticipated with either the Proposed Action alternative or the No Action alternative.

Farmland

	Yes	No
Will the project affect any Agricultural Lands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is there any Prime Farmland (per NRCS) in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NRCS-CPA-1006 Form score:	<input type="text" value="84"/>	

Remarks: The proposed project area is currently pavement and mowed grass fields with no structures with areas adjacent to the project leased for farming operations. Proposed project site photographs illustrating current land use are included in Attachment 1.

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The Wisconsin Department of Agriculture, Trade and Consumer Protection, Farmland Preservation Planning Program Map was analyzed. There were no identified Agricultural Enterprise Areas (AEAs) located in or near the proposed project area. Additionally, the proposed project is not located within a Farmland Preservation Plan Area .

The proposed project may temporarily affect agricultural lands. There are approximately 124.4 acres of leased agricultural lands on-airport property within the proposed project limits. This area may be temporarily affected during the proposed project; however, no impacts are anticipated requiring direct or indirect conversion of farmland. The Natural Resources Conservation Service (NRCS) was notified of the project on January 19, 2024. Initial comments from the NRCS stated that the Farmland Protection Policy Act (FPPA) would apply to this proposed project because federal funding is involved. Additionally, the NRCS stated that Prime or Important farmland is present within the proposed project area, therefore an NRCS-CPA-106 form is required.

The NRCS-CPA-106 form was completed, which showed that the proposed project received a score of 84. The NRCS explained that the proposed project falls under exemption 523.10B(1) of the FPPA because the project received a score of less than 160 points. No further action is required for the proposed project due to this exemption (reference NRCS Correspondence, Attachment 2).

There are temporary farmland impacts in the Proposed Action alternative, however the project is exempt from the FPPA. There are no farmland impacts with the No Action alternative.

Floodplains

Is the project located in a FEMA designated floodplain? **Yes** **No**

Attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation in the appendix.

Remarks: Floodplains are defined in Executive Order 11988, Floodplain Management, as “the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of offshore islands, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year,” (United States Environmental Protection Agency, 1977). Executive Order 11988 directs Federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains.

On May 20, 2021, President Biden signed Executive Order (EO) 14030, Climate-Related Financial Risk, reinstating EO 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (January 30, 2015). EO 13690 amends the original floodplain management standard established in 1977 by EO 11988, and was revoked by EO 13807 in August 2017, though is now reinstated.

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The Department of Transportation Order 5650.2, Floodplain Management and Protection, further defines the natural and beneficial values served by floodplains as including but not limited to “natural moderation of floods, water quality maintenance, groundwater recharge, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, and forestry,” (United States Department of Transportation, 1979). The Executive Order and the Department of Transportation Order establish a policy to avoid taking an action within a 100-year floodplain where practicable.

Flood insurance rate maps prepared by FEMA determine the limits of base floodplains (100-year flood areas). Flood insurance rate maps prepared by the FEMA were reviewed to determine the limits of base floodplains associated with the Proposed Action. Figure 13 graphically represents Flood Hazard Zones from FEMA’s Web Map Service overlaid onto a map of the area surrounding the proposed project site.

The proposed project is outside the 100-year flood area. No floodplain impacts are anticipated with the Proposed Action alternative. No floodplain impacts would occur from the No Action alternative.

Land and Water Conservation Fund Act Section 6(f)

	Yes	No
Are there areas acquired or improved with Land and Water Conservation Fund grant assistance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: The federal government established the Land and Water Conservation Fund Program in 1965 to increase the net quantity of public, outdoor recreational space. Section 6(f) of this Act provides matching funds to states or municipalities for planning, improvements, or acquisition of outdoor recreational lands. Section 6(f) provides protection to ensure that lands acquired or developed with Land and Water Conservation Funds remain available for public outdoor recreation unless there are compelling reasons and appropriate processes for conversion to other uses.

The proposed project would be located on and off Airport property. Public parks, recreational areas, national lands, state lands, or historic sites were identified within the proposed project area. The proposed project is adjacent to and on a publicly held property on the north end of the Airport, known as Potawatomi State Park. 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). 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 or the National Park Service or the Section 6(f) conversion process.

An onsite meeting was held on October 27, 2023, with WDNR and BOA to discuss and review the potential impacts of the proposed project work within the Potawatomi State Park. WDNR Correspondence, dated May 7, 2024, indicated that the RSA grading should not trigger the Section 6(f) conversion process because the impacts are relatively minor and ultimately would not change the current recreational value of that area (i.e., no new

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structures, no fencing causing access restrictions, etc.). While the proposed work would result in sloping that would constitute permanent fill, it would then be restored to vegetated area and would not cause restrictions or change the current land usage (reference Attachment 2 Preliminary Coordination Documentation).

The proposed action alternative proposes to obtain TLE that would grant the right to access and use 0.05 acres of park land temporarily for the purposes of minor regrading efforts (less than 5 feet of vertical ground adjustment), restoration to existing grass conditions, and return of the property to the park for recreational use. The WDNR reviewed the proposed project to determine if the Section 6(f) conversion process would be triggered. On June 29, 2024 the WDNR determined that the impacts of the proposed project would not affect the recreational use or restrict access to parts of the park and the Section 6(f) conversion process is not required.

TLE would grant the right to access and use 0.05 acres of Section 6(f) land with the Proposed Action alternative. Section 6(f) lands would be used only for temporary occupancy for construction related activities with the Proposed Action alternative. Section 6(f) lands would not be acquired for permanent or temporary occupancy with the No Action alternative.

Light Emissions and Visual Effects

	Yes	No
Will the project result in airport-related lighting impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the proposed project fit with the existing environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: Changes in lighting associated with airport operations need to be considered to determine if an annoyance is created in the vicinity of the installation. Airport lighting does not generally result in substantial impacts unless a high intensity strobe light would shine directly into people’s homes.

Lighting associated with the proposed project would consist of the replacement of the existing runway lights and Runway End Identifier Lights (REILs). A REIL systems consists of two synchronized, unidirectional flashing lights positioned at the end of a runway. The REIL is effective in identifying a runway during reduced visibility. Depending on the type of equipment, a REIL has an approximate range of three miles in daylight and twenty miles at night.

Visual, or aesthetic, effects are inherently more difficult to define and assess because they involve subjectivity. Visual effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. The proposed project would result in the project area being restored to pavement similar to the existing landscape of existing runway pavement.

There may be visual or aesthetic impacts as a result of the proposed project. Any topping or selective tree clearing would change the visuals and aesthetics of the surrounding area;

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however, those impacts area anticipated to be minimal to the Park based on WDNR correspondence dated May 7, 2024 (reference Attachment 2 Preliminary Coordination Documentation).

The proposed project would result in relatively similar light emissions with the removal of the lead-in lighting system on the south end of the Airport, the addition of a lighted primary wind cone on the north end of the Airport, and the incorporation of blue taxiway lights resulting in a light emission change.

There are no significant impacts to visual effects with the Proposed Action alternative. The No Action Alternative would not impact visual effects as the lighting would remain in an as-is condition.

Noise

- Will the project change the current noise levels?
- Are there non-compatible land uses within the 65 DNL?
- Will the project create temporary (less than 180 days) noise impacts?
- Is a noise analysis required in accordance with FAA regulations?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Airports of this size do not typically have noise contours that extend beyond the airport property boundary.

The proposed project would not increase or change operations.

If the proposed project were built, there would be a temporary increase in the noise level in the area resulting from the construction. Noise impacts during the construction are expected to be short duration.

Construction activities relating to noise and mitigation measures are discussed under the Construction Impacts section.

The proposed project is not anticipated to result in an increase in Airport operations (types and number of aircraft, runway layout, runway utilization, and ground operations) compared to the No Action alternative. The number of people in the surrounding communities that live and work within the area influenced by the noise contours would not increase as a result of the proposed project.

The Proposed Action alternative would increase noise levels during construction. Construction noise levels are expected to be short duration, localized, and during defined operating times. Construction noise levels are not expected to be louder than aviation operations. There would be no impacts to noise contours. The No Action alternative would not have an impact on noise.

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Social Impacts

Will the proposed action result in the relocation people, businesses or farms? Yes No

Number of relocations: Residences: _____ Businesses: _____ Farms: _____ Other: _____

Remarks:

There is no anticipated relocation of residences or businesses and no anticipated long-term disruption to established communities or planned development with the construction of the Proposed Action alternative. Transportation patterns would not be altered. The No Action alternative would not result in the relocation of people, businesses, or farms.

Socioeconomic Impacts

Will the proposed action result in:

A change in business or economic activity in the project area	Yes	No
An impact on local public service demands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Induced/Secondary impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Social impacts are generally associated with relocation activities or other community disruptions. Community disruptions include altering surface transportation patterns, dividing or disrupting established communities, disrupting orderly planned development, or creating an appreciable change in employment.

The proposed project work within Potawatomi State Park for selective tree clearing efforts would require construction traffic crossing a public snowmobile trail. Additional signage noting that construction activity is in the area would be posted on either end of the construction limits. The proposed project 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.

There is no anticipated relocation of residences or businesses and no anticipated long-term disruption to established communities or planned development with the proposed project. Users of the Airport and the surrounding community would benefit from safer operating conditions that the proposed project would provide. The proposed project would not have a substantial adverse impact on noise, land use, or social factors. There are no anticipated changes to the population, public service demands, or adverse impacts to the businesses and economy of the surrounding community.

There are no anticipated changes to the population, public service demands, or adverse impacts to the businesses and economy of the surrounding community. There are no secondary (induced) impacts anticipated with either the Proposed Action alternative or the No Action alternative.

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Solid and Hazardous Waste

	Yes	No
Is there an Environmental Due Diligence Audit (EDDA) Phase I Report?	✓	
If Yes, is EDDA Phase II required/completed		✓
If Yes, is EDDA Phase III required/completed		✓
Does the project require the use of land that may be contaminated?		✓
Will the proposed project generate solid waste?	✓	
If Yes, are local disposal facilities capable of handling the additional waste?	✓	

Remarks: A Phase I Environmental Site Assessment (ESA) was conducted for the proposed project in February/March 2024. The ESA included a review of records dating back to 1938. A site visit was conducted on March 1, 2024. The ESA has revealed one Recognized Environmental Conditions (RECs), two Controlled Recognized Environmental Conditions (CRECs), and no Historical Recognized Environmental Conditions (HRECs) in connection with the proposed project site. In addition, a CREC was identified on the Airport property outside the project area (adjoining). A brief summary of the identified environmental conditions are below.

The REC is related to the observed historical property use of an orchard. The reviewed historical aerials identified an orchard on the northern portion of the project area from at least 1951 to around 1992. Orchards during this period are known for being sources of soil contamination of pesticide, herbicide, arsenic and lead contamination from the overspray on the trees. However, the project scope in this area is planned to be limited to tree clearing and no soil removal or other construction activities are anticipated. Based on this information and consideration of the scope of the project in this area, this REC does not appear to be an issue to the proposed project.

The first CREC is Cherryland Airport – Old Terminal BRRTS #03-15-105767. This case was opened in July of 1997. A petroleum release was documented during an initial site assessment of the former underground storage tank (UST) system at the site. The site was closed in September of 1997. Although contamination was left in place near the old terminal building, due to the planned scope of the proposed project in this area (use of construction access road) and groundwater contamination not being detected to transport the remaining contamination, this does not appear to be an issue to the proposed project.

The second CREC is Cherryland Airport – New Terminal BRRTS #03-15-105759. This case was opened in July of 1996 and closed in September of 1997. A petroleum release was documented during the initial site assessment of the UST system at the site. Groundwater contamination was not identified during two consecutive groundwater sampling events. This contamination is located under the pavement next to the current aboveground storage tank system. Although contamination was left in place near the new terminal building, due to the planned scope of the proposed project in this area (no soil disturbance) and groundwater contamination was not detected to transport the remaining contamination, this does not appear to be an issue to the proposed project.

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The third CREC on the airport property that is located adjoining the proposed project area, is Cherryland Airport – Parks BLDG BRTRS #03-15-105763. This case was opened in July of 1996 and closed in March of 1997. This release is associated with two USTs and their associated dispensers. Due to the limited soil contamination, no detected groundwater contamination and that this contamination is located outside of the proposed project area, this does not appear to be an issue to the proposed project.

No further investigation is anticipated to be recommended in the Phase I ESA. A copy of the Phase I ESA will be made available on the project website:
<https://westwoodps.com/door-county-cherryland-airport>.

The proposed project is not anticipated to include any direct relationship to pollution prevention or solid waste collection, control, or disposal other than that associated with the construction itself. There are no de-icing operations at the Airport. The proposed project is not anticipated to change current solid waste handling.

The contractor would be required to dispose of solid waste generated by construction, that cannot be recycled, at a certified solid waste disposal facility. Construction waste in the form of non-earthen materials would be recycled where possible. Non-earthen materials that cannot be recycled would be disposed of at a certified landfill site. Earthen construction materials would be removed from the proposed borrow sites for the purpose of grading areas on the proposed project to meet FAA standards.

If contamination is encountered in the proposed project areas, the project engineer would work with the WDNR to determine soil handling requirements based on type of contamination, contaminant concentrations, and the anticipated volume of material requiring special handling.

There are no substantial hazardous materials, pollution prevention or solid waste impacts anticipated with the Proposed Action alternative. There are no hazardous materials, pollution prevention or solid waste impacts with the No Action alternative.

Water Quality

Streams, Rivers, Watercourses & Jurisdictional Ditches

	Yes	No
Are there Streams, Rivers, Watercourses or Ditches in/near the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is there any Wild, Scenic or Recreational Rivers in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other Waters

Are there any lakes or ponds in/near the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Are there other surface/below surface waters in/near the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: There are no waterways located within the proposed project area, but there are waterways located near the proposed project area. Sturgeon Bay is located approximately 1 mile east of the proposed project area. There are no anticipated impacts to Sturgeon Bay with the proposed project.

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The Wild and Scenic Rivers Act declared “certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values, shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations.” There are no Wild and Scenic River designations in the proximity of the proposed project. Therefore, the provisions of the Wild and Scenic Rivers Act do not apply.

President Carter’s memorandum, Wild and Scenic Rivers and National Trails, requires federal agencies, as part of their planning and environmental review process, to avoid or mitigate adverse effects on rivers identified in the Nationwide Rivers Inventory (NRI). The National Park Service has compiled and maintains the NRI, a register of river segments that potentially qualify as national wild, scenic, or recreational river areas. There are no applicable listings on the NRI registry for the proposed project, therefore there are no anticipated impacts with the proposed project.

Chapter NR 102, Wisconsin Administrative Code, Water Quality Standards for Wisconsin Surface Waters establishes water quality standards for surface waters of the state. Section NR 102.10 of the Wisconsin Administrative Code lists outstanding resource waters. The closest designated Class I trout water in Door County to the proposed project area is Logan Creek. Logan Creek is approximately 12 miles northeast of the proposed project area; therefore, there are no anticipated impacts to Class I trout waters within the outstanding waters list. Section NR 102.11 of the Wisconsin Administrative Code lists exceptional resource waters. There are no exceptional resource waters listed in Door County.

Short-term soil erosion and stormwater quality impacts could result from construction activities. Existing condition of the proposed project area is pavement surrounded by mowed grass, there are no structures. The proposed project would replace existing pavement and restore mowed grass field.

Stormwater in the proposed project areas currently consists of topography sheet flow, culvert pipes, and ditches. The proposed project is not anticipated to alter the existing drainage patterns within the project area.

Construction of the proposed project would comply with the requirements of Chapters NR 151 Runoff Management and NR 216 Storm Water Discharge Permits of the Wisconsin Administrative Code.

The proposed project would consist of greater than one acre of land disturbance. The proposed project would need to adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TGCP) for Storm Water Discharge.

The proposed project would also require an Erosion Control Plan (ECP). The ECP would be provided to the WDNR and would include a description of the best management practices that will be implemented before, during, and after construction and address how post-construction stormwater performance standards will be met for the project area. The WDNR would be provided a grading plan indicating pre-construction grade and final

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grade. The WDNR would also be provided an erosion control implementation plan (ECIP) and a storm water management plan for the project. The ECIP would be submitted by the awarded contractor and would outline their implementation of erosion control measures during project construction and construction methods. The ECIP would be submitted to the WDNR Transportation Liaison at least 14 days prior to the preconstruction conference.

Construction documents would include erosion control requirements to maintain water quality. Techniques described in WisDOT's BOA Standard Specifications for Airport Construction and the DNR's Wisconsin Construction Site Best Management Practice Handbook would be implemented to prevent erosion and minimize siltation to drainage ways. These techniques may include the use of temporary and permanent sediment traps, silt fences, sodding, ditch checks, erosion mats, temporary and permanent seeding and other means to prevent erosions and trap sediment. During construction, by implementing erosion control measures as specified in the contract documents, impacts to water quality would be minimized.

Based on the above, there are no anticipated water quality impacts with the Proposed Action alternative. There are no water quality impacts anticipated with the No Action alternative.

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Wetlands

Are there wetlands in/near the project area?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 6.278 Total wetland area impacted: 0.05
 acre(s) acres(s)

Wetland ID	Wetland Plant Community	Wisconsin Wetland Inventory (WWI)	Total Size (Acre)
C01	Meadow (M)	E1Ka/E1Kv	4.471
C02	Scrub/Shrub (SS)	Wetland too small to delineate	0.005
C03	Meadow (M)	Wetland too small to delineate	0.167
C05	Meadow (M)	E1Kv	1.635

Completed Documentation

Wetland Delineation Report
 Conceptual Mitigation Plan (see remarks)
 Mitigation Available

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Individual Wetland Finding

Alternatives that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that Yes apply and explain): N/A

No

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs

	✓
✓	
✓	
✓	
✓	

Discuss measures to avoid, minimize, and mitigate wetland impacts. Make sure to include mitigation ratios.

Remarks:

The WDNR Wetland Inventory data was reviewed in conjunction with the proposed project area. On October 10th, 2022, Westwood conducted a wetland delineation for the proposed project at the Airport. The inventory resulted in four areas delineated as wetlands, totaling approximately 6.278 acres of wetlands within the survey area. Figure 5 graphically represents the Wisconsin Wetland Inventory data layer overlaid onto the proposed project location drawing (reference Figure 5 – Wetlands Map, Attachment 1).

On October 5th, 2023, WDNR conducted a wetland determination for the proposed project area within Potawatomi State Park on WDNR-owned lands that had not been previously delineated. The wetland delineation identified the northern limits of the wetlands south of the Park Entrance Road. This wetland area consisted of mainly scrub-shrub and wooded wetlands, with some pockets of wet meadow mixed in (i.e. mixed community). Areas north of the wetland delineation line are to be considered upland.

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The proposed project would have approximately 0.05 acres of anticipated permanent wetland fill impacts. Specifically, the permanent wetland impacts would occur in Delineated Wetland C01 and have been identified as a Meadow Wetland Plan Community as shown in **Table 3**. No permanent impacts are associated with the proposed tree clearing as no grubbing operations are proposed with the project. The majority of these wetland impacts would occur on Airport property; however, some wetland impacts also occur off Airport property. There are no anticipated temporary impacts associated with selective tree clearing due to the proposed project work scheduled to occur with winter operations.

Table 3. Anticipated Wetland Impacts Summary

Wetland Plant Community	Wisconsin Wetland Inventory (WWI)	Total Impacts (Acre)	Wetland Delineation Wetland ID
Meadow (M)	E1Ka/E1Kv	0.05	C01

On August 31st, 2023, the Wisconsin Department of Natural Resources provided initial comments on the proposed project. These comments included guidance and requirements related to public lands; US DOT Section 4(f) coordination; wetland impacts; fisheries and streams; threatened, endangered, and/or special concern species; storm water management and erosion control; and permitting (reference DNR Correspondence, Attachment 2).

Alternatives that would not result in any wetland impacts are not practicable because such avoidance would result in the proposed project not meeting the identified project needs. The Airport would continue to have a substandard RSA if wetlands were not impacted since the slope requirements set by FAA for safe operations beyond the runway pavement would not be met for the full dimensions of the RSA. The outer limit of the RSA would remain too steep. The proposed project would not meet the identified needs if wetlands were not impacted because the RSA would not be compliant with FAA standards.

The proposed project action of filling approximately 0.05 acres of wetlands is consistent with applicable state wetland strategies that wetland impacts must be avoided and/or minimized to the greatest extent practicable. The proposed project does not trigger any of the significance thresholds as defined in FAA Order 1050.1F. The proposed project implements the maximum allowable slopes within FAA standards to minimize the area of permanent wetland fill (reference Figure 14 & 15 – Proposed RSA Grading Location, Attachment 1). Wetland impacts and wetland mitigation coordination with the WDNR is ongoing. No additional permanent wetland impacts are anticipated.

The proposed project work associated with selective tree clearing would be performed during the winter season to minimize temporary impacts from construction equipment as well as only clearing trees with no grubbing operations to further minimize ground disturbance.

There are potential wetlands located within the proposed primary borrow area, no additional impacts to wetlands in this area will be allowed. The Airport will coordinate with

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the WDNR to identify and avoid wetlands in proposed primary borrow area. Additional coordination and primary borrow area dimensions will be determined during the permitting process.

As noted in the WDNR Initial Review Letter in Attachment 2, further coordination with WDNR to determine mitigation ratios and specific WisDOT wetland mitigation bank information would be completed later in the proposed project design process. Typically, a 1:1 mitigation ratio for unavoidable wetland losses is assigned at the nearest WisDOT wetland mitigation bank with a similar wetland community type using the Wetland Impact Tracking Form. Preliminary coordination with the WisDOT Regional Environmental Coordinator was initiated. The coordinator was provided a preliminary Wetland Impact Tracking Form identifying the potential impacts and request for reserving wetland credit areas near the project area. On August 12, 2024 the preliminary Wetland Impact Tracking Form was approved indicating a preliminary debit ratio of 1.00 for mitigated Meadow wetlands. The preliminary form indicates wetland credits being debited to the Peshtigo Brook – Phase 1 mitigation bank. Final credit determination will be obtained later in the proposed project design process.

The USACE has jurisdiction and regulates the discharge of dredged and fill material into the waters of the United States, including adjacent wetlands, under Section 404 of the Clean Water Act. The WDNR has jurisdiction of isolated wetlands, which are outside of the United States Army Corps of Engineers' jurisdiction under Section 281.36 of the Wisconsin Statutes.

A USACE Jurisdictional Determination was submitted for review on January 19, 2024 (reference USACE Correspondence, Attachment 2). The USACE replied on May 20, 2024, with their finding that the proposed project wetland impacts are hydrologically connected to Sturgeon Bay; therefore, they are anticipated USACE jurisdictional wetlands. The proposed project would require permitting through the USACE Transportation Regional General Permit. As preliminary grading plans are established, plans can be sent to the USACE general inbox to receive concurrence on wetland impacts and areas of avoidance. A preconstruction notification (PCN) is not anticipated to be needed as the proposed wetland impacts are within the thresholds listed under Category 2: Modification - Linear Transportation of the USACE St. Paul District's Transportation Regional General Permit dated December 13, 2023.

There are approximately 0.05 acres of permanent wetland impacts anticipated with the Proposed Action alternative that would be mitigated. There are no wetland impacts anticipated with the No Action alternative.

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Cumulative Impacts

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, would the proposed project produce a cumulative effect on any of the environmental impact categories above?

Yes **No**

Remarks: According to 40 CFR 1508.7, a cumulative impact “is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively substantial actions taking place over a period of time.”

Past and ongoing Airport projects include:

- Ongoing – Snow Removal Equipment building
- 2021 – Reconstruction of the terminal apron and gates
- 2016 – Rehabilitation of Runway 10/28 and Taxiway B

Future improvements to the Airport would be related to meeting the needs of the users and surrounding community. These improvements are anticipated to take place on existing Airport property. Potential upcoming projects include:

- Rehabilitation of taxilanes. Currently, there is not a need for the rehabilitation of the taxilanes however the pavement condition will need to be addressed in the foreseeable future. The project and is included on the Airport Capital Improvement Plan (CIP) for future construction.
- This proposed Runway 2/20 and Taxiway A rehabilitation and partial reconstruction project.

Improvements planned off-site include:

- WIS 42 Resurfacing between Sturgeon Bay and Egg Harbor in 2024
- Two site work projects for a proposed parking lot and a subdivision in the City of Sturgeon Bay
- Sanitary sewer, water, and site work portions of the Geneva Ridge Subdivision
- Miscellaneous City of Sturgeon Bay street mill & pave projects

No other tree clearing projects were identified in the proposed project vicinity. Most of the potential improvements to the Airport involve some form of construction. Therefore, the potential does exist for minor and short-term impacts from the potential improvements; however, cumulative impacts are not anticipated to be substantial.

There are no substantial cumulative impacts anticipated with either the Proposed Action alternative or the No Action alternative.

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Part III – Permits, Mitigation, Coordination and Public Involvement

PERMITS/MITIGATION

Permits

List all required permits for the proposed project & indicate if any problems are anticipated in obtaining the permit

Remarks: If the proposed project is constructed, the following documentation is anticipated:

WDNR Notice of Intent (NOI)
WDNR Transportation Construction General Permit Application (TCGP)
Wetland Impact Tracking Form (WITF)
Erosion Control Plan (ECP)
Erosion Control Implementation Plan (ECIP)
USACE Transportation Regional General Permit

Mitigation

Describe all mitigation measures for the proposed project. Include any impacts that cannot be mitigated or those that cannot be mitigated below threshold levels. Also, provide a description of any resources that must be avoided during construction.

Remarks: The proposed project would follow these recommended mitigation measures as appropriate/practicable.

The following measures were recommended by the WDNR to avoid and minimize impacts to the environment:

Wetlands:

- Maximize allowable design slopes to minimize impacts to wetland areas.
- Perform tree clearing operations during winter season.
- Avoid grubbing operations in wetland areas.
- Mitigate unavoidable wetland impacts using WisDOT Wetland Mitigation Bank.

Obstruction Removals:

- 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 prior to removal operations. In some cases, chipping of trees may be allowed to remain on site if not deemed obtrusive, but tree-chippings will not be allowed to remain in wetland areas. Red and white pines species will be removed completely from the site, or chipped.
- If work crews need access to 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 or (LUA or TLS) 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 will 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

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conditions following construction. This agreement will protect all parties involved including DNR, BOA, Door County Airport, and their contractors.

- 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.

Species:

- Remove vegetation in the nesting/foraging habitat before the RPBB spring arrival.
- Tree removal performed during the inactive season for the NLEB and TCB.

Invasive Species:

- All proposed 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.
- This proposed project has the potential for spreading the Emerald Ash Borer (EAB) beetle. Consider WDNR best management practices to prevent spread of EAB.
- 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://wisconsin.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2>

Storm Water Management & Erosion Control:

- The proposed project must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence.
- The proposed requires an Erosion Control Plan (ECP) that describes best management practices that would be implemented before, during and after construction to minimize pollution from storm water discharges. 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.

Asbestos:

- A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 may be required. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities.

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

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In addition to WDNR recommendation the below mitigation efforts may be implemented as appropriate and practicable

Invasive Species:

- It is recommended that selective tree clearing will occur during the winter season during colder and frozen conditions. During periods of frozen conditions, equipment tracking is anticipated to produce minimal soil disturbance. If soft ground conditions are encountered the use of tracking mats can limit soil disturbance. Clearing during the winter season limits the potential for erosion and encroachment of opportunistic non-native invasive species during selective clearing operations due to minimal ground disturbance.
- Examples of BMPs are provided in the USDA Best Management Practices to Prevent the Introduction and Spread of Invasive Species. (<https://www.invasivespeciesinfo.gov/subject/best-management-practices>)

EARLY COORDINATION

List each agency coordinated with, the date coordination was sent, and if a response was received in the following table. Make sure to include a copy of the response in the appendix.

Stakeholder	Coordination Activities
General Public	September 27, 2018 – Door County Board of Supervisors Meeting to approve a Petition to the Secretary of Transportation for Airport Improvement Aid for the proposed project. June 14, 2024 – A Notice of Public Hearing and Notice of Availability of Preliminary Condensed Environmental Assessment was published in the Peninsula Pulse. July 11, 2024 - A Public Hearing was held in the Airport conference room. A brief presentation on the project was given and the public was given the opportunity to provide written or private verbal testimony.
Native American Tribes	August 29, 2023 – Notification letter sent to Native American tribes to outline the proposed project and solicit input.
Historical Society (Door County)	October 17, 2023 – Notification letter sent to outline the proposed project and solicit input.
State Historic Preservation Officer (SHPO)	January 9, 2024 – Section 106 signed by State Historic Preservation Officer. June 7, 2024 – State Historic Preservation Office (Wisconsin Historic Society) provided copy of Preliminary Condensed EA for review and comment.
U.S. Army Corps of Engineers (USACE)	January 19, 2024 - Jurisdictional Determination request submitted. Preliminary coordination letter describing the project and project maps were included. January 23, 2024 - Notification of receipt of submittal and Project Manager assignment.

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	<p>January 26, 2024 - Wetland delineation report requested.</p> <p>May 20, 2024 – Informal response received that noted anticipation of taking jurisdiction of wetlands due to hydrological connection to Sturgeon Bay.</p>
U.S. Environmental Protection Agency (EPA)	<p>January 19, 2024 - Notification letter sent to outline the proposed project and solicit input.</p> <p>January 19, 2024 - Response received confirmed receipt of notification letter.</p> <p>February 15, 2024 – EPA scoping comments received.</p> <p>June 7, 2024 – EPA provided copy of Preliminary Condensed EA for review and comment.</p> <p>June 20, 2024 – Response received confirming receipt of Preliminary Condensed EA. Provided update on comment period timeline.</p> <p>July 8, 2024 – EPA comments on Preliminary Condensed EA Received.</p> <p>August 28, 2024 - Response sent to EPA discussing how recommendations are incorporated into the Final Condensed EA. The EPA did not respond with any additional comments or concerns that were discussed in the August 28, 2024 response letter.</p>
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)	<p>January 19, 2024 – Notification letter sent to outline the proposed project and solicit input.</p> <p>January 23, 2024 – Response received requesting proposed project area .shp file for evaluation.</p> <p>January 29, 2024 – Initial Farmland Protection Policy Act (FPPA) will apply to the proposed project due to federal funding. NRCS provided instructions and partially completed NRCS-CPA-106 form.</p> <p>February 9, 2024 – Westwood completed Parts VI and VII of the NRCS-CPA-106 form and sent to NRCS.</p> <p>February 12, 2024 – NRCS confirmed receipt of completed NRCS-CPA-106 form.</p> <p>May 7, 2024 – NRCS response received noting no further consideration is needed for the site.</p> <p>June 7, 2024 – NRCS provided copy of Preliminary Condensed EA for review and comment.</p>
U.S. Department of the Interior, Fish and Wildlife Service (USFWS)	<p>January 15, 2024 – The U.S. Fish & Wildlife Service’s IPaC online planning tool was reviewed for potential impacts to threatened and endangered species.</p> <p>February 15, 2024 – Section 7 informal consultation email to outline the proposed project and solicit input on effect determinations on NLEB and TCB.</p>

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	<p>February 21, 2024 – USFWS provided concurrence on effect determinations for informal Section 7 consultation on NLEB and TCB.</p> <p>May 10, 2024 - Section 7 informal consultation email sent to solicit input on effect determination for Rusty Patched Bumble Bee.</p> <p>May 23, 2024 – USFWS provided concurrence on effect determinations for informal Section 7 consultation for Rusty Patched Bumble Bee.</p> <p>June 7, 2024 – USFWS provided copy of Preliminary Condensed EA for review and comment.</p> <p>June 12, 2024 – USFWS responded to distribution of Preliminary Condensed EA indicating there were no comments at this time.</p>
<p>U.S. Department of Transportation, Federal Aviation Administration (FAA)</p>	<p>April 26, 2024 – FAA provided initial comments for the draft Preliminary Condensed EA.</p> <p>May 10, 2024 – FAA provided comments on the revised draft Preliminary Condensed EA.</p> <p>June 7, 2024 – FAA provided copy of Preliminary Condensed EA for review and comment.</p> <p>August 1, 2024 – FAA provided comments on the Draft Condensed EA</p>
<p>Wisconsin Department of Administration - Coastal Management Program</p>	<p>January 19, 2024 – Notification letter sent to outline the proposed project and solicit input.</p> <p>April 25, 2024 – Follow up email response noting a consistency finding to be required since the project includes federal involvement. Requested notification of which agency will be coordinating with DNR and notification of other federal actions. Notified that BOA is coordinating with DNR.</p> <p>May 22, 2024 – Notified of proposed project requiring USACE permit.</p> <p>June 7, 2024 – WCMP provided copy of Preliminary Condensed EA for review and comment.</p> <p>July 25, 2024 – Follow up email sent regarding any questions or concerns regarding providing a consistency finding for the proposed project.</p>
<p>Wisconsin Department of Transportation – Bureau of Aeronautics (BOA)</p>	<p>Various dates throughout 2022 and 2023 – Continuous correspondence with BOA Project Manager and BOA Aeronautical Environmental Coordinator about the project.</p> <p>November 29, 2023 – Section 106 documentation submitted to BOA for review.</p> <p>December 2023 – Section 106 documentation submitted to CRT for review.</p> <p>March 15, 2024 – Draft Preliminary Condensed EA submitted for comment.</p>

FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: Door County Cherryland Airport
Project: Proposed Rehabilitation/Partial Reconstruction of
Runway 2/20 and Reconstruction of Taxiway A

	<p>April 8, 2024 – Comments received for Draft Preliminary Condensed EA.</p> <p>April 18, 2024 – Draft Preliminary Condensed EA resubmitted for comment.</p> <p>May 8, 2024 – Comments received for revised Draft Preliminary Condensed EA.</p> <p>June 7, 2024 – WisDOT BOA provided copy of Preliminary Condensed EA for review and comment.</p>
Wisconsin Department of Transportation – Cultural Resources Team (CRT)	<p>December 2023 - BOA submitted Section 106 documentation to CRT for review.</p> <p>December 21, 2023 - Section 106 signed by WisDOT Historic Preservation Officer.</p>
Wisconsin Department of Transportation – Regional Environmental Coordinator (REC)	<p>August 9, 2024 – BOA submitted preliminary WITF for potential wetland impacts associated with the proposed project.</p> <p>August 12, 2024 – WisDOT REC send approved preliminary WITF assigning the impacts to be debited to the Peshtigo Brook – Phase 1 mitigation bank.</p>
Wisconsin Department of Natural Resources (DNR)	<p>Various dates throughout 2022 and 2023 – Continuous correspondence with BOA Project Manager and BOA Aeronautical Environmental Coordinator about the project.</p> <p>August 31, 2023 – WDNR Initial Review response received for the proposed project.</p> <p>September 28, 2023 – WDNR and BOA Project Manager and BOA Aeronautical Environmental Coordinator meeting to discuss forestry requirements.</p> <p>October 5, 2023 – WDNR Wetland Determination for Potawatomi State Park. WDNR shared wetland determination boundaries and noted that the majority of the wetlands were scrub-shrub and wooded wetlands with some pockets of wet meadow mixed in.</p> <p>October 27, 2023 – Westwood, WDNR (including Potawatomi State Park staff), and BOA onsite meeting to review proposed project limits including tree locations, access within the Park, and RSA grading on the north end of Runway 2/20.</p> <p>May 7, 2024 – Informal correspondence between WDNR and BOA to confirm the proposed project should not trigger the Section 6(f) conversion process and would not have a significant visual or aesthetic impact on the Park.</p> <p>May 21, 2024 – <i>De Minimis</i> Section 4(f) Impact Report shared with WDNR for reviewed and BOA request concurrence with finding.</p> <p>June 7, 2024 – WDNR provided copy of Preliminary Condensed EA for review and comment.</p> <p>June 10, 2024 – WDNR confirmed receipt of Preliminary Condensed EA.</p> <p>June 29, 2024 – Concurrence received on <i>De Minimis Section 4(f)</i> Impact report.</p>

FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: Door County Cherryland Airport
Project: Proposed Rehabilitation/Partial Reconstruction of
Runway 2/20 and Reconstruction of Taxiway A

	<p>July 23, 2024 – Comments received on Preliminary Condensed EA.</p> <p>August 6, 2024 – BOA sent response to comments received on Preliminary Condensed EA. Response included confirmation that no additional wetland impacts will occur in the proposed primary borrow site.</p> <p>August 8, 2024 – WDNR correspondence to confirm presence of wetlands in proposed primary borrow site.</p> <p>Ongoing Coordination – As proposed project design and construction continue, ongoing coordination with Potawatomi State Park management and staff will continue. Additionally, Park staff will be advised of any construction operations that may directly impact the Park, such as noise, tree removal, snowmobile closures, tree identification, and other miscellaneous coordination.</p>
Remarks:	

FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: Door County Cherryland Airport
Project: Proposed Rehabilitation/Partial Reconstruction of
Runway 2/20 and Reconstruction of Taxiway A

PUBLIC INVOLVEMENT

Some level of public involvement is encouraged for every Federal Action. **The level of public involvement should be commensurate with the proposed action.** Discuss any public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) for this project.

Remarks: On September 27, 2018, the Door County Board of Supervisors held a meeting during which they approved a Petition to the Secretary of Transportation for Airport Improvement Aid for the proposed project.

A public information website was established to disseminate project related information during the development of this Condensed Environmental Assessment. The website contains general Airport information; a description of proposed improvements; the preliminary Condensed Environmental Assessment document; the archaeological and architecture/history surveys; Section 106 Archaeological/Historical information; the Phase I Environmental Site Assessment; the Wetland Delineation Report; the *De Minimis* Section 4(f) Impact Report; and an email comment form. The website is accessible at <https://westwoodps.com/door-county-cherryland-airport>.

On February 15, 2024, Door County sent letters to adjacent property owners to familiarize them with the proposed project and to solicit their interests and concerns. An example of the preliminary coordination letters is included in Attachment 2.

A Notice of Availability of the Condensed Environmental Assessment and Notice of a Public Hearing were presented to the public on June 14, 2024. The notices were advertised in *Door County Pulse*, at the Airport, and on the project website.

A Public Hearing was held in the Airport conference room on July 11, 2024. Attendees included project team members and one individual from the public. A brief presentation on the project was given and the public was given the opportunity to provide written or private verbal testimony. No written or verbal testimony was submitted. A summary of the Public Hearing is included in Attachment 9.

Following the public availability period for the final environmental assessment, reference documents may be removed from the website. Reference documents can be made available upon request to the Wisconsin Department of Transportation - Bureau of Aeronautics or the FAA Chicago Airport District Office.

Public Controversy on Environmental Grounds


Is the project anticipated to involve substantial controversy concerning community and/or natural resource impacts?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINAL CONDENSED ENVIRONMENTAL ASSESSMENT
Federal Aviation Administration – Great Lakes Region
Airport: Door County Cherryland Airport
Project: Proposed Rehabilitation/Partial Reconstruction of
Runway 2/20 and Reconstruction of Taxiway A


Preparer Certification

I hereby certify that the information I have provided is complete and accurate, to the best of my knowledge:

	9/30/2024
<i>Signature</i>	<i>Date</i>
Stephanie Senst, Project Engineer	Westwood Professional Services, Inc.
<i>Printed Name and Title</i>	<i>Organization</i>

Airport Sponsor Certification (may not be delegated to consultant)

I hereby certify that the information provided is complete and accurate to the best of my knowledge. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until the FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval if applicable) have occurred. All applicable Federal, State, and local permits required shall be obtained before proceeding with the proposed action.

	9/30/2024
<i>Signature</i>	<i>Date</i>
Matthew Messina, Airport Engineering Section Unit Supervisor	WisDOT Bureau of Aeronautics
<i>Printed Name and Title</i>	<i>Organization</i>

FAA Decision

Having reviewed the above information, certified by the responsible airport official, the proposed projects of development warrant environmental processing as indicated below:

- The proposed action has been found to qualify for a Condensed Environmental Assessment.
- The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment.
- The proposed development action requires preparation of an Environmental Impact Statement.

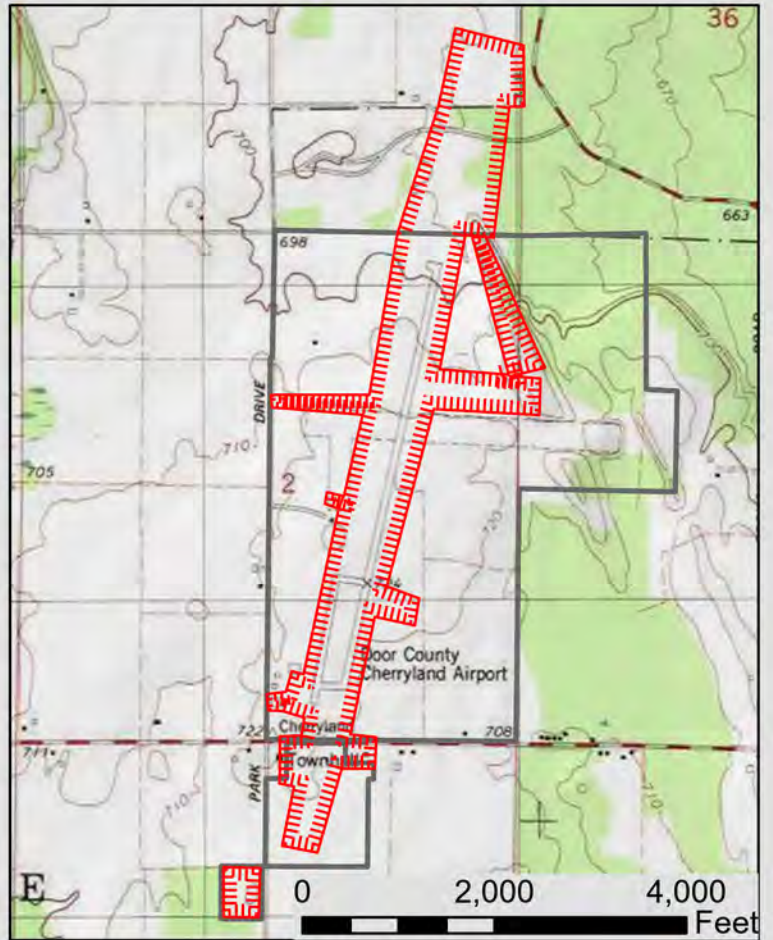
This Environmental Assessment becomes a Federal document when signed/dated by the Responsible FAA Official.




<i>Signature</i>	<i>Date</i>

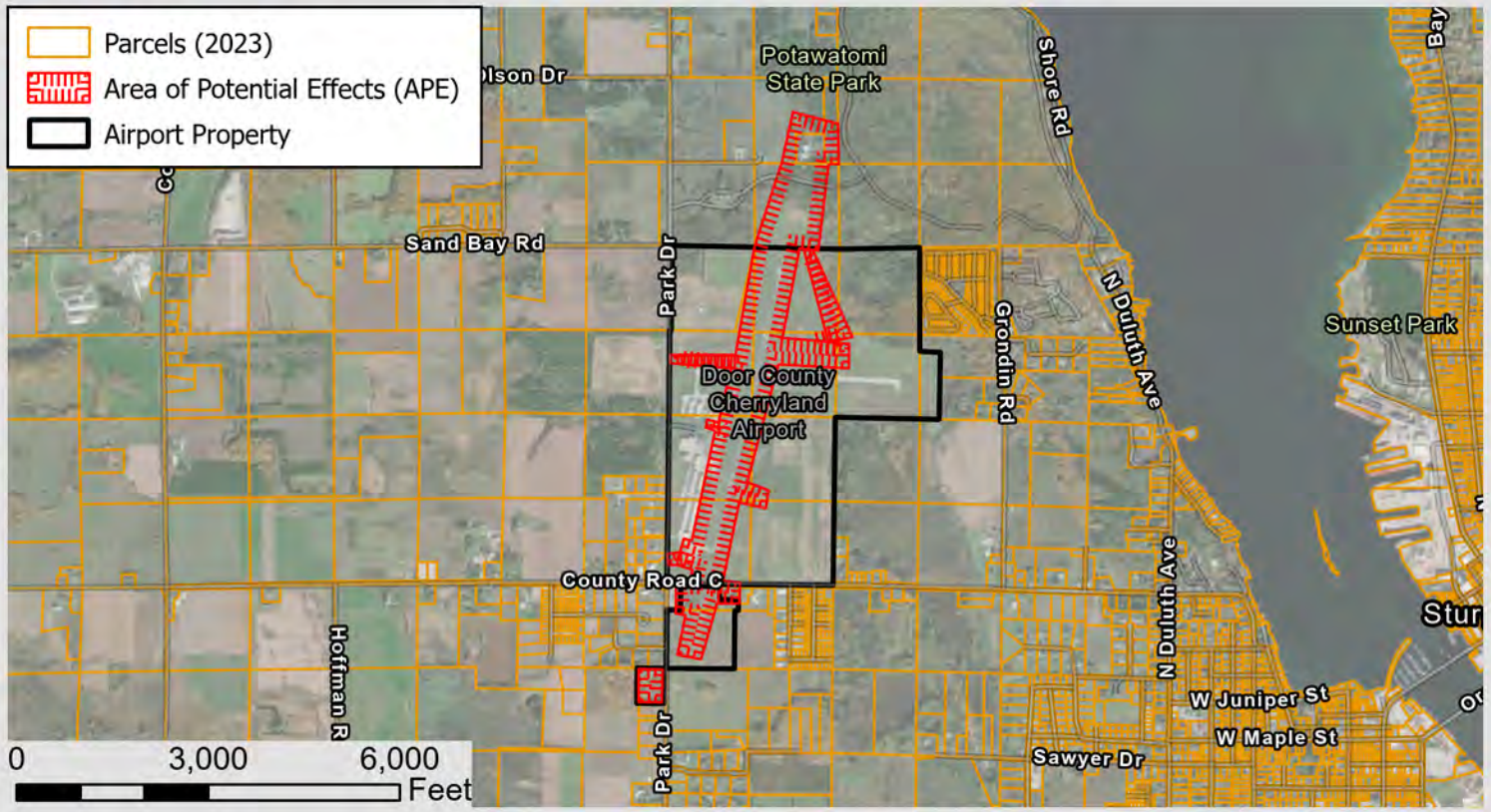
Attachment 1

Figures

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



Westwood

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



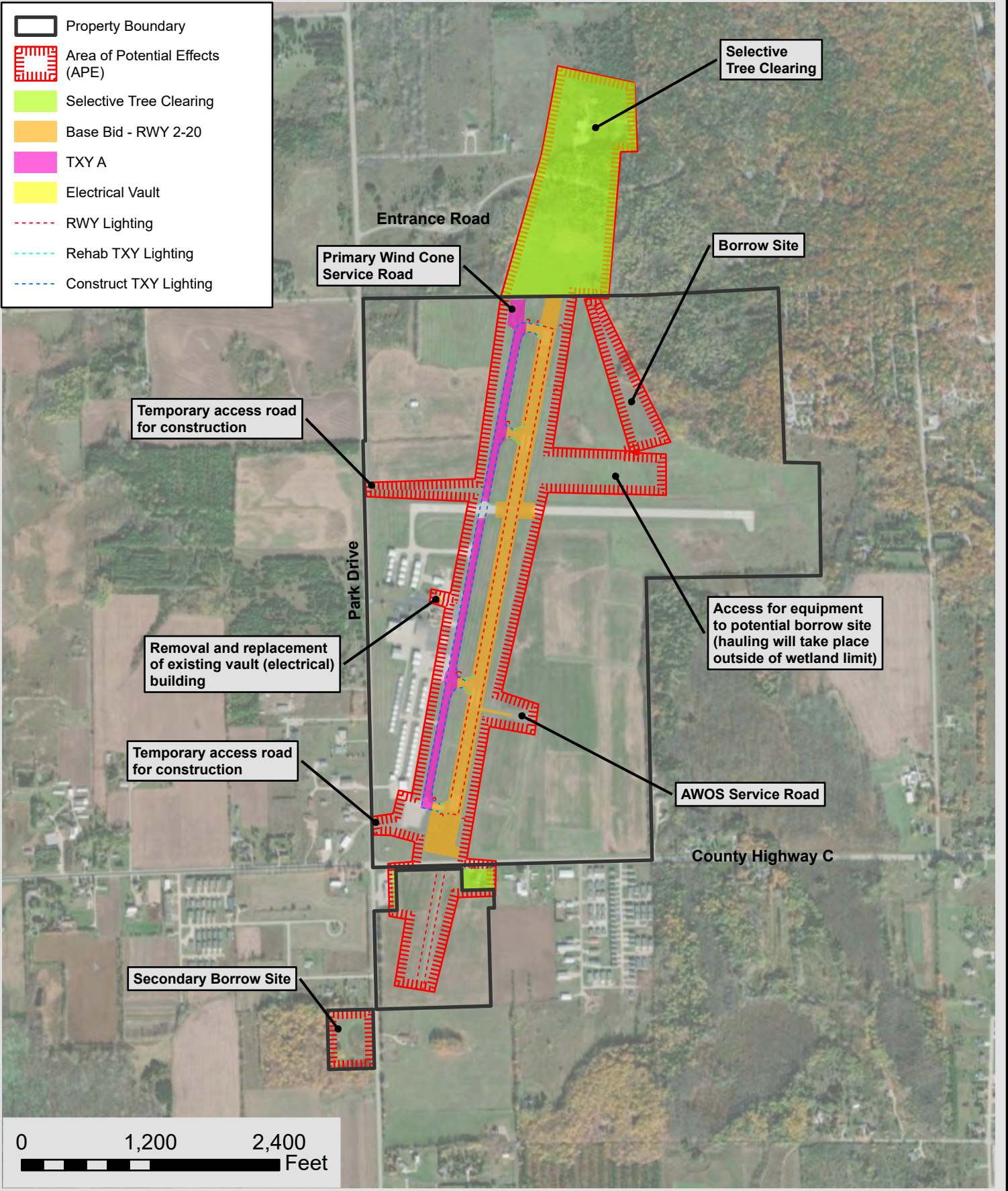
**RWY 02/20 REHABILITATION - CONDENSED EA
 LOCATION MAP**

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

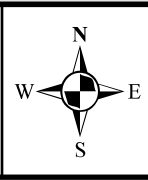
Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:

Date: 1/8/2024

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



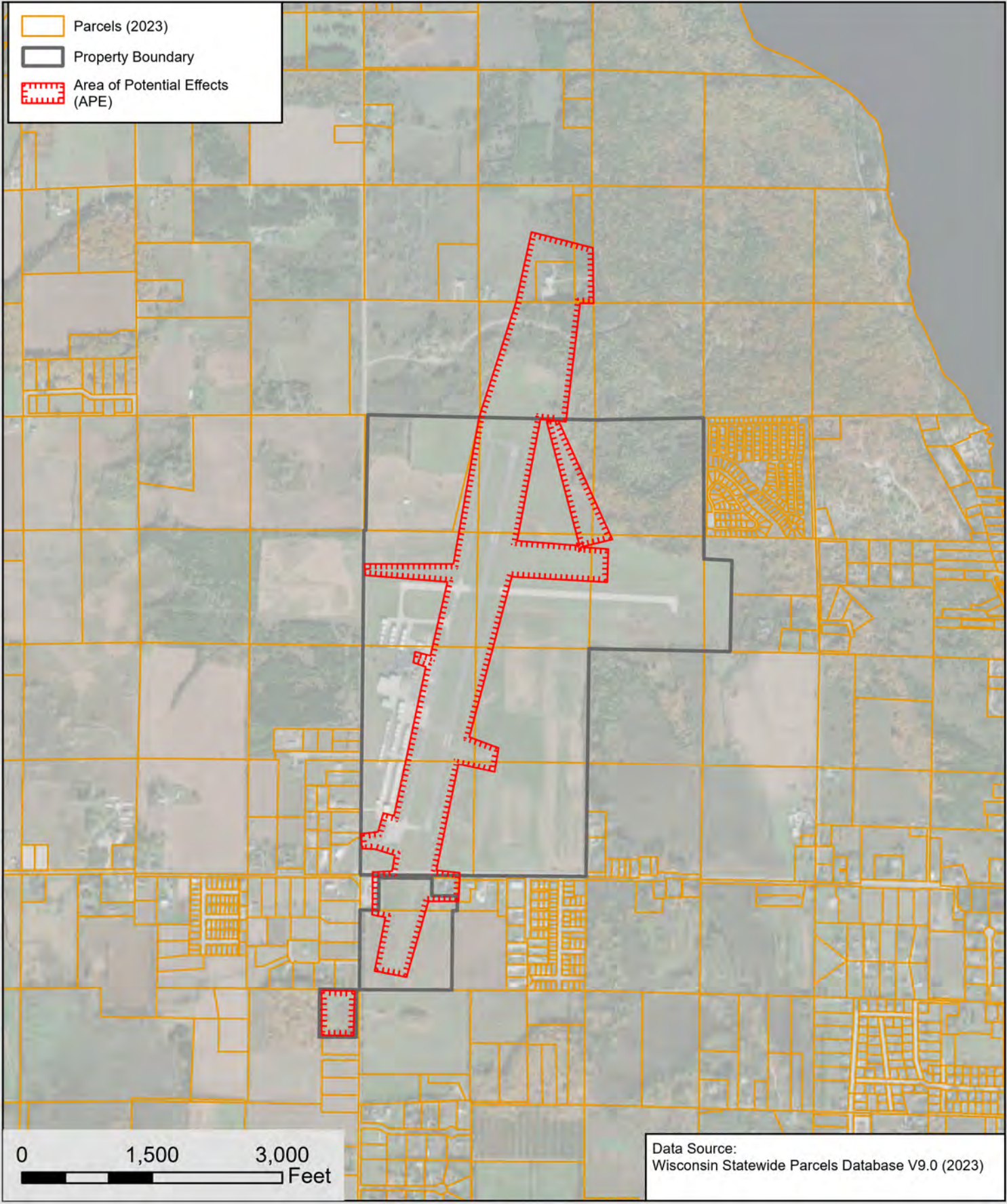
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RWY 02/20 REHABILITATION - CONDENSED EA
AREA OF POTENTIAL EFFECTS
 DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

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.
2



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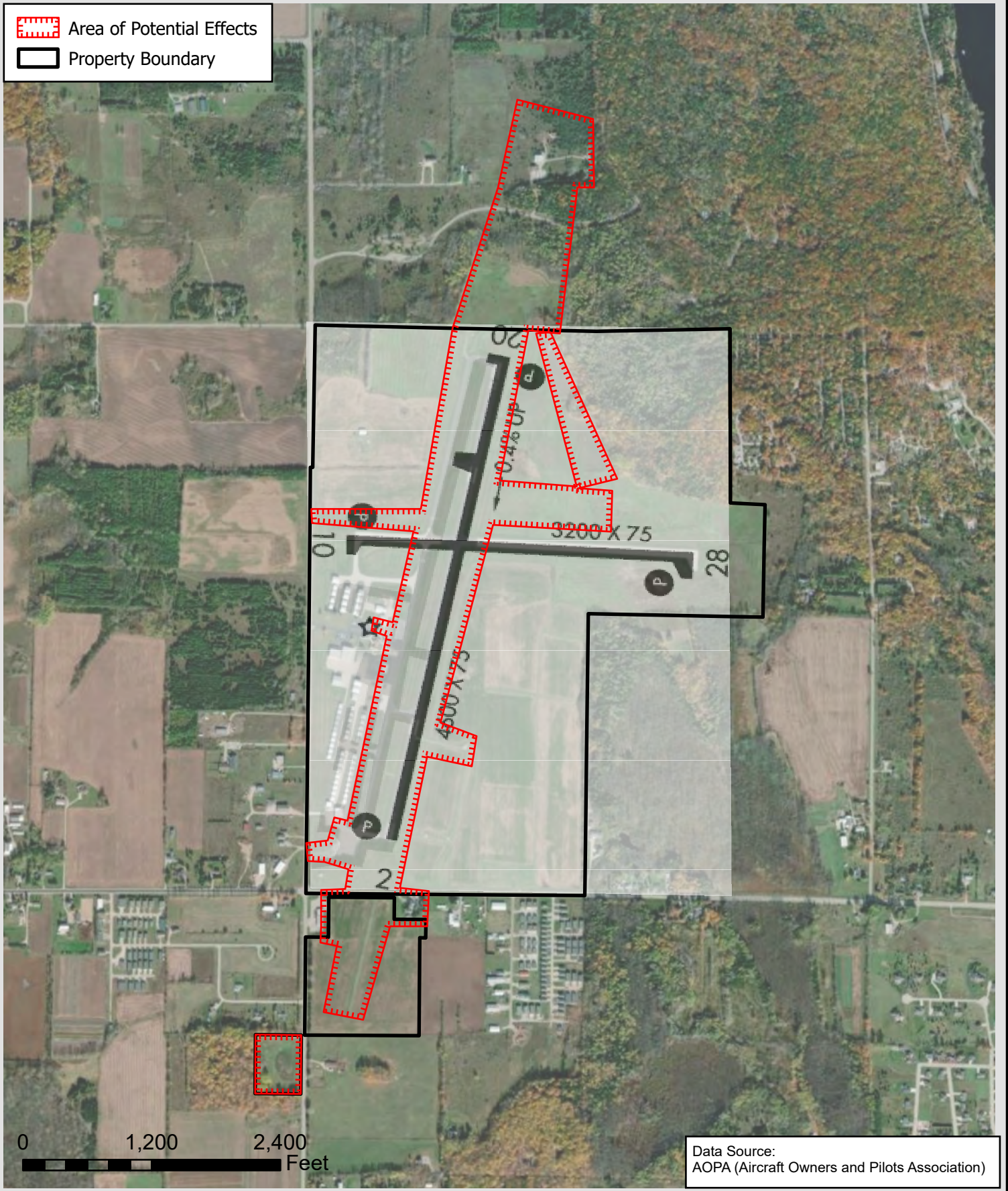
**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT PROPERTY MAP**

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 = ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
3

-  Area of Potential Effects
-  Property Boundary



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






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

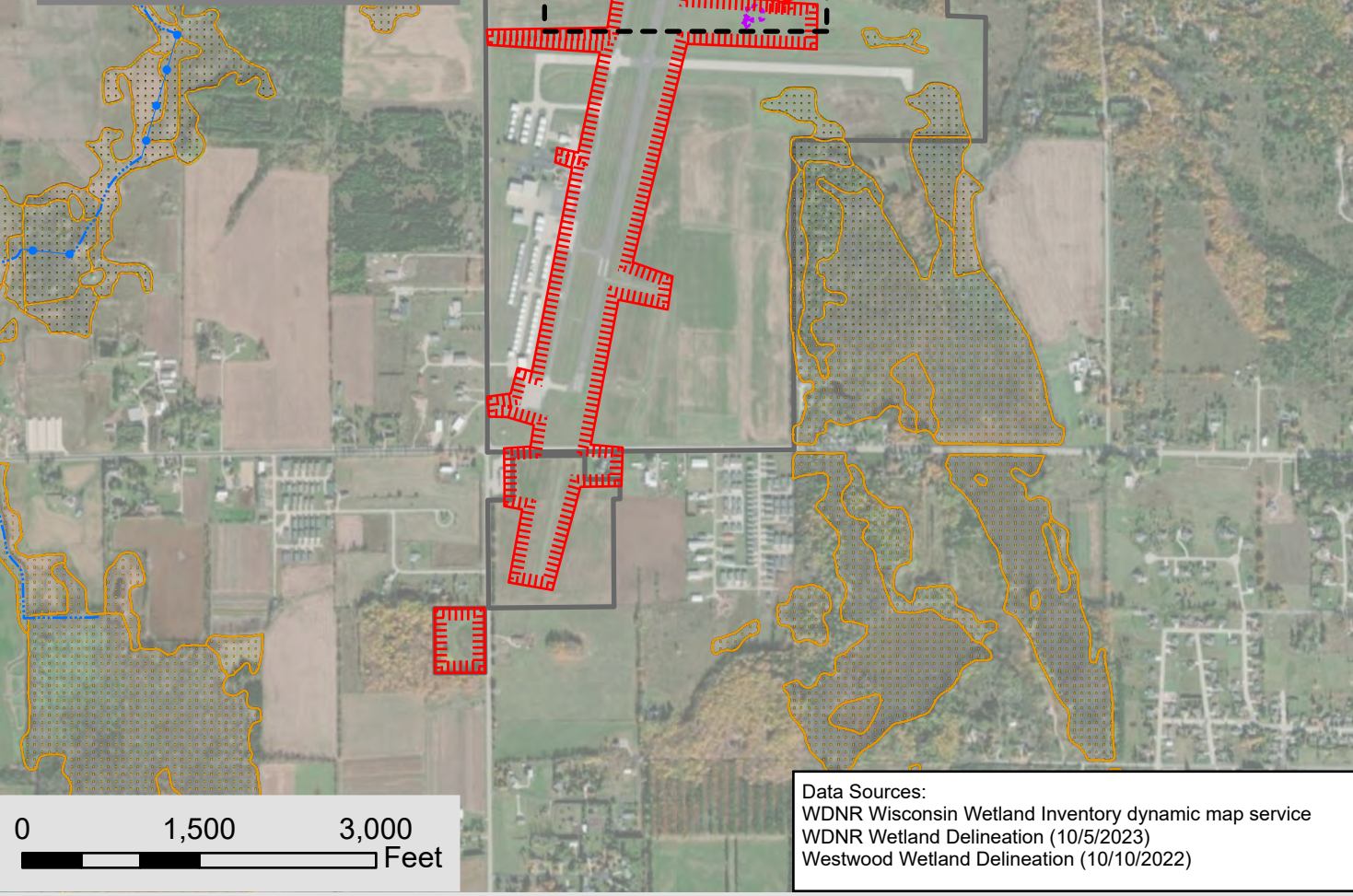
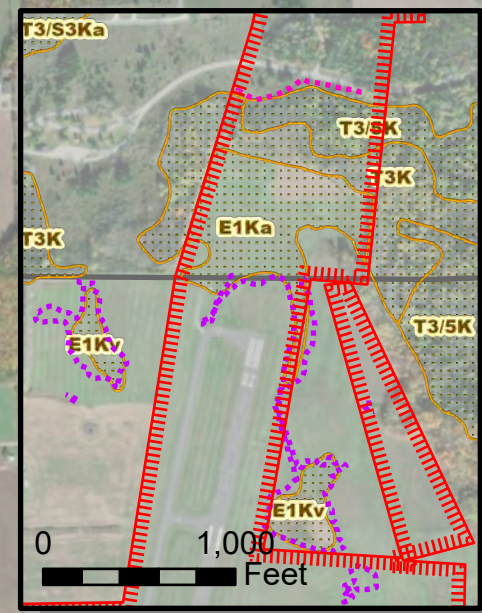
Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:

Date: 5/13/2024

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

FIGURE NO.
4

 Property Boundary	 Westwood Delineated Wetland Boundary (2022)	 Wisconsin Wetland Inventory Wetland Area
 Area of Potential Effects (APE)	 WDNR Delineated Wetland Boundary (2023)	



Data Sources:
 WDNR Wisconsin Wetland Inventory dynamic map service
 WDNR Wetland Delineation (10/5/2023)
 Westwood Wetland Delineation (10/10/2022)

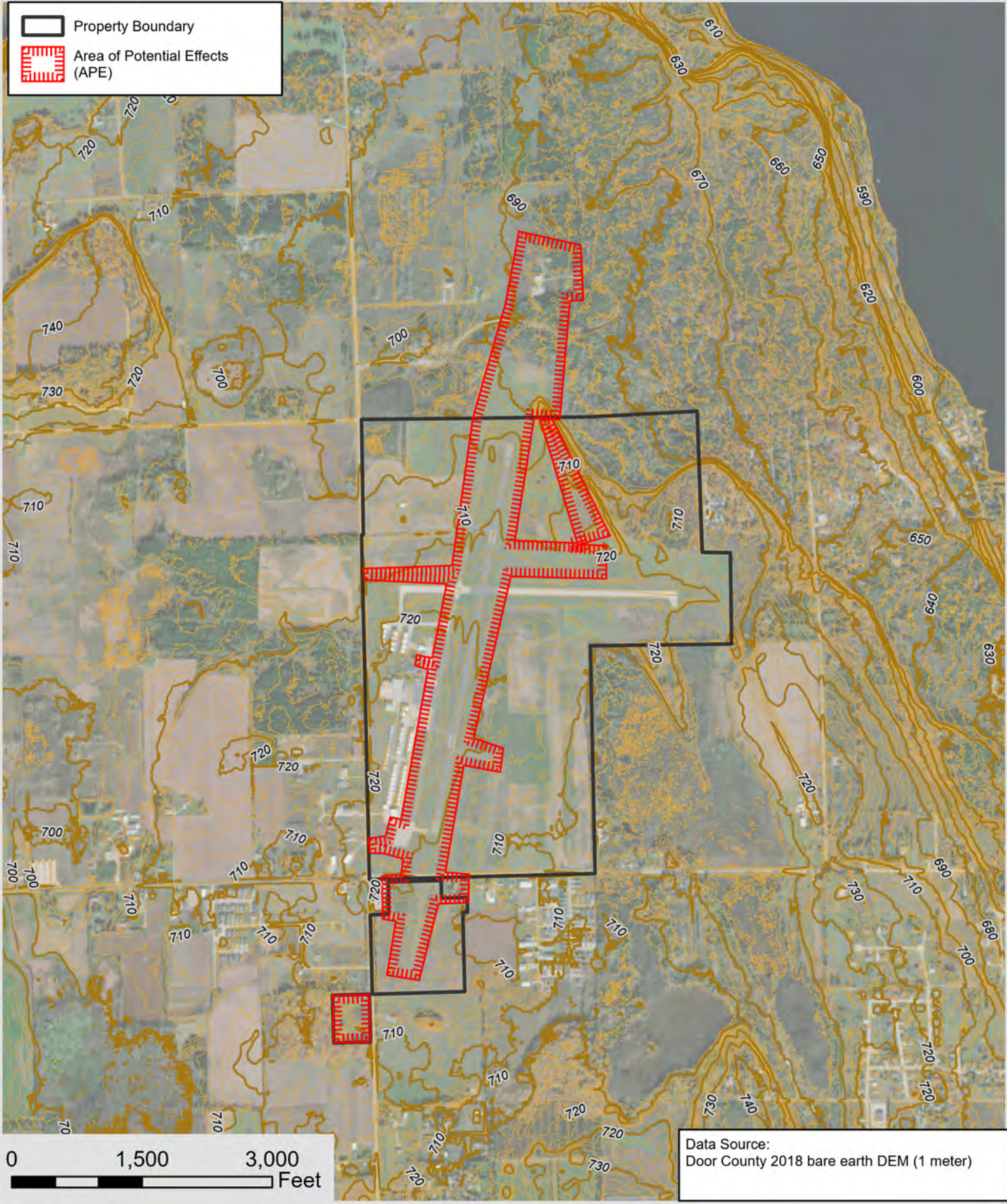
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RWY 02/20 REHABILITATION - CONDENSED EA WETLAND MAP
 DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 3/14/2024

SCALE:
 1 in = 1,500 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
5



 Property Boundary
 Area of Potential Effects (APE)

0 1,500 3,000 Feet

Data Source:
Door County 2018 bare earth DEM (1 meter)


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











RWY 02/20 REHABILITATION - CONDENSED EA TOPOGRAPHIC MAP
DOOR COUNTY CHERRYLAND AIRPORT
TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

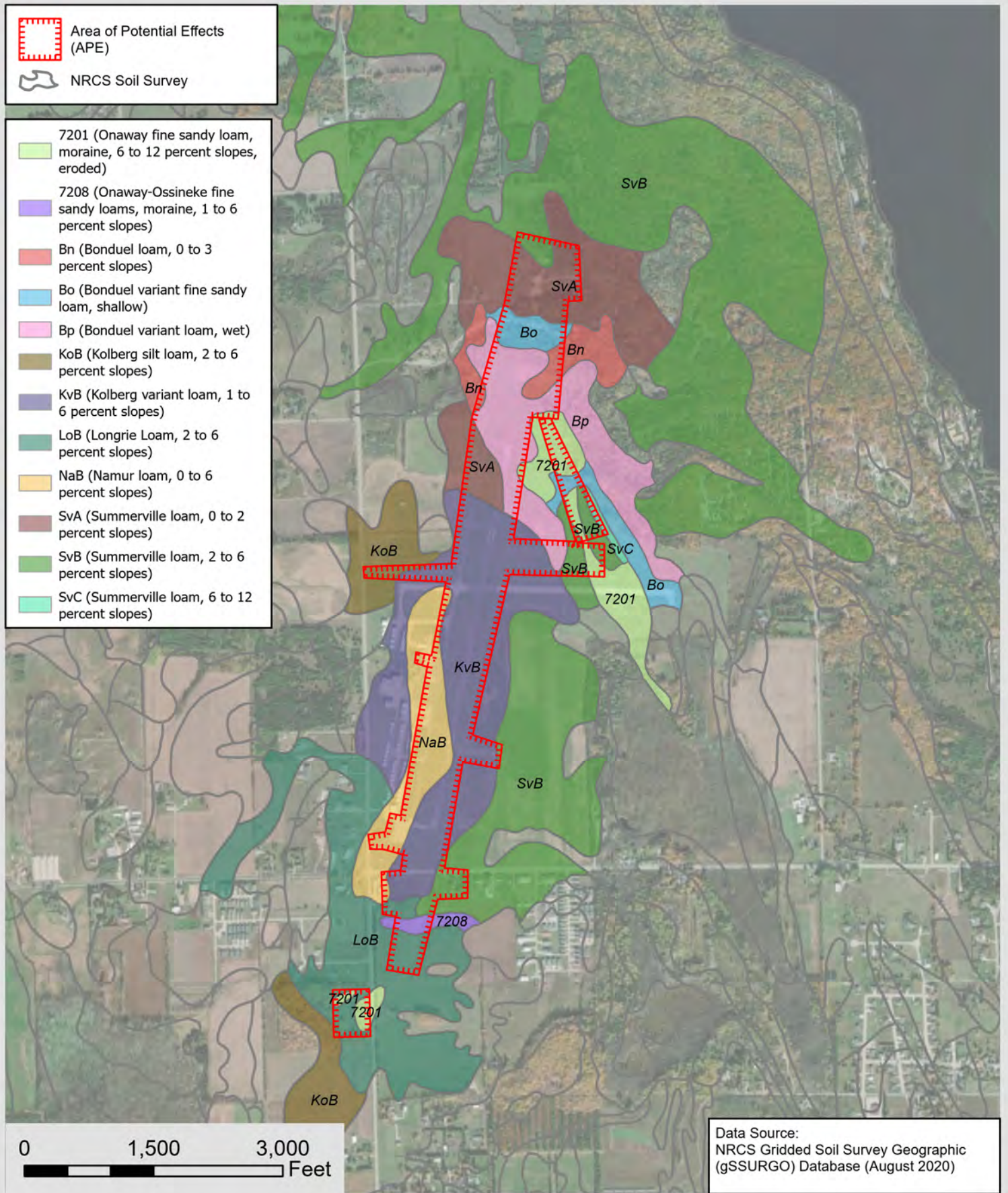
Project Manager:
Project Engineer:
Drawn By: JCW
Checked By:
Date: 1/8/2024

SCALE:
1 in = 1,500 ft
PROJECT NO.
R3001498.00
FIGURE NO.
6

 Area of Potential Effects (APE)

 NRCS Soil Survey

-  7201 (Onaway fine sandy loam, moraine, 6 to 12 percent slopes, eroded)
-  7208 (Onaway-Ossineke fine sandy loams, moraine, 1 to 6 percent slopes)
-  Bn (Bonduel loam, 0 to 3 percent slopes)
-  Bo (Bonduel variant fine sandy loam, shallow)
-  Bp (Bonduel variant loam, wet)
-  KoB (Kolberg silt loam, 2 to 6 percent slopes)
-  KvB (Kolberg variant loam, 1 to 6 percent slopes)
-  LoB (Longrie Loam, 2 to 6 percent slopes)
-  NaB (Namur loam, 0 to 6 percent slopes)
-  SvA (Summerville loam, 0 to 2 percent slopes)
-  SvB (Summerville loam, 2 to 6 percent slopes)
-  SvC (Summerville loam, 6 to 12 percent slopes)



Data Source:
NRCS Gridded Soil Survey Geographic (gSSURGO) Database (August 2020)

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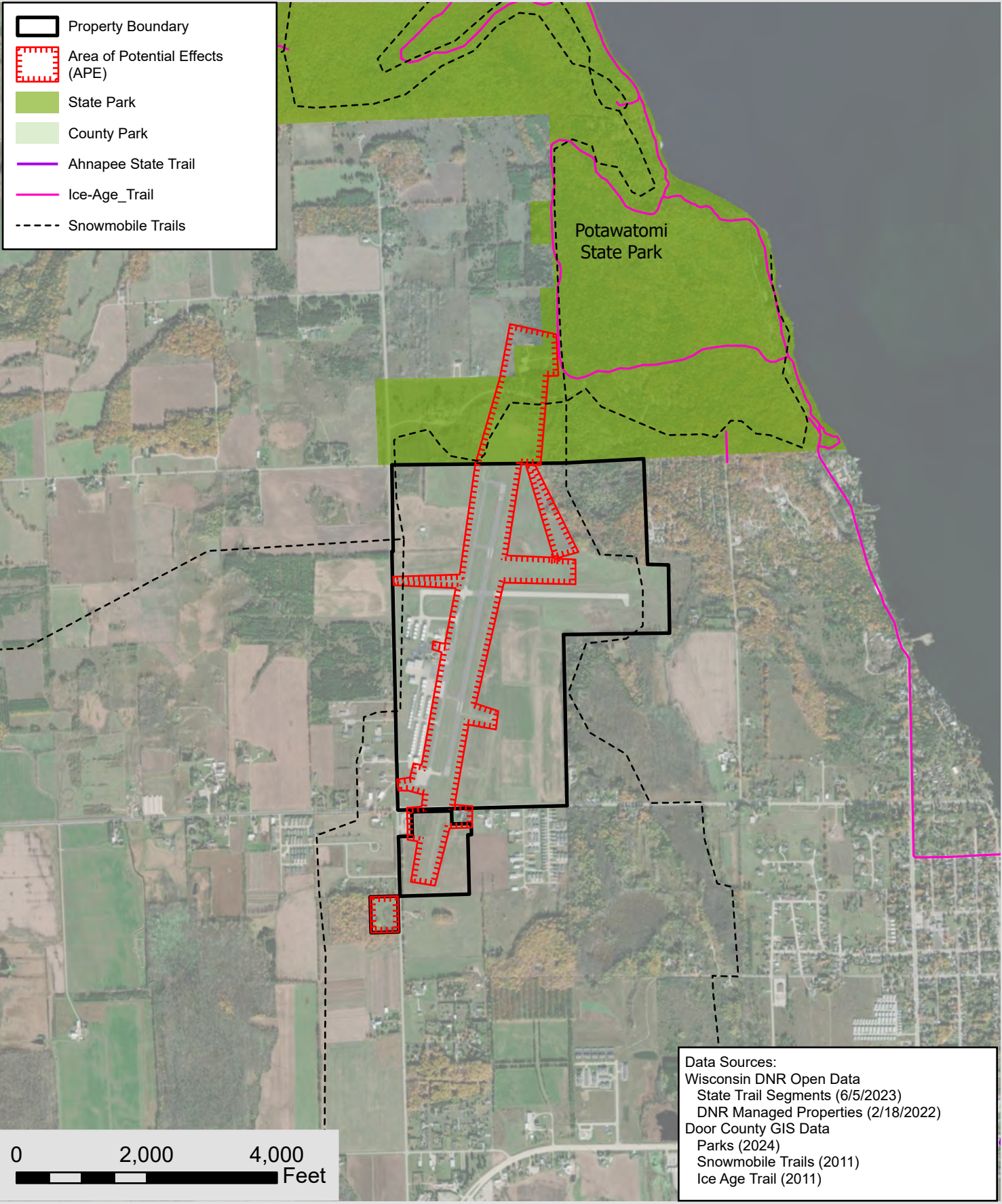
**RWY 02/20 REHABILITATION - CONDENSED EA
SOILS MAP**

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

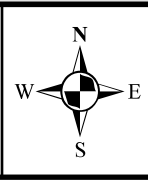
Project Manager:
Project Engineer:
Drawn By: JCW
Checked By:

Date: 1/9/2024

SCALE:
1 in = 1,500 ft
PROJECT NO.
R3001498.00
FIGURE NO.
7



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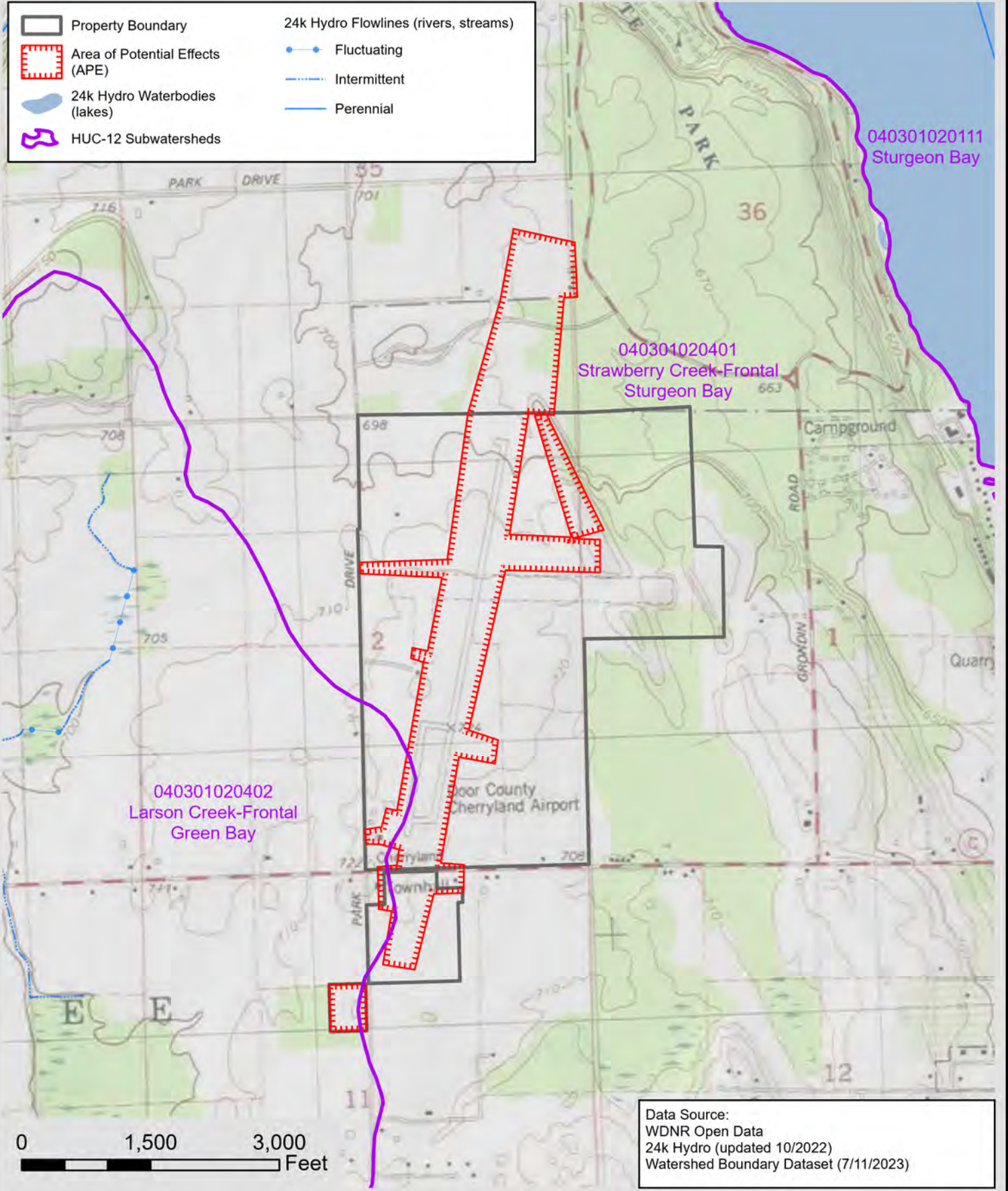


**RWY 02/20 REHABILITATION - CONDENSED EA
 PARKS AND TRAILS MAP**

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 = 2,000 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
8



Data Source:
 WDNR Open Data
 24k Hydro (updated 10/2022)
 Watershed Boundary Dataset (7/11/2023)

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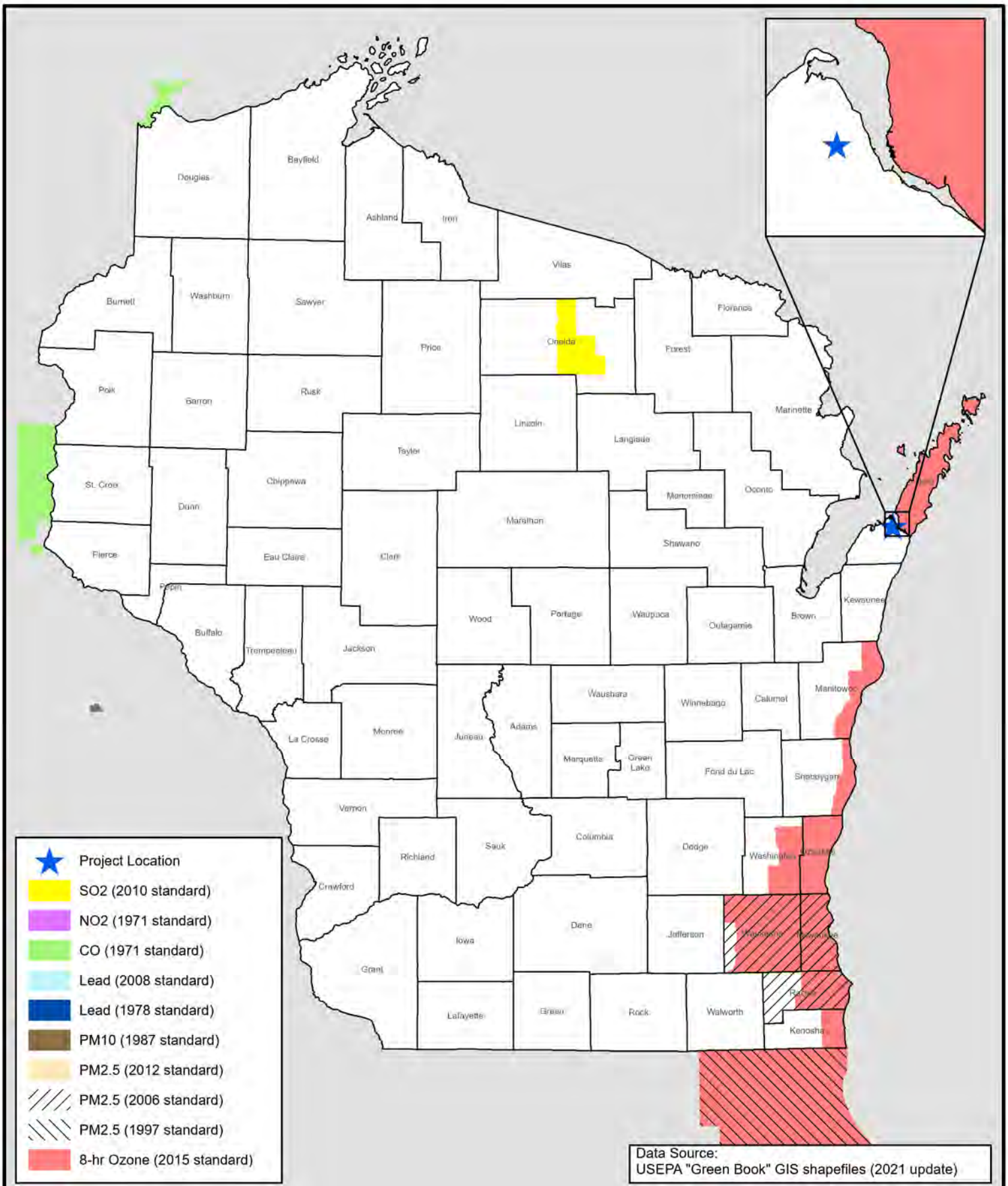


**RWY 02/20 REHABILITATION - CONDENSED EA
 WATERSHED MAP**

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 = 1,500 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
9



Data Source:
USEPA "Green Book" GIS shapefiles (2021 update)

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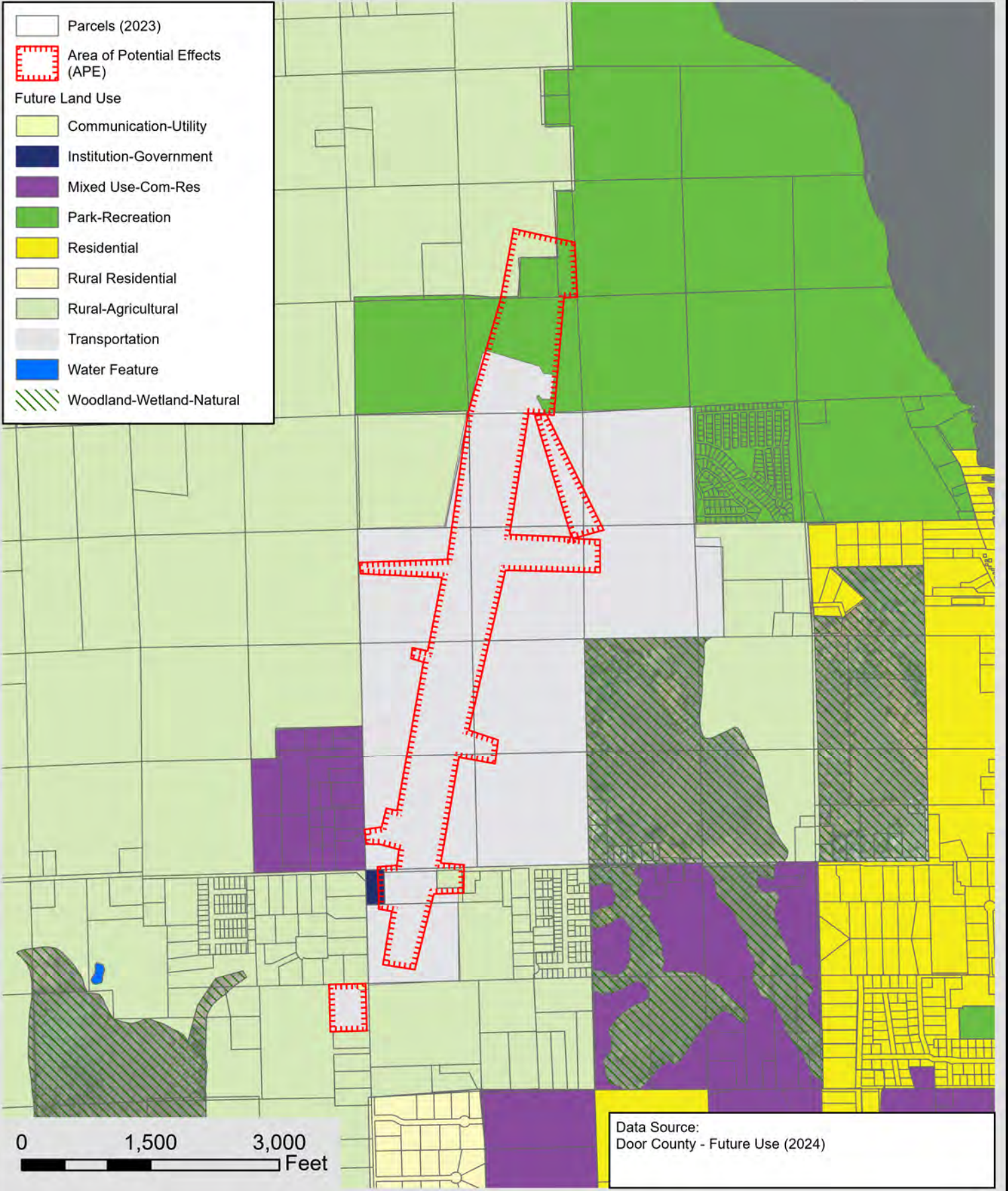


**RWY 02/20 REHABILITATION - CONDENSED EA
 NAAQS NONATTAINMENT AREAS**

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 = 208,333 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
10



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RWY 02/20 REHABILITATION - CONDENSED EA
FUTURE LAND USE MAP

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

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/11/2024

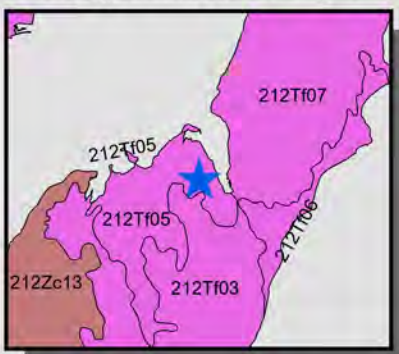
SCALE:
 1 in = 1,500 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
11

★ Project Location

Tension Zone (Curtis 1959)



Landtype Associations (LTAs)



212Tf05 - Nasewaupée Moraines

Data Source: DNR GeoData
Ecological Landscapes (updated 2019)
Landtype Associations (updated 2020)

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**RWY 02/20 REHABILITATION - CONDENSED EA
ECOLOGICAL LANDSCAPES**

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

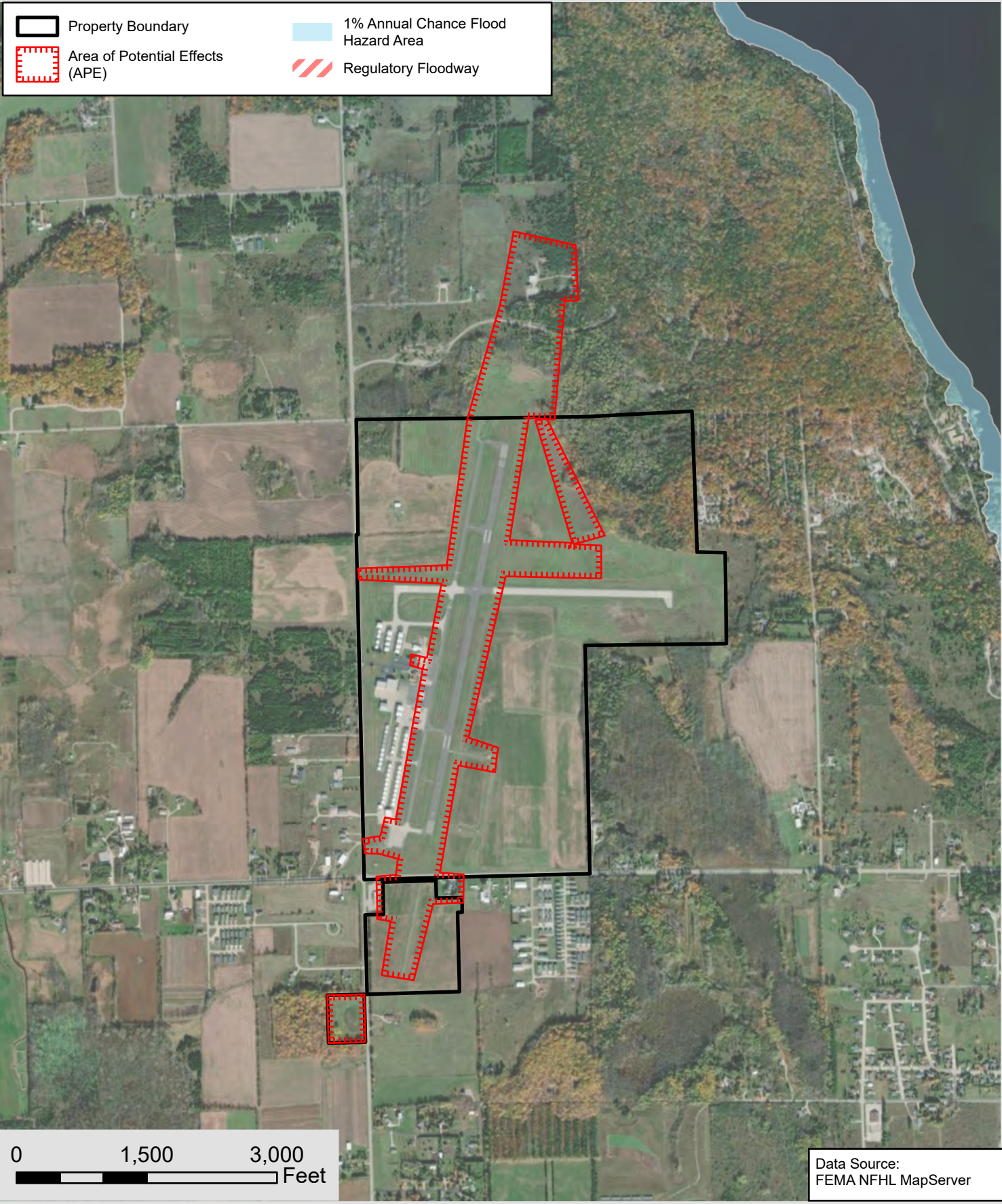
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Project Engineer:
Drawn By: JCW
Checked By:

Date: 1/8/2024

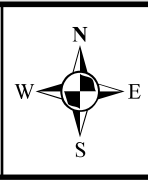
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PROJECT NO.
R3001498.00

FIGURE NO.
12



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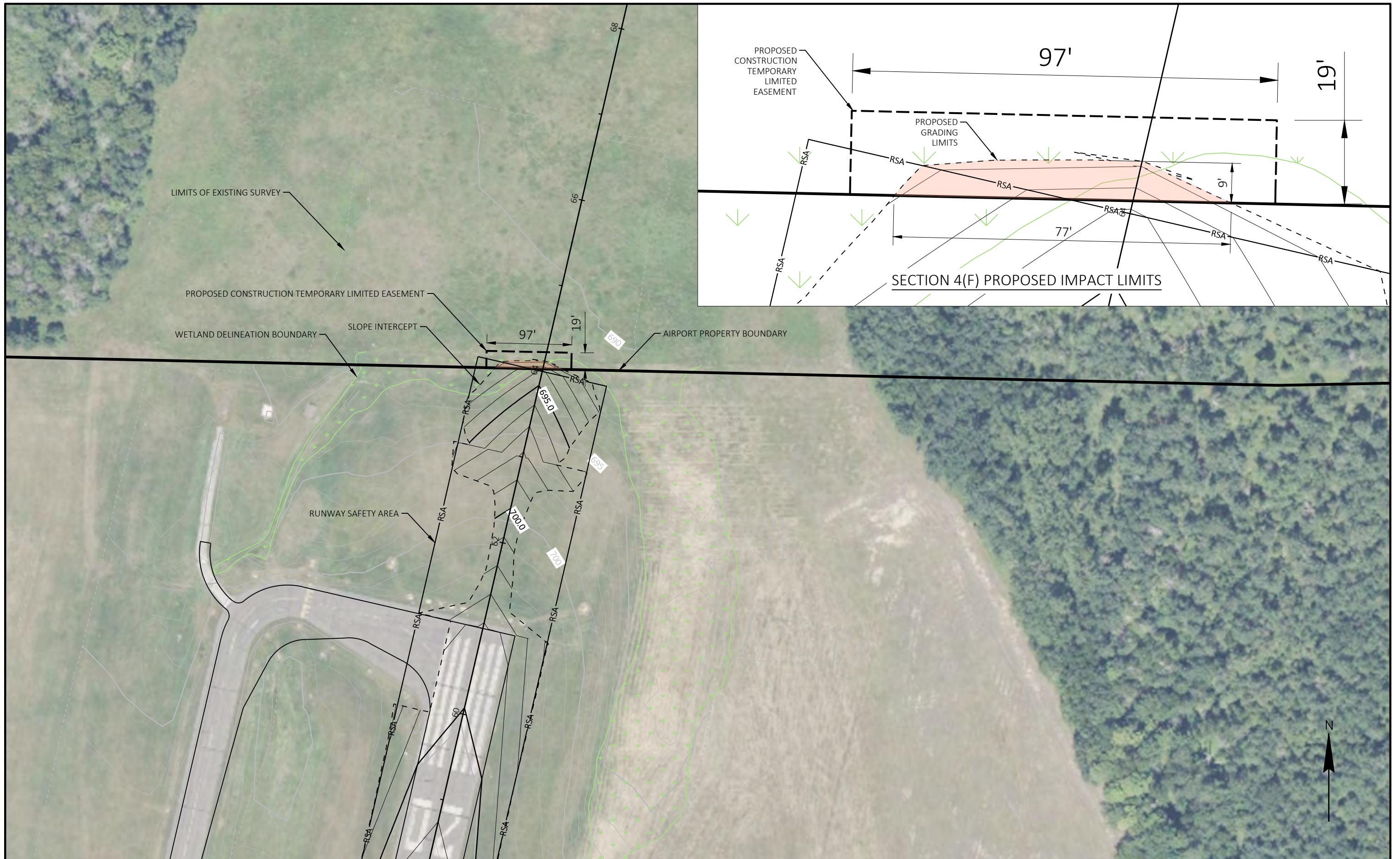
**RWY 02/20 REHABILITATION - CONDENSED EA
 FLOODPLAIN MAP**

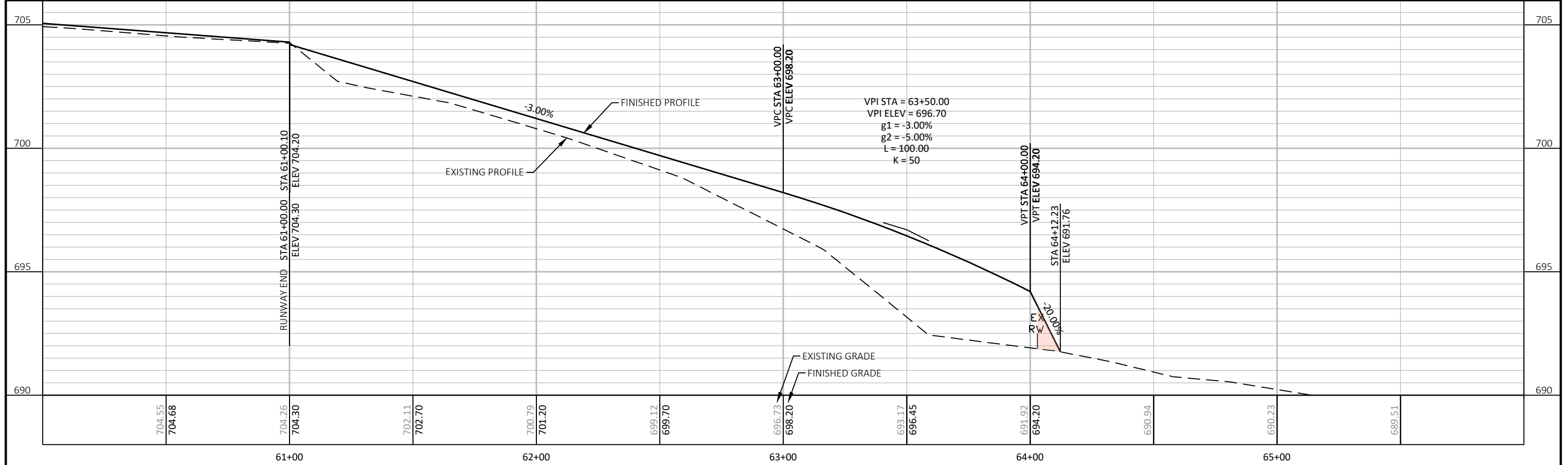
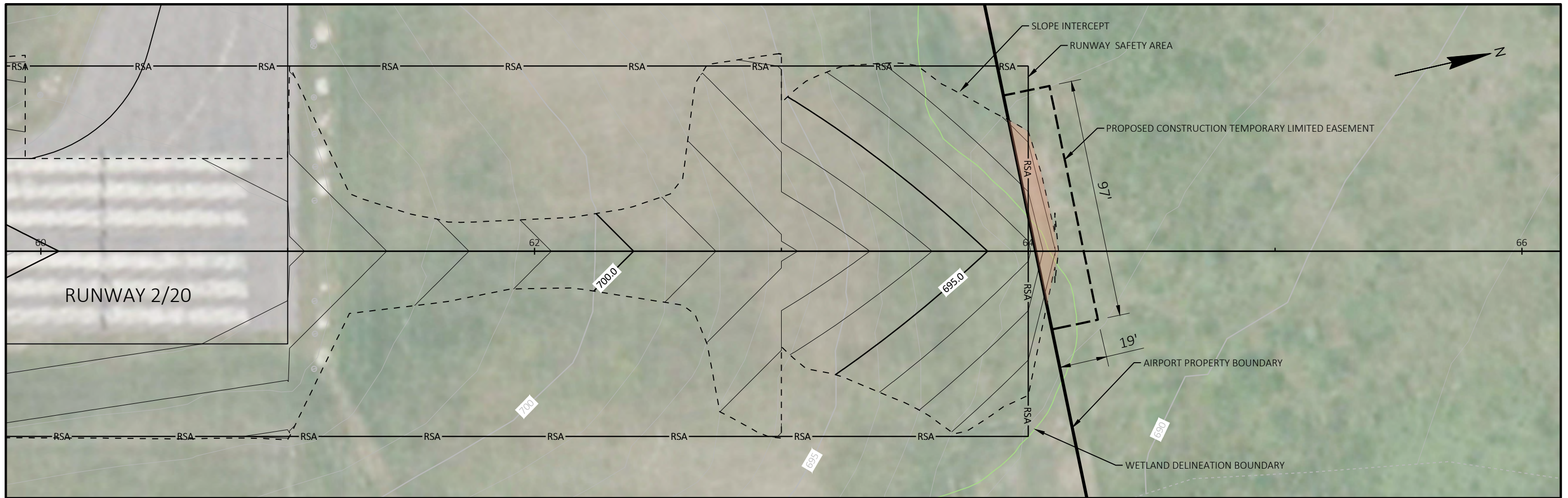
DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

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

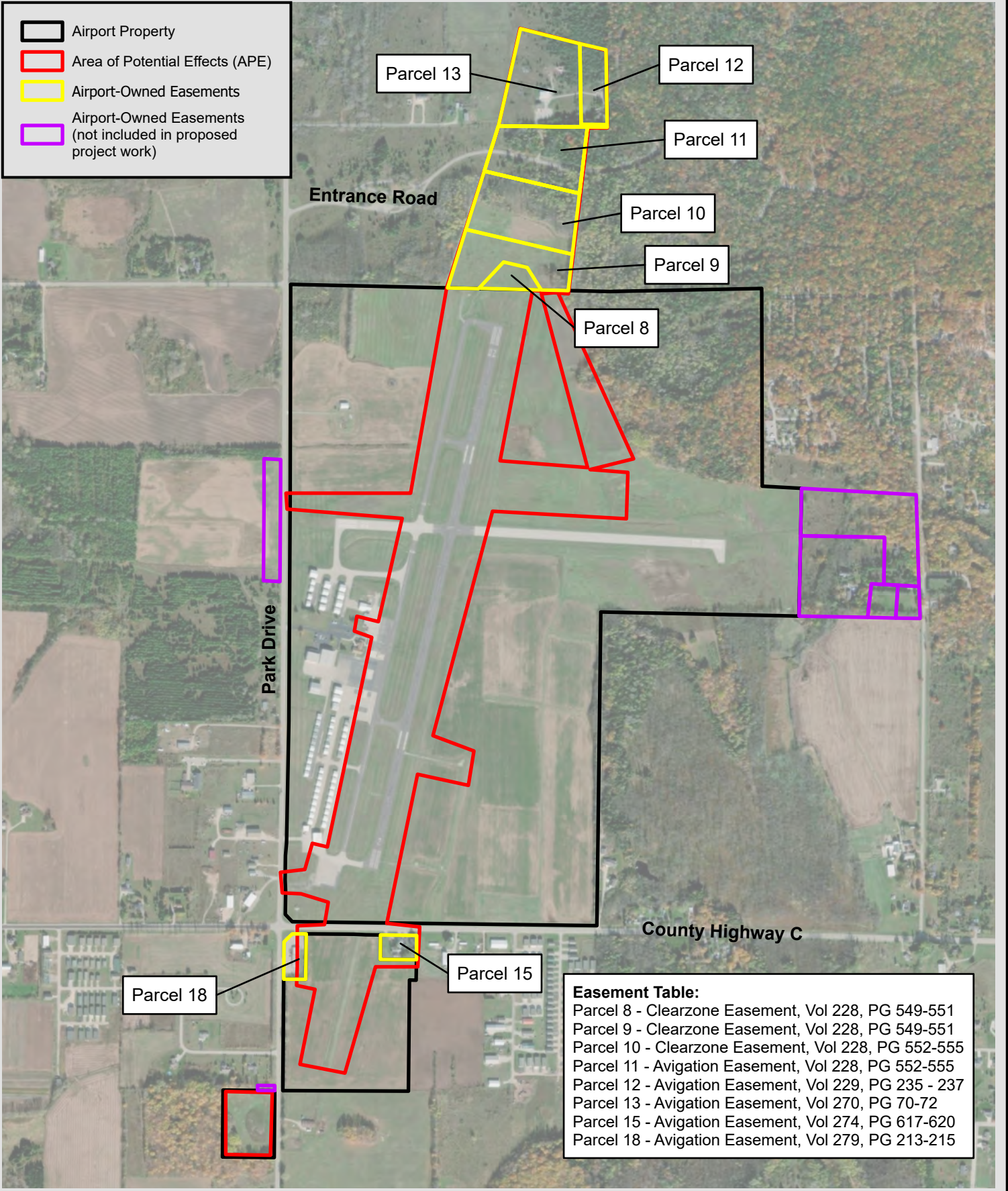
SCALE:
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 PROJECT NO.
R3001498.00
 FIGURE NO.
13

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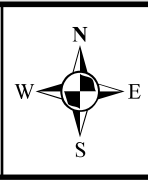




PROJECT NO: AIP 3-55-0082-11 / SUE1002	DOOR COUNTY CHERRYLAND AIRPORT	COUNTY: DOOR	PLAN AND PROFILE: RUNWAY 20 END	SHEET	E
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Westwood
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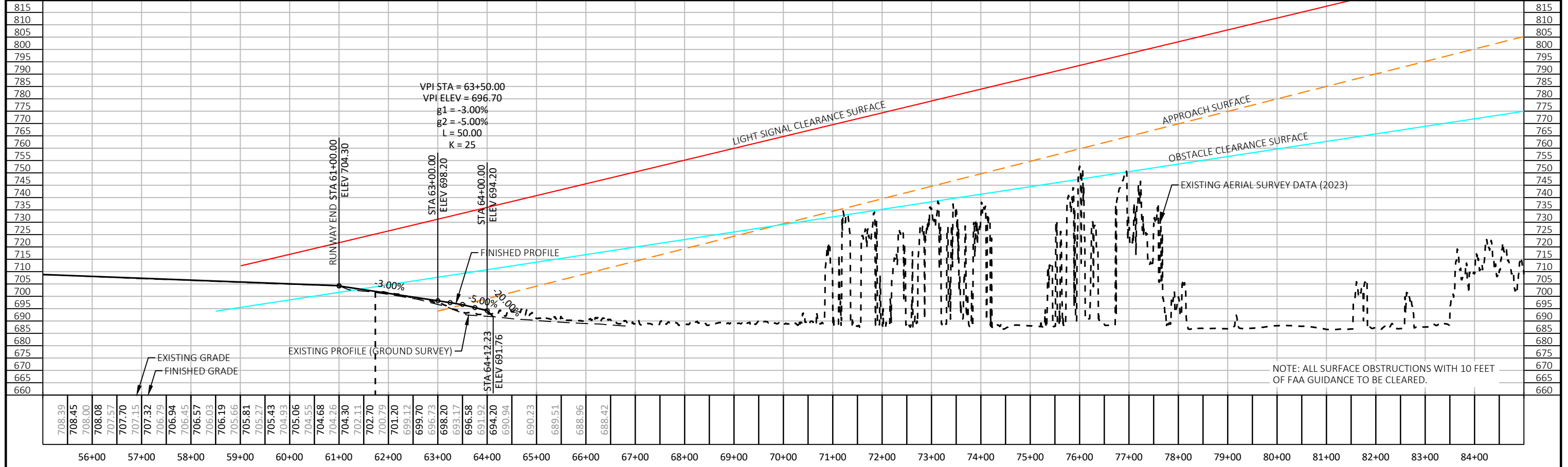
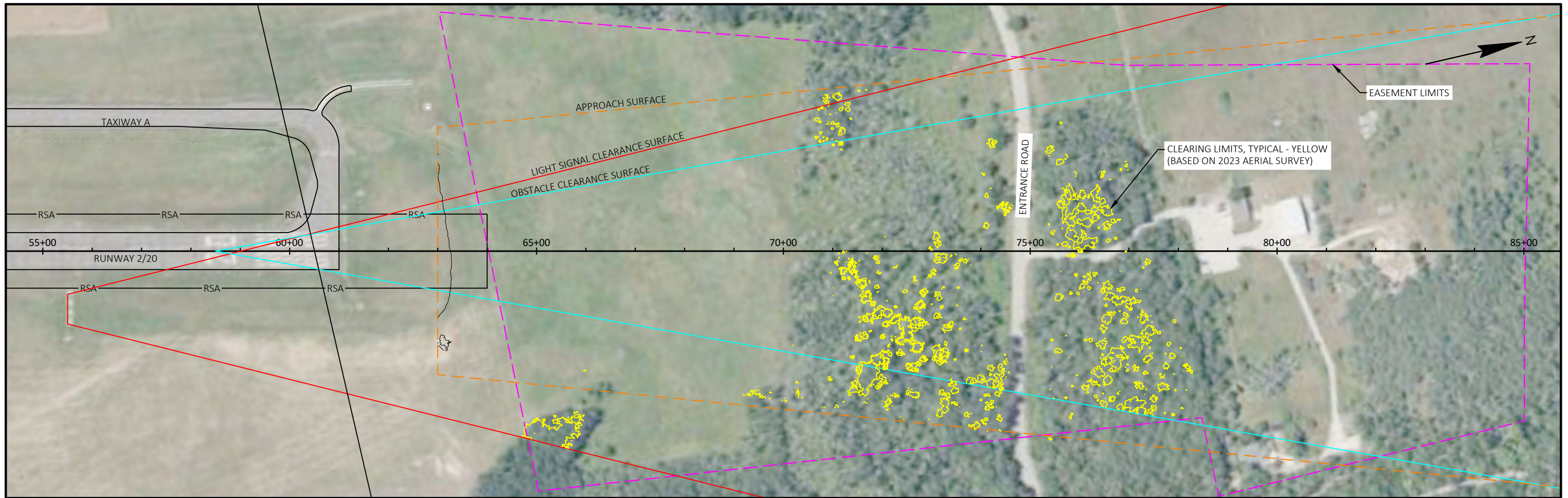
**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT EASEMENTS**

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

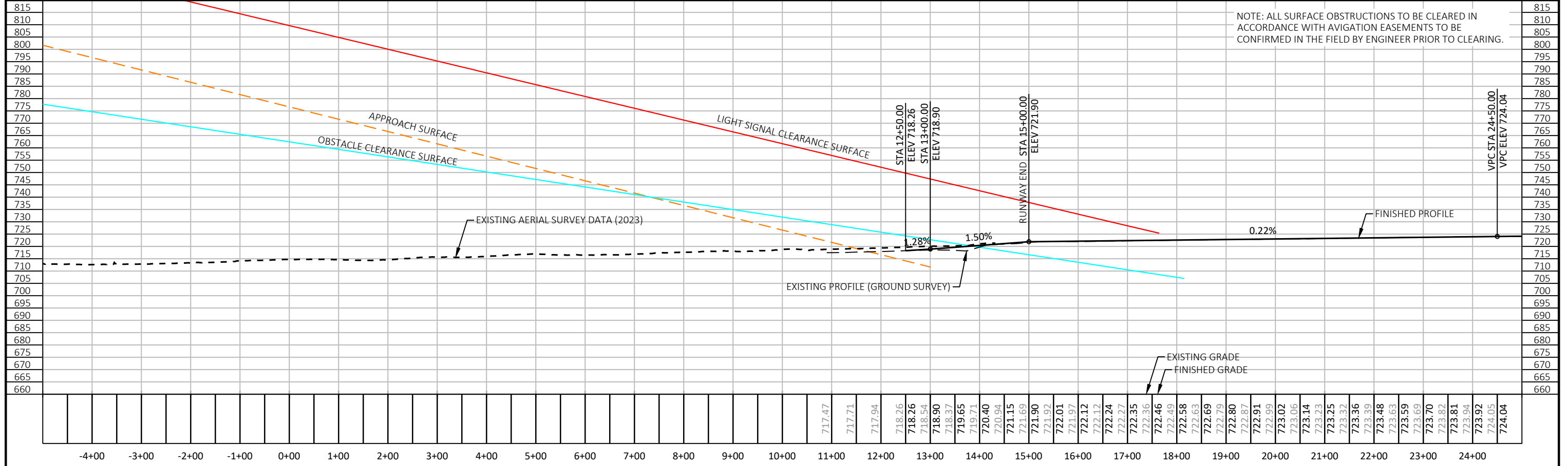
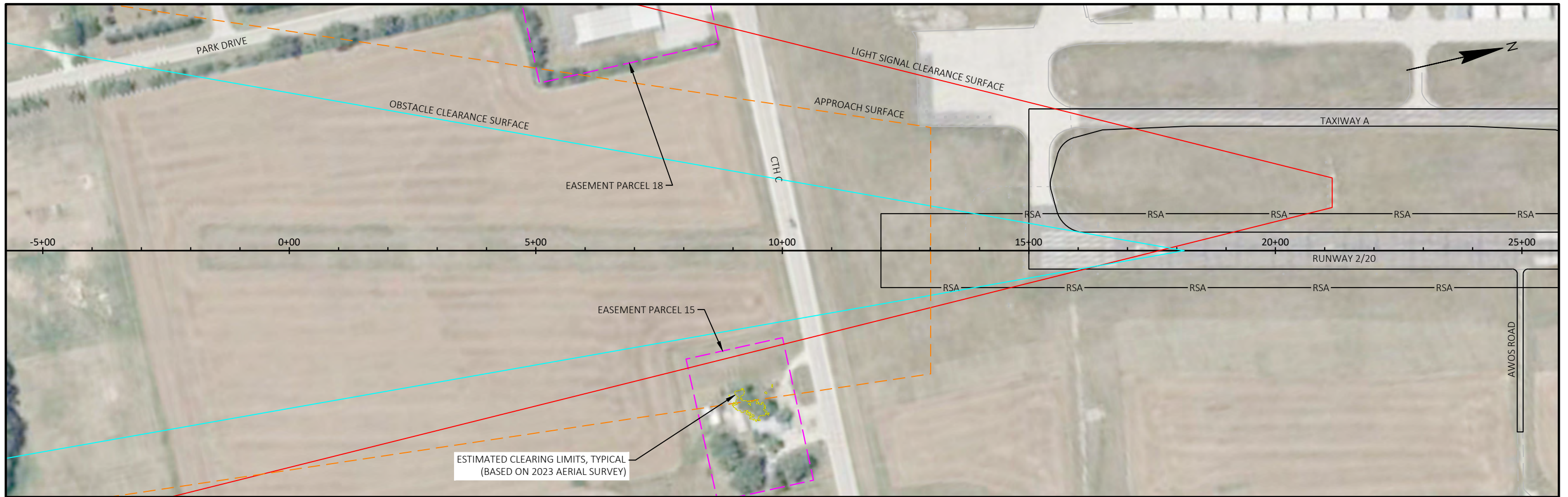
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 Project Engineer:
 Drawn By: JMD
 Checked By:
 Date: 5/14/2024

SCALE:
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 PROJECT NO.
R3001498.00
 FIGURE NO.
16

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PROJECT NO: SAP 0715-41-XX / SUE100X	DOOR COUNTY CHERRYLAND	COUNTY: DOOR	PLAN AND PROFILE: CLEARING PLAN - RUNWAY 20 (OBSTRUCTIONS -10 FT)	SHEET	E
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NOTE: ALL SURFACE OBSTRUCTIONS TO BE CLEARED IN ACCORDANCE WITH AVIGATION EASEMENTS TO BE CONFIRMED IN THE FIELD BY ENGINEER PRIOR TO CLEARING.

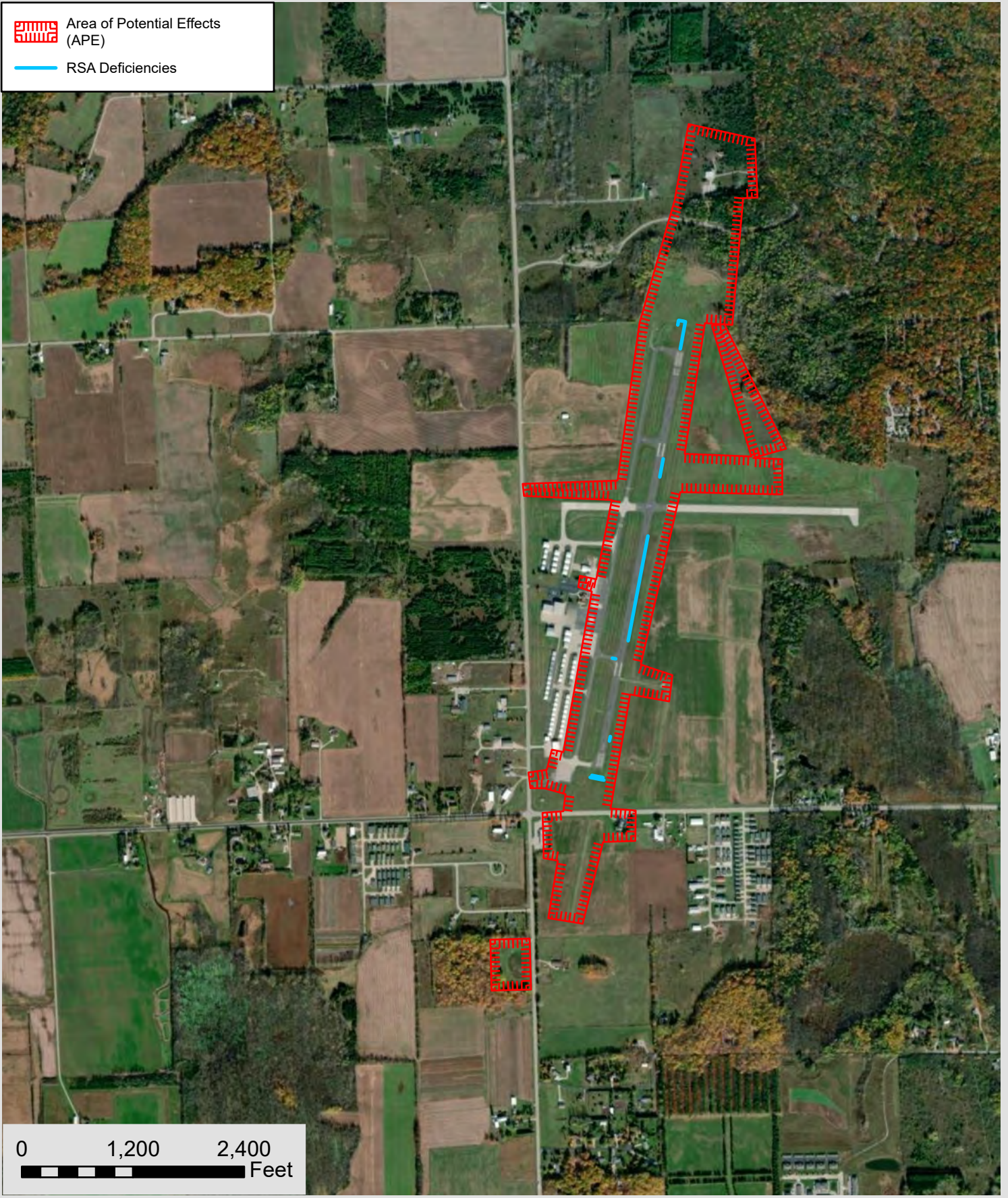
PROJECT NO: SAP 0715-41-XX / SUE100X	DOOR COUNTY CHERRYLAND	COUNTY: DOOR	PLAN AND PROFILE: CLEARING PLAN - RUNWAY 2 (AVIGATION EASEMENTS)	SHEET	E
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Area of Potential Effects (APE)



RSA Deficiencies



Westwood

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



RWY 02/20 REHABILITATION - CONDENSED EA RSA INVENTORY

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

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

Date: 5/30/2024

SCALE:
1 in = 1,398 ft

PROJECT NO.
R3001498.00

FIGURE NO.
19

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Preliminary Coordination Documentation

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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.

DNR Correspondence

-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, is 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.

DNR Correspondence

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

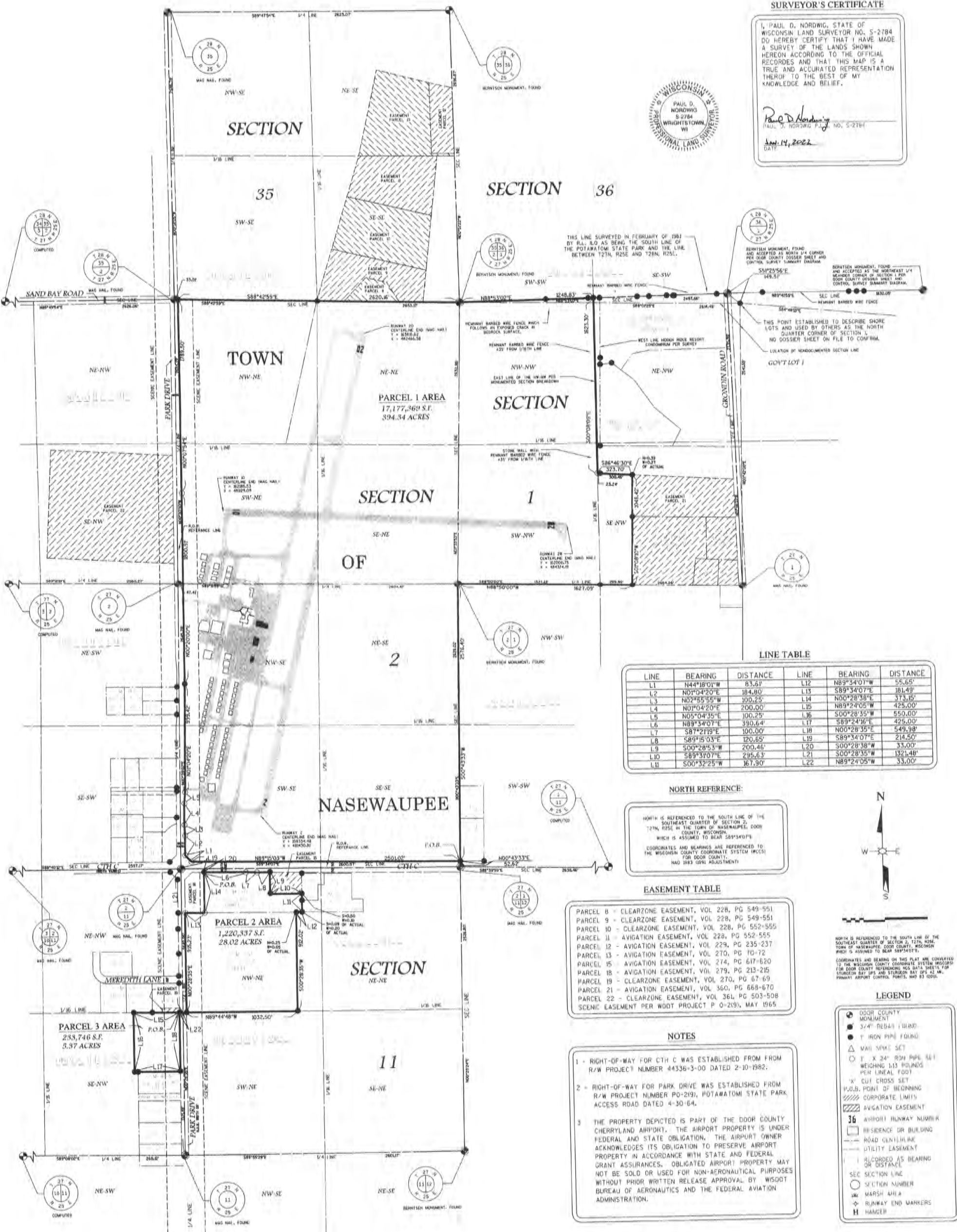
Wisconsin Department of Transportation | Bureau of Aeronautics

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. 5-2784 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. 5-2784)
 DATE: Jan. 14, 2022



THIS LINE SURVEYED IN FEBRUARY OF 1963 BY RAILROAD AS BEING THE SOUTH LINE OF THE POTAWATOMI STATE PARK AND THE LINE BETWEEN T27N, R25E AND T28N, R25E.

THIS POINT ESTABLISHED TO DESCRIBE SHORE LOTS AND USED BY OTHERS AS THE NORTH QUARTER CORNER OF SECTION 1. NO DOSSIER SHEET ON FILE TO CONFIRM. LOCATION OF NEADOCUMENTED SECTION LINE GOVT LOT 1

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N44°18'01"W	83.6'	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°24'36"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°34'07"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, WHICH IS ASSUMED TO BEAR 1983 (1981 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 10-72
- 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 360, PG 603-608
- SCENIC EASEMENT PER WOOD PROJECT P 0-2191, 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 PG-2191, 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.



NORTH IS REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2, T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN, WHICH IS ASSUMED TO BEAR S89°34'07"E. COORDINATES AND BEARINGS ON THIS PLAT ARE CONVERTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) FOR DOOR COUNTY REFERENCING NGS DATA SHEETS FOR STURGEON BAY SPB AND STURGEON BAY OPR. SEE MAIN PLAT FOR AIRPORT CONTROL POINTS, MAG 83 COUL.

LEGEND

- DOOR COUNTY MONUMENT
- 3/4" REBAR FOUND
- 1" IRON PIPE FOUND
- MAG NAIL SET
- 1" X 3/4" RDM PIPE SET
- WEIGHING 113 POUNDS PER LINEAL FOOT
- 1" 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
- SECTION LINE
- SECTION NUMBER
- MARSH AREA
- RUNWAY END MARKERS
- HANDER

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 westwoodps.com
 Westwood Professional Services

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 NORTHWEST 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 250.02 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 S85°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. ILD 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. ILD.

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 ILD 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

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
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DNR Correspondence

- Additional on-site meeting will be held to review marked trees for removal
 - Will be requesting a general inventory of these trees as possible
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 - Will review requirements and scenic easement prior to construction
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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

-----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.

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State of Wisconsin
DEPARTMENT OF NATURAL
RESOURCES
2984 Shawano Avenue
Green Bay, WI 54313

Tony Evers, Governor
Adam N. Payne, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463



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 Nasewaupée, 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,

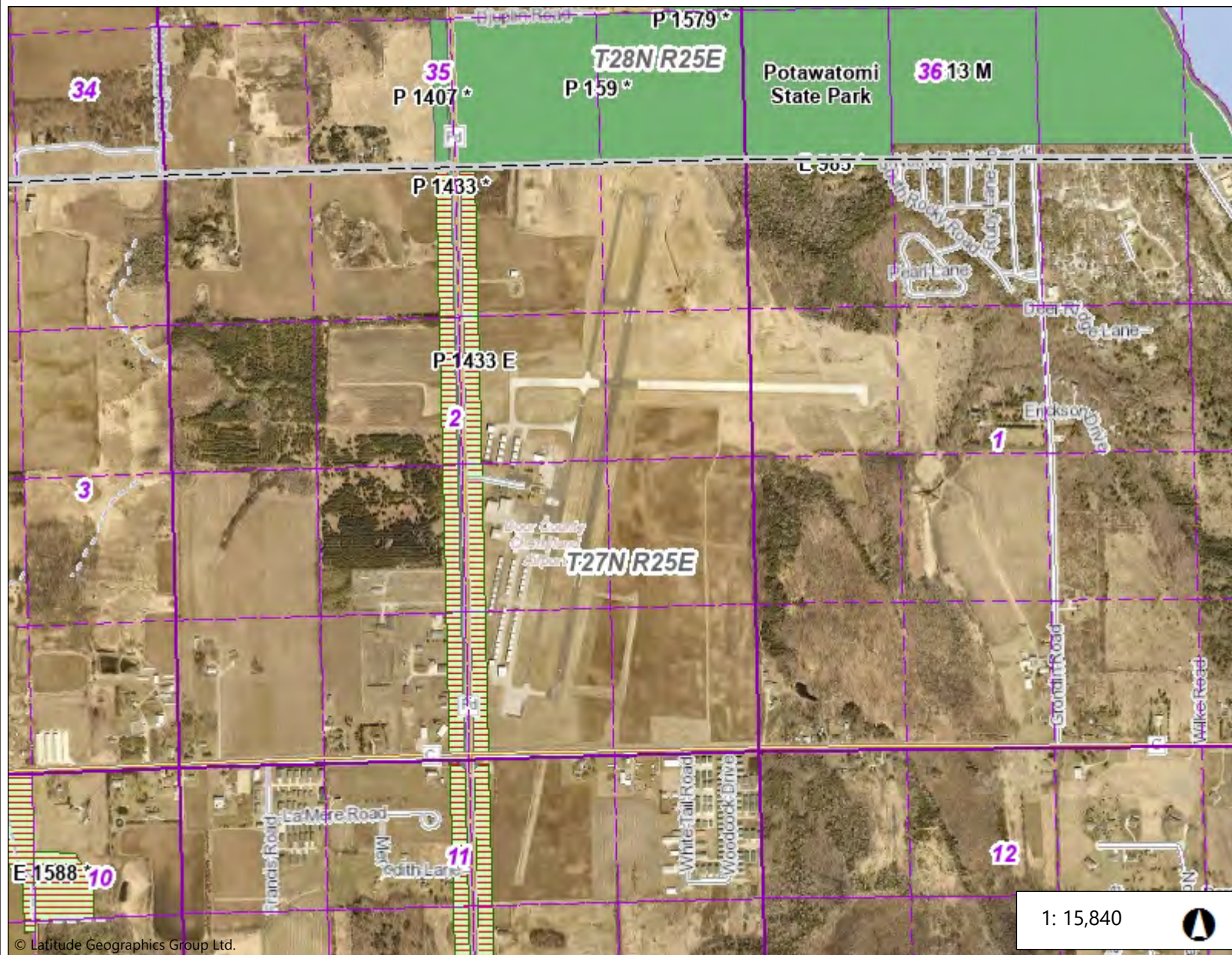


Matthew D. Schaeve
Environmental Analysis & Review Specialist
Northeast Region

Electronic copies: Mallery 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



Door Co Cherryland Airport & DNR Public Lands



© Latitude Geographics Group Ltd.



Projection: NAD_1983_HARN_Wisconsin_TM

Map created: 8/30/2023

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: <https://dnr.wi.gov/legal/>

Map Features

- Mazomanie Beach Closed Area
- Natural Area Parcel Ownership Only
- WI DNR
- Non-DNR
- Conservation Reserve Land
- Stewardship Grant Acquisition:
- County Forest
- DNR Owned Parcels (By Parcel Activity)**
- Open to All Activities
- Open to Hike and Fish, No Hunt/Tr
- Open to Hike and Hunt/Trap, No Fi
- Open to All, No Trapping
- Open for Fish and Hunt/Trap, No H
- Open to Hike Only
- Closed
- DNR Easement Parcel (By Parcel Activity)**
- Open to All Activities
- Open to Hike and Fish, No Hunt/Tr
- Open to Hike and Hunt/Trap, No Fi
- Open to All, No Trapping
- Open to Fish and Hunt/Trap, No Hil
- Open to Game Hunt and Fish, Clos
- Open to Game Hunt Only
- Open to Hunt/Trap, No Hike or Fish
- Open to Hike Only
- Closed
- DNR Leased Land Parcel (By Parcel Activity)**
- Open to All Activities
- Open to Hiking and Fishing

Notes

Kaitlyn Wehner

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Monday, October 30, 2023 6:31 AM
To: Stephanie Senst
Cc: Levin, Austin T - DOT
Subject: FW: SUE1002 DOT/DNR Runway 2/20
Attachments: Wetland_Determination_Potawatomi_State_Park_10_5_23.zip;
Wetland_Determination_Potawatomi_State_Park_10_5_23.csv

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

FYI – In case we didn't share this yet.

-Mallory

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Thursday, October 5, 2023 3:57 PM
To: Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>
Subject: RE: SUE1002 DOT/DNR Runway 2/20

Hello Austin,

I was able to take care of the wetland determination along at Potawatomi State Park, in the avigational easement area where there will be some obstruction removal. I've attached the shapefile and CSV file for that work, and wetlands are pretty close to the south side of the Entrance Road. Generally speaking, I would plan on having those crews completely removing anything south of the roadway. Hopefully these files work for your engineers, if not let me know.

I forgot to setup the maps to take field notes, but for the purposes of this map anything south of the wetland line is wetland, which consisted of mainly scrub-shrub and wooded wetlands, with some pockets of wet meadow mixed in too (i.e. mixed community). Anything north of the wetland line can be considered upland.

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, October 2, 2023 7:22 AM
To: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Subject: RE: SUE1002 DOT/DNR Runway 2/20

Thanks Matt,

I appreciate your time to talk through this project. All good points and I've added these to the meeting minutes.

All the best,

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)

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matthew.schaeve@wisconsin.gov

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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

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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)

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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

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

Where: Microsoft Teams Meeting

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

Stephanie Senst

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Thursday, February 15, 2024 9:13 AM
To: Stephanie Senst
Cc: Levin, Austin T - DOT
Subject: FW: Door County Cherryland Airport
Attachments: USEPA's Scoping Response - Door County Airport Improvements.pdf

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FYI

-Mallory

From: Kowal, Kathleen <kowal.kathleen@epa.gov>
Sent: Thursday, February 15, 2024 6:31 AM
To: Bobb Beauchamp (bobb.beauchamp@faa.gov) <bobb.beauchamp@faa.gov>
Cc: Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Subject: Door County Cherryland Airport

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Greetings,

Attached please find USEPA's comment letter re the above-mentioned project. Please do not hesitate to contact me if you have any questions or comments.

Please send an e-copy of future correspondence re the NEPA portion of this project.

Thanks,

Kathy Kowal | NEPA Reviewer | Healthy Communities Team
US EPA Region 5 Tribal and Multi-media Programs Office
77 West Jackson Blvd., Chicago, IL 60604
Tel: 312-353-5206 | kowal.kathleen@epa.gov

A new EPA website highlights major BIL and IRA funding announcements:
[EPA Funding Announcements from the Bipartisan Infrastructure Law and Inflation Reduction Act | US EPA](#)

For additional information regarding work across all programs and divisions to advance and integrate environmental justice, visit: <https://www.epa.gov/environmentaljustice/environmental-justice-your-community#region5>

For up-to-date information about Environmental Justice funding opportunities, events, and webinars, subscribe to EPA's Environmental Justice listserv by sending a blank email to: join-epa-ej@lists.epa.gov



REGION 5

CHICAGO, IL 60604

February 14, 2024

VIA ELECTRONIC MAIL ONLY

Bobb Beauchamp
Federal Aviation Administration
Chicago Airports District Office, CHI-ADO-600
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Scoping Request – Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway Rehabilitation and Partial Reconstruction, Door County, Wisconsin

Dear Mr. Beauchamp:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Aviation Administration's (FAA) request for scoping comments dated January 19, 2024, regarding the above-mentioned proposed project. This letter provides EPA's comments pursuant to our authorities under the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

The Door County Cherryland Airport (Airport), owned and maintained by Door County, is situated approximately one mile west of the City of Sturgeon Bay. The existing airfield configuration consists of two runways – Runway 2/20 (4,599 feet long and 75 feet wide) and Runway 10/28, which serves as a crosswind runway (3,200 feet long and 75 feet wide). The scoping request indicates the Airport owners are proposing improvements to address deteriorating airfield pavements and airfield compliance issues and improve airfield safety for future use.

In order to remedy existing Airport deficiencies, the following improvements are proposed:

- rehabilitate and partially reconstruct Runway 2/20, Taxiway A, and associated connectors;
- rehabilitate an existing access road;
- replace (airfield? Or can you be more specific?) lighting;
- remove pavement to the northwest of Runway 20 (road to former equipment building);
- replace existing culverts;
- clear trees;
- grading to address Runway Safety Area (RSA) issues; and
- create borrow sites for fill material.

EPA Correspondence

EPA's detailed comments on the scoping request are enclosed with this letter. We recommend that FAA address these comments and our recommendations, which generally relate to aquatic resources, air impacts, environmental justice, climate change, and terrestrial resources, before finalizing the forthcoming Draft EA.

Thank you for the opportunity to provide input at the earliest stages of project development. Please send an electronic copy of future NEPA documents to R5NEPA@epa.gov. If you would like to discuss the contents of this letter further, please contact Kathy Kowal, lead reviewer for this project, at kowal.kathleen@epa.gov. Ms. Kowal is also available at 312-353-5206.

Sincerely,

Krystle Z. McClain, P.E.
NEPA Program Supervisor
Tribal and Multimedia Programs Office

Enclosures:

EPA Detailed Comments
Construction Emission Control Checklist

CC: Austin Levin, WisDOT BOA
Mallory Palmer, WisDOT BOA

EPA Detailed Comments – Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway Rehabilitation and Partial Reconstruction, Door County, Wisconsin

February 14, 2024

Purpose and Need

The proposed enhancements will improve airfield compliance and the safety of the airfield for future use. It is unclear if runway and/or taxiway extensions are part of the proposed enhancements.

Recommendations for the Draft EA:

- If runway and/or taxiway extensions are proposed, provide information regarding the method used to derive forecasted demand numbers requiring any proposed airfield runway or taxiway extensions. For example, asking Airport users to provide written information regarding intended future use bolsters discussions about future demands; and
- If extensions are proposed, provide an analysis of nearby airports and the ability for another airport to provide the needed airport features based on existing runway/taxiway lengths.

Aquatic Resources

It is important for the Draft EA to take a hard look at potential impacts to aquatic resources, disclose such impacts to the public, and identify appropriate avoidance, minimization, and mitigation measures. The scoping information indicates a wetland delineation has been completed identifying wetlands present in a ‘ditch line.’

Recommendations for the Draft EA:

Wetlands

- EPA acknowledges that a formal wetland and Waters of the U.S. (WOTUS) delineation has been completed showing where wetlands, streams, and other regulated Waters of the U.S. are located. EPA strongly recommends that this delineation is included in (as an appendix to) the Draft EA, along with a copy of the jurisdictional determination from the regulatory agencies. A summary of impacts to wetlands and WOTUS should be updated and included in the Draft EA, along with information on any required mitigation and how FAA intends to meet permitting requirements for mitigation.
- Identify acreage for both direct (e.g., permanent fill), indirect (e.g., changes in hydrology), and temporary (e.g., temporary fill) impacts to regulated water resources;
- Explain what is meant by ‘filled/draind wetland’ in Figure No. 4 of the scoping information. (i.e., when were these wetlands filled and/or drained, and was mitigation for these impacts completed); and
- Disclose how sequencing established by the Clean Water Act (CWA) Section 404(b)(1) Guidelines, namely, avoidance first, followed by demonstration of impact minimization, and mitigation for unavoidable impacts was applied to determine aquatic impacts.

Stormwater

- Describe proposed measures to capture and filter stormwater runoff, from both construction and operation. The Draft EA should include exhibits indicating the locations of stormwater basins on Airport property and what kind of basins they are (e.g., dry basins, wet basins, underground, etc.);
- If the proposed actions include runway and/or taxiway extensions, the Draft EA should indicate how many acres of impervious surfaces would be added to the project area and the type(s) of additional stormwater detention facilities would be added to accommodate the additional pervious surfaces; and
- Discuss if and how de-icing chemicals are used at the Airport. Regardless of whether de-icing chemicals are used, EPA recommends stormwater runoff filtration is incorporated into project design to decrease impacts to wetlands and streams from increased impervious surfaces resulting from proposed improvements.

Watershed Health

- Discuss the current conditions of surface water resources and potential impacts to receiving waterbodies from the proposed project (e.g., impacts to CWA Section 303(d)-listed water bodies and their impaired status); and
- Discuss how the proposed project would affect water quality in the watershed, including how removal of vegetation would lead to reduced infiltration of rainwater and greater erosion in the watershed.

Air Quality

The proposed project would result in emissions from construction equipment removing vegetation. Temporary construction emissions have the potential to impact human health, especially in sensitive populations, such as the elderly, children, and those with impaired respiratory systems.

Recommendations for the Draft EA:

- Discuss current air quality for the project area. Indicate whether the project area is in non-attainment status for any National Ambient Air Quality Standards (NAAQS).
- Discuss potential emissions from the proposed project. Consider both equipment used to cut trees as well as truck trips to remove and haul timber;
- Identify and commit to specific measures to reduce construction emissions. Options include: (1) requiring dust suppressant strategies, such as watering soils, (2) limiting and enforcing idling time for construction trucks and heavy equipment, and (3) soliciting bids that require zero-emission technologies or advanced emission control systems. Additional best practices are identified in the enclosed Construction Emission Control Checklist;
- Per Executive Order 13045 on Children's Health¹, pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations to be protective of children's health²; and

¹ <https://www.epa.gov/children/executive-order-13045-protection-children-environmental-health-risks-and-safety-risks>

² Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the

- Require completion of a construction traffic management plan that ensures trucks hauling materials and heavy machinery avoid areas where children congregate within adjacent neighborhoods, when possible. Route construction truck traffic away from schools, daycare facilities, and parks, if applicable, and use crossing guards when such areas cannot be avoided. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents.

Environmental Justice and Children’s Health

The Draft EA should analyze if construction, operation, and maintenance of the proposed project will impact communities with environmental justice (EJ) concerns. Our recommendations below suggest opportunities to further analyze, disclose, and reduce such impacts.

Recommendations for the Draft EA:

- Identify the presence of low-income and/or minority communities within the broader area that could experience environmental impacts from the proposed project. Disclose demographic information and summarize input from community members;
- Include an analysis and conclusion regarding whether the Proposed Action or any action alternatives may have disproportionately high and adverse impacts on low income or minority communities, as specified in CEQ’s Environmental Justice Guidance;³
- Consider any disproportionate non-project-related pollution exposures that communities of concern may already be experiencing, as well as any disproportionate non-pollution stressors that may make the communities susceptible to pollution, such as health conditions, other social determinants of health, and disproportionate vulnerability related to climate change;
- Identify measures to (1) ensure meaningful community engagement; (2) minimize adverse community impacts; and (3) avoid disproportionate impacts to communities with EJ concerns;
- In conducting the EJ analysis, use resources such as the Promising Practices Report⁴ and the Community Guide to EJ and NEPA Methods⁵ to appropriately engage in meaningful, targeted, community outreach, analyze impacts, and advance environmental justice principles through NEPA implementation;
- Consider cumulative environmental impacts to minority populations, low-income populations, Tribes, and indigenous peoples in the project area within the environmental justice analysis and disclose conclusions on those impacts.

Climate Change

Executive Order 14008: Tackling the Climate Crisis at Home and Abroad states, “The United States and the world face a profound climate crisis. We have a narrow moment to pursue action...to avoid the most catastrophic impacts of that crisis and to seize the opportunity that tackling climate change presents.” The U.S. Global Change Research Program’s National Climate Assessment provides data and

ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed.

³ CEQ’s Environmental Justice Guidance Under the National Environmental Policy Act. See Section III, Part C-4.

[https://www.epa.gov/sites/default/files/2015-](https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf?VersionId=78iNGtdwSTz5E2x.H0aHg.E96_Tphbgd)

[02/documents/ej_guidance_nepa_ceq1297.pdf?VersionId=78iNGtdwSTz5E2x.H0aHg.E96_Tphbgd](https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf?VersionId=78iNGtdwSTz5E2x.H0aHg.E96_Tphbgd)

⁴ https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

⁵ <https://www.energy.gov/sites/prod/files/2019/05/f63/NEPA%20Community%20Guide%202019.pdf>

scenarios that may be helpful in assessing trends in temperature, precipitation, and frequency and severity of storm events.⁶

Any Action Alternative would directly release greenhouse gas (GHG) emissions during construction from trucks hauling materials, workers' vehicles, and operation of construction equipment. It is important for the Draft EA to fully quantify and adequately disclose the impacts of the GHG emissions from the No Action alternative and all action alternatives and discuss the implications of those emissions in light of science-based policies established to avoid the worsening impacts of climate change.

Federal courts have consistently held that NEPA requires agencies to disclose and consider climate impacts in their reviews, including impacts from GHG emissions. On January 9, 2023, the Council on Environmental Quality (CEQ) published interim guidance to assist Federal agencies in assessing and disclosing climate change impacts during environmental reviews.⁷ CEQ developed this interim guidance in response to Executive Order 13990 - Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. This interim guidance was effective immediately. CEQ indicated that agencies should use this interim guidance to inform the NEPA review for all new proposed actions and may use it for evaluations in process, as agencies deem appropriate, such as informing the consideration of alternatives or helping address comments raised through the public comment process. EPA recommends that FAA apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues.

In addition, estimates of the social cost of greenhouse gases (SC-GHG⁸) are informative for assessing the impacts of GHG emissions. SC-GHG estimates allow analysts to monetize the societal value of changes in GHG emissions from actions that have small, or marginal, impacts on cumulative global emissions. Estimates of the social cost of carbon (SC-CO₂) and other greenhouse gases (e.g., social cost of methane (SC-CH₄)) have been used for over a decade in Federal government analyses. Quantification of anticipated GHG releases and associated SC-GHG comparisons among all alternatives (including the No Action Alternative scenarios) within the Draft EA would inform project decision-making and provide clear support for implementing all practicable measures to minimize GHG emissions and releases.

Recommendations for the Draft EA: FAA should apply the interim guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues. Additional recommendations are as follows:

Emissions & SC-GHG Disclosure and Analysis

- Include a detailed discussion of the project's reasonably foreseeable direct and indirect GHG emissions in the context of actions necessary to achieve Wisconsin's policies and GHG emission

⁶ Information on changing climate conditions is available through the National Climate Assessment at: <https://nca2023.globalchange.gov/>

⁷ <https://www.federalregister.gov/documents/2023/01/09/2023-00158/national-environmental-policy-act-guidance-on-consideration-of-greenhouse-gas-emissions-and-climate>

⁸ EPA uses the general term, "social cost of greenhouse gases" (SC-GHG), where possible because analysis of GHGs other than CO₂ are also relevant when assessing the climate damages resulting from GHG emissions. The social cost of carbon (SC-CO₂), social cost of methane (SC-CH₄), and social cost of nitrous oxide (SC-N₂O) can collectively be referenced as the SC-GHG.

reduction goals⁹ as well as national policy and GHG emission reduction goals over the anticipated project lifetime, including the U.S. 2030 Paris targets and the 2050 goal for net-zero energy emissions.

- Quantify estimates of all direct and indirect GHG emissions¹⁰ from the proposed project over its anticipated lifetime for all alternatives, including the No Action Alternative, broken out by GHG type. Include and analyze potential upstream and downstream GHG emissions.
- Use SC-GHG estimates to disclose and consider the climate damages from net changes in direct and indirect emissions of CO₂ and other GHGs resulting from the proposed project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO₂-equivalent (CO₂e) estimates, and then monetize the climate impacts associated with each GHG using the corresponding social cost estimate (i.e., monetize CH₄ emissions changes expected to occur with the social cost of methane (SC-CH₄) estimate for emissions).¹¹ When applying SC-GHG estimates, just as with tools to quantify emissions, FAA should disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate impacts.
- Use comparisons of GHG emissions and SC-GHG across alternatives to inform project decision-making.

Resilience and Adaptation

- Describe changing climate conditions (i.e., temperatures and frequency and severity of storm events) and assess how such changes could impact the proposed project and the environmental impacts of the proposed project and alternatives. Consider increases in frequency and severity of storm events, flooding, drought, and periods of high heat. Discuss how stormwater infrastructure could be designed to decrease impacts to aquatic resources; and
- Incorporate robust climate resilience and adaptation considerations into (1) project design and engineering; (2) construction oversight; (3) commitments for protective measures related to stormwater and erosion; and (4) routine monitoring. The Draft EA should describe how FAA has addressed such considerations and provide a rationale for any reasonable alternatives to enhance resilience that were not adopted or discussed in detail.

⁹ Including, but not limited to, the goals for Wisconsin laid out here: <https://osce.wi.gov/pages/cleanenergyplan.aspx>

¹⁰ As discussed in Section IV(A) of CEQ's 2023 interim guidance, "agencies generally should quantify all reasonably foreseeable emissions associated with a proposed action and reasonable alternatives (as well as the no-action alternative). Quantification should include the reasonably foreseeable direct and indirect GHG emissions of their proposed actions. Agencies also should disclose the information and any assumptions used in the analysis and explain any uncertainty. In assessing a proposed action's, and reasonable alternatives', reasonably foreseeable direct and indirect GHG emissions, the agency should use the best available information."

¹¹ Transforming gases into CO₂e using Global Warming Potential (GWP) metrics, and then multiplying the CO₂e tons by the SC-CO₂, is not as accurate as a direct calculation of the social costs of non-CO₂ GHGs. This is because GHGs differ not just in their potential to absorb infrared radiation over a given time frame, but also in the temporal pathway of their impact on radiative forcing and in their impacts on physical endpoints other than temperature change, both of which are relevant for estimating their social cost but not reflected in the GWP. See the Interagency Working Group on Social Cost of Greenhouse Gases' February 2021 *Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990* for more discussion and the range of annual SC-CO₂, SC-CH₄, and SC-N₂O estimates currently used in Federal benefit-costs analyses.

Reduction and Mitigation

- Identify practices to reduce and mitigate GHG emissions; include commitments by FAA to do so in the Draft EA. We recommend FAA consider practices in the enclosed Construction Emission Control Checklist.
- Analyze best available control strategies, while considering low sensitive environmental and health receptors (e.g., schools and play areas along truck travel routes).

Construction and Demolition Debris and Building Materials

- Removing pavement provides opportunities for onsite reuse and recycling of materials, which benefits the environment and preserves valuable landfill capacity.

Recommendations: EPA recommends the Draft EA address the following:

- Provide a description of best practices in removing pavement that prevents the spread of dust;
- Discuss whether recycling of any demolition debris is possible and FAA's plans to recycle debris;
- Discuss applicable practices from EPA's Sustainable Management of Construction and Demolition Materials webpage.¹² Best practices may also be applicable from EPA's Large-Scale Residential Demolition webpage.¹³ Use these resources to help: (1) identify environmentally-sensitive activities associated with pavement removal and (2) develop contract language for bid packages with specific technical requirements to improve environmental results from demolition; and whether recycled materials can be used to replace raw materials for infrastructure components, excluding runways and taxiways.
- Consider use of recycled materials in pavement applications and to replace carbon-intensive Portland Cement in concrete.

Energy Efficiency and Environmental Best Practices

Energy efficient design and material selection could reduce operations costs and promote a high-quality work environment, while also better protecting the environment. Recycling construction debris also preserves valuable landfill space and makes use of materials that have high embodied energy.

Recommendations for the Draft EA:

- Achieving Leadership in Energy & Environmental Design (LEED) certification at the platinum level (or design for net-zero energy usage) for any new buildings associated with the project. Best practices for energy efficiency and sustainable building design can include the use of energy-efficient building materials, such as south-facing skylights and windows, motion-sensored lighting, solar, wind, and/or geothermal power, and Energy Star certified windows and doors. In addition to reducing the overall environmental footprint, green building certification programs promote health by encouraging practices that protect indoor air quality. At a minimum, EPA encourages FAA to commit to analyze the strengths and feasibility of these strategies, where applicable;
- Constructing proposed roads, parking lots, sidewalks, or other surfaces slated for driving cars/trucks or walking with using permeable pavement or porous pavers to reduce runoff;

¹² <https://www.epa.gov/smm/sustainable-management-construction-and-demolition-materials>

¹³ <https://www.epa.gov/large-scale-residential-demolition>

- Ensuring areas around all new buildings associated with the project which are not planned for operations be considered for conversion to native habitats, increasing the area which can be beneficially used for wildlife, stormwater infiltration or detention, and aesthetics, among other functions;
- Discussing to what extent FAA will require energy efficiency measures, greenhouse gas reductions, and other sustainability measures, per Executive Order 13693;
- Incorporating electric vehicle charging stations in new parking areas and designating priority parking spots for carpools and low emission vehicles;
- Committing to recycle a high percentage of construction and demolition debris;
- Replacing raw materials with recycled materials for infrastructure components. Options include, but are not limited to:
 - Using recycled materials to replace carbon-intensive Portland Cement in concrete as “supplementary cementitious material;”
 - Using tire-derived aggregate in lightweight embankment fill and retaining wall backfill; and
 - Using recycled materials in pavement applications, such as crushed recycled concrete, recycled asphalt pavement, and rubberized asphalt concrete. Also, in some circumstances, demolished onsite asphalt can be re-used (e.g., cold in-place recycling or full depth reclamation).

Threatened and Endangered Species

Recommendations for the Draft EA:

- Results of coordination, recommendations, and stipulations with U.S. Fish and Wildlife Service and Wisconsin Department of Natural Resources regarding Federally- and state-listed species should be included in the Draft EA.

Natural Habitats

Tree Clearing: The scoping information proposes tree clearing, presumably to deal with obstructions to Runway Surface Areas (RSA) and Runway Protection Zones.

Recommendations for the Draft EA:

- Discuss FAA Part 77 Rule, Precision Approach Path Indicators (PAPI), and other applicable obstacle clearance requirements. EPA recommends providing exhibits to show precisely how these requirements impact the project area; clearance requirements superimposed on the project area helps to understand the extent of necessary clearance;
- If the proposed project recommends removing any vegetation beyond the minimum required by Part 77, PAPI, and obstacle clearance surface requirements, rationale for removing additional vegetation should be clearly stated in the Draft EA;
- Provide information on contractor staging locations, access routes, etc. We recommend access roads be sited using existing roads as much as practicable and, when existing roads are not available, sited in areas that require the least amount of habitat disturbance;
- Provide the total acreage of trees that will be removed; and
- Consider voluntary mitigation for that tree loss. Based on increased impervious surface as a result of proposed airport improvements, it is important to replace trees to provide some infiltration of stormwater runoff.

Noxious and Invasive Species:

Whenever construction and earthmoving take place, there is a strong possibility for non-native invasive species (NNIS) to be brought into the project area on construction equipment.

Recommendations for the Draft EA:

- Discuss standard best management practices (e.g., washing construction equipment) that would be used to eliminate the spread of NNIS into, as well as out of, the project area;
- If NNIS are present in the project area, the Draft EA should identify all NNIS in the project area and specific measures that will be taken to control and/or eradicate existing populations, ideally before earthmoving activities begin.

Historic, Architectural, Archaeological, and Cultural Resources

Recommendations for the Draft EA:

- Discuss results of consultation with the State Historic Preservation Officer under Section 106 of the National Historic Preservation Act to determine if the project area and any proposed staging areas contain historical or archaeological resources, including properties that are listed on the National Register of Historic Properties or eligible for listing; and
- determine potential impacts, if any, to historic properties within the project area.

Cumulative Impacts Analysis

Recommendations for the Draft EA:

- Summarize development, including proposed development, in the area;
- Disclose and analyze potential direct, indirect, and cumulative impacts¹⁴ to resources (e.g., aquatic resources) in the project area; and
- Consider reasonably-foreseeable impacts as a result of induced growth as a result of the proposed project. Regional or county-wide smart growth or land use plans should inform the discussion of induced growth and cumulative impacts.

Agency Coordination

Recommendations for the Draft EA:

- Summarize coordination with relevant Federal and state agencies; and
- Include a list of all Federal, state, and local permits that will be required to undertake the preferred alternative. For all environmental impact categories requiring coordination with other Federal or state agencies, EPA recommends copies of both your letters to those agencies, as well as the responses from those agencies, be provided as appendices to the Draft EA.

¹⁴ Cumulative impacts are those that result from the proposed action's incremental impacts when these impacts are added to the impacts of other past, present, and reasonably-foreseeable future actions, including those under the control of other entities. This information could assist efforts to avoid, minimize, and mitigate adverse impacts, especially with communities with environmental justice concerns.

Additional Information

Recommendations for the Draft EA:

- The scoping letter requests information EPA may have regarding environmental resources in the project area. We invite FAA to access the following databases to obtain environmental information related to the project area:
 - WATERS (Watershed Assessment, Tracking & Environmental Results System)¹⁵: <https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system>
 - Envirofacts¹⁶: <https://www3.epa.gov/enviro/facts/multisystem.html>
 - EJSCREEN: <https://www.epa.gov/ejscreen>
 - NEPAassist: <https://www.epa.gov/nepa/nepassist>
 - 303(3) Listed Impaired Waters: <https://www.epa.gov/exposure-assessment-models/303d-listed-impaired-waters>
 - National Ambient Air Quality Standards status: https://www3.epa.gov/airquality/greenbook/anayo_wi.html

¹⁵ The **Watershed Assessment, Tracking & Environmental Results System (WATERS)** unites water quality information previously available only from several independent and unconnected databases.

¹⁶ Includes enforcement and compliance information.

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ We recommend FAA consider the following protective measures and commit to applicable measures in the Draft EA.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).⁴
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives,

¹ Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. *The Lancet*. June 15, 2012

² <http://www.epa.gov/otag/standards/heavy-duty/hdci-exhaust.htm>

³ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

⁴ <https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards>

etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

NEPA Documentation

- Per Executive Order 13045 on Children's Health⁵, EPA recommends the lead agency and project proponent pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Specify how impacts to sensitive receptors, such as children, elderly, and the infirm will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

⁵ Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed, and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.

Stephanie Senst

From: McClain, Krystle <McClain.Krystle@epa.gov>
Sent: Friday, January 19, 2024 8:46 AM
To: Stephanie Senst
Cc: DOT BOA Environmental; Palmer, Mallory K - DOT; Levin, Austin T - DOT
Subject: RE: Door County Cherryland Airport - EPA

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Good morning, Stephanie-

Confirming receipt of your scoping letter. I will speak with my team to coordinate a review subject to work capacity. For future correspondence please send any planning or NEPA documents to our NEPA mailbox r5nepa@epa.gov to ensure a team member receives it in the event I may be out of the office.

Thanks for the proposed project information.

Regards,

Krystle

Krystle Z. McClain, P.E., NEPA & EJ Programs Supervisor, MultiMedia Section 2
Tribal and Multi-Media Programs Office | Office of the Regional Administrator
EPA Region 5 | 77 West Jackson Blvd. | Chicago, Illinois 60604
Phone: (312) 886-7573 Email: mcclain.krystle@epa.gov

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, January 19, 2024 8:35 AM
To: McClain, Krystle <McClain.Krystle@epa.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: Door County Cherryland Airport - EPA

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Good morning Ms. McClain,

We are working on an environmental document for a proposed project at Door County Cherryland Airport. Attached is a letter with project maps that give more details.

Please provide any comments, questions, or concerns about the project.

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com



1 Systems Drive
Appleton, WI 54914

main (920) 735-6900

January 19, 2024

Krystle McClain
Office of the Regional Administrator
U.S. Environmental Protection Agency – Region 5
77 W Jackson Boulevard
Chicago, IL 60604-3507
Via Electronic Mail Only to mcclain.krystle@epa.gov

Re: Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway A Rehabilitation and Partial Reconstruction

Dear Ms. McClain:

The Wisconsin Department of Transportation, Bureau of Aeronautics (WisDOT BOA), is beginning preliminary studies for improvements to the Door County Cherryland Airport (see Figure 1 – Site Location Map). The proposed improvements include the rehabilitation and partial reconstruction of Runway 2-20 and Taxiway A (Project).

The purpose for the proposed project is to address deteriorating airfield pavements for continued aircraft use. The proposed project will enhance airfield compliance with updated Federal Aviation Administration (FAA) standards. Additionally, the proposed project will improve the safety of the airfield for future use.

Currently, Runway 2-20 is 4,599 feet long and 75 feet wide with several connecting taxiways (See Attachment 2 – Airport Diagram Map). Runway 2-20 is the airport's primary runway. In 2020 a pavement inspection was completed, very poor to fair pavement conditions were identified.

The proposed project undertaking would consist of the following:
(See Attachment 3 – Area of Potential Effects)

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, and associated connectors
- Rehabilitation of access road
- Lighting replacement and construction for Runway 2/20 and Taxiway A including the electrical building
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacements
- Tree clearing
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

A wetland delineation was performed at the proposed location and submitted to the Wisconsin Department of Natural Resources (WDNR). The delineation identified wetlands present in a ditch line (See Attachment 4

EPA Correspondence

January 19, 2024
Page 2

– Wetland Delineation Confirmation) that may be impacted if the proposed project moves forward with implementation. If the proposed project is built, wetland areas that would be filled because of the project will be reduced to the maximum extent practicable. There will be coordination between the WisDOT BOA, US Army Corp of Engineers (USACE), and WDNR to properly mitigate any unavoidable wetland impacts.

Initial coordination and project review has been received from the WDNR. WDNR reviewed the project in the Natural Heritage Inventory (NHI Portal). The proposed project was entered into the U.S. Fish & Wildlife Service Information for Planning and Consultation (IPaC) portal and endangered resources were identified as potentially affected by activities in the project location.

A cultural resources investigation was completed for the proposed project area, no cultural resources were identified during a field survey. Consultation with the Wisconsin State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act will be completed during the Preliminary Environmental Assessment (PEA) process. Additionally, the project study includes a Phase 1 Environmental Site Assessment for hazardous materials.

The proposed project location is within airport property or airport avigation easements located in Sections 1, 2, and 11 of Township 27 North, Range 25 East. The project area is currently pavement and mowed grass fields, except for wooded areas where the airport has avigation easements. (See Attachment 5 – Site Photographs).

We are requesting that you identify any concerns the U.S. Environmental Protection Agency may have regarding the proposed project or related information about the area. Concerns or comments will be included in the PEA. Additionally, you will be included on the distribution list for the preliminary and final condensed environmental assessments. If you would like to receive additional information regarding this proposed project, please contact me at 920-830-6128 or at Stephanie.Senst@westwoodps.com. Thank you for your assistance.

Sincerely,
Westwood Professional Services

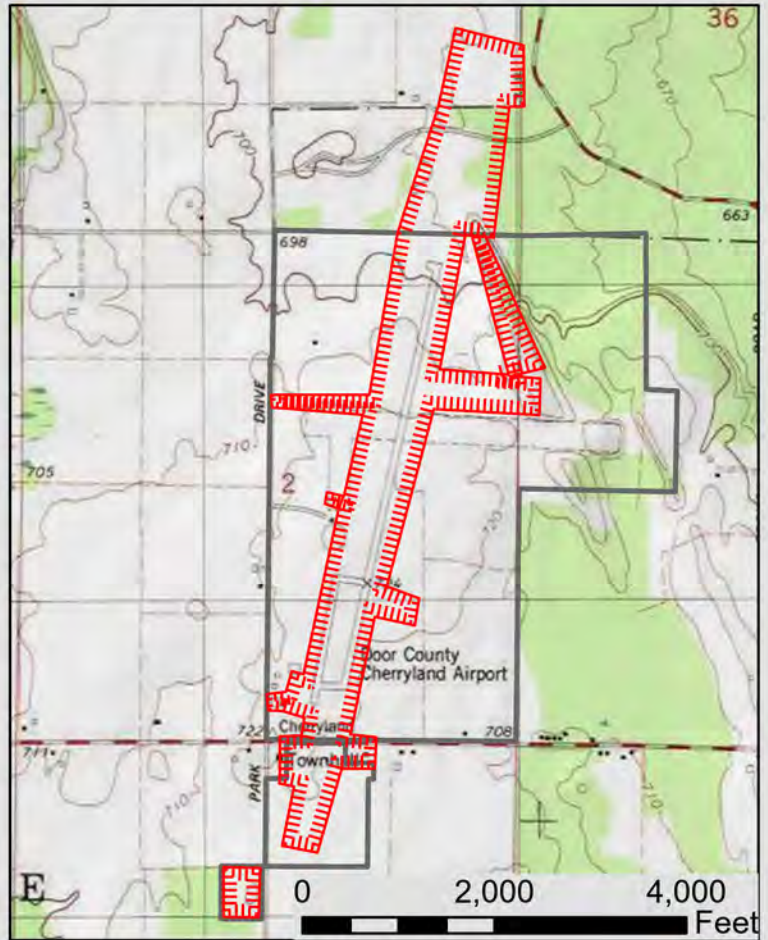





Stephanie Senst
Project Engineer

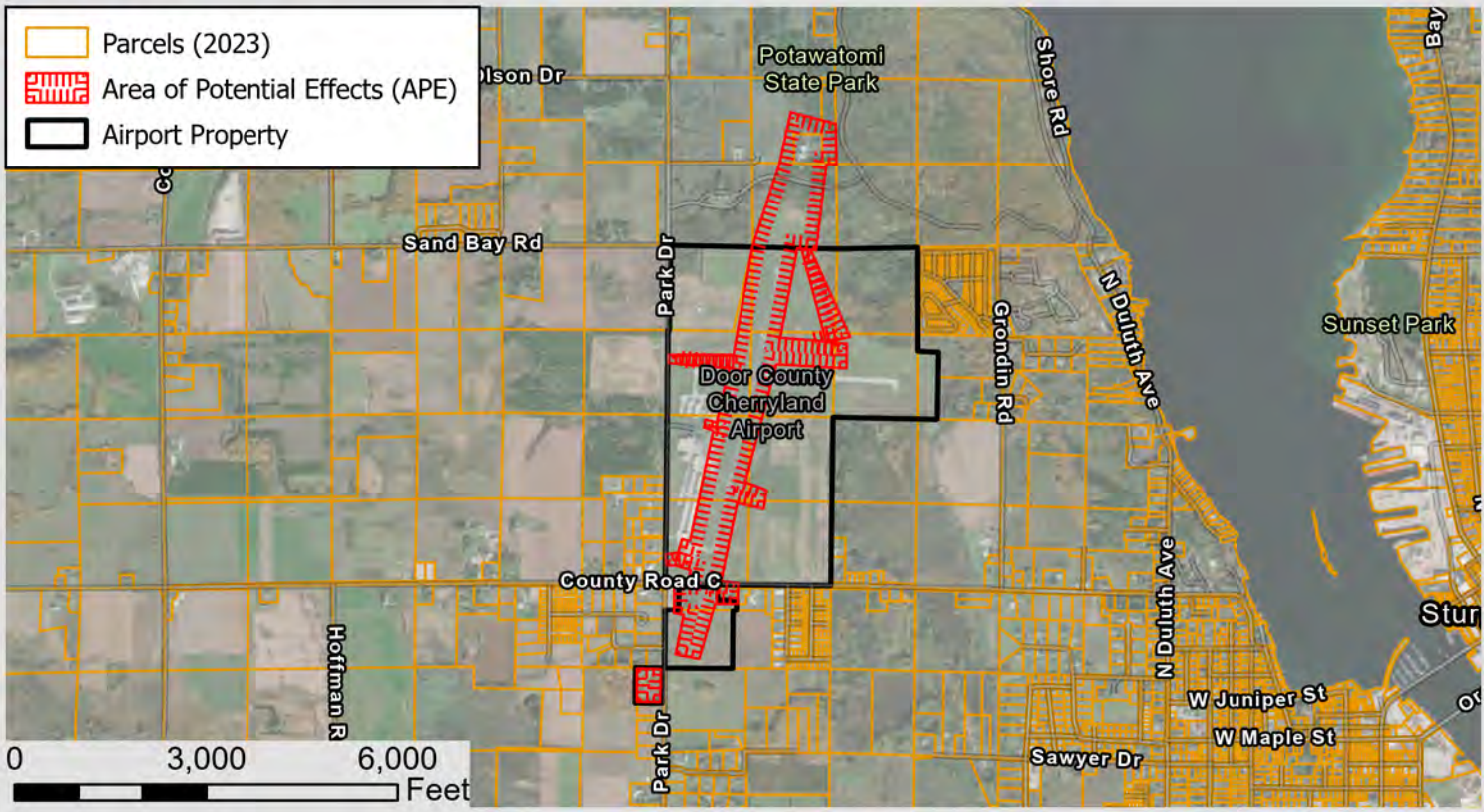
Attachments:

1. *Site Location Map*
2. *Airport Diagram Map*
3. *Area of Potential Effects*
4. *Wetland Delineation Confirmation*
5. *Site Photographs*

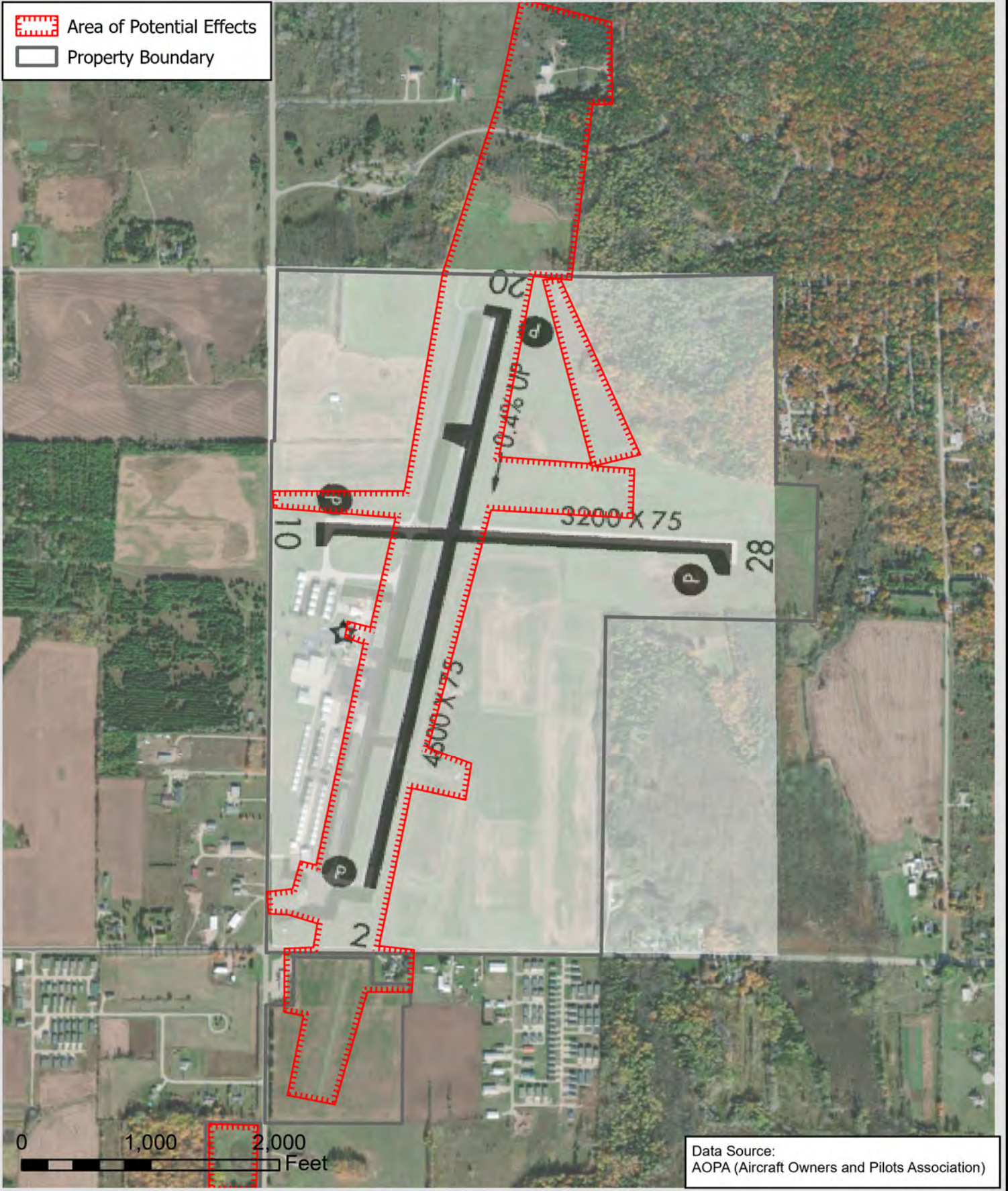
cc: Austin Levin, WisDOT BOA (by email)
Mallory Palmer, WisDOT BOA (by email)



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



 <p>1 Systems Drive Appleton, WI 54914 (920) 735-6900 www.westwoodps.com</p>		<p>RWY 02/20 REHABILITATION - CONDENSED EA</p> <p>LOCATION MAP</p> <p>DOOR COUNTY CHERRYLAND AIRPORT TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN</p>		<p>Project Manager:</p> <p>Project Engineer:</p> <p>Drawn By: JCW</p> <p>Checked By:</p>	<p>SCALE: 1 in = 3,000 ft</p>
		<p>Date: 1/8/2024</p>	<p>PROJECT NO. R3001498.00</p> <p>FIGURE NO. 1</p>		



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 Appleton, WI 54914 www.westwoodps.com



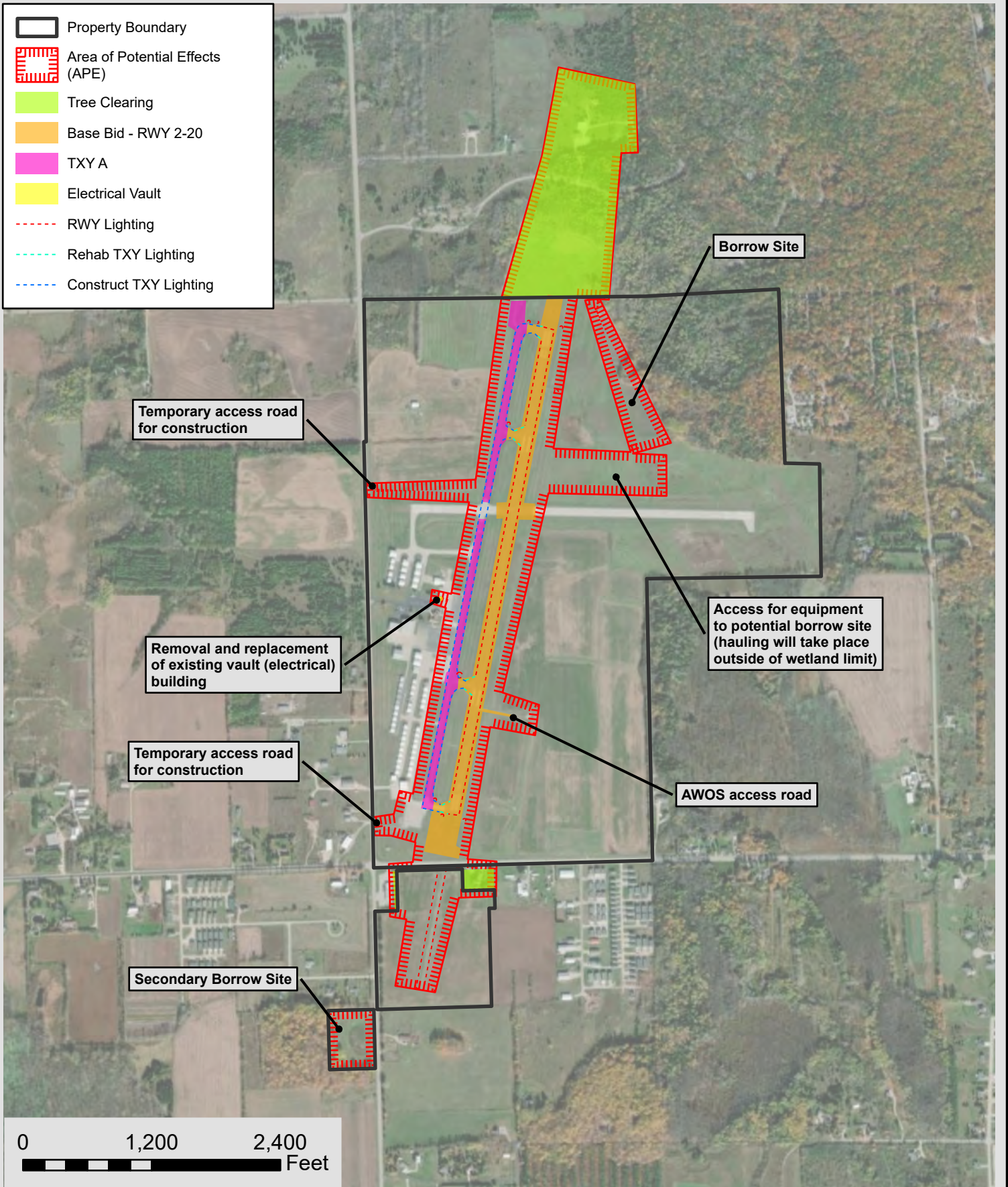
**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT DIAGRAM MAP**

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

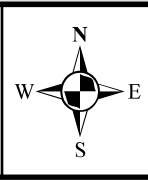
Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/8/2024

SCALE:
 1 in = 1,000 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
2

EPA Correspondence



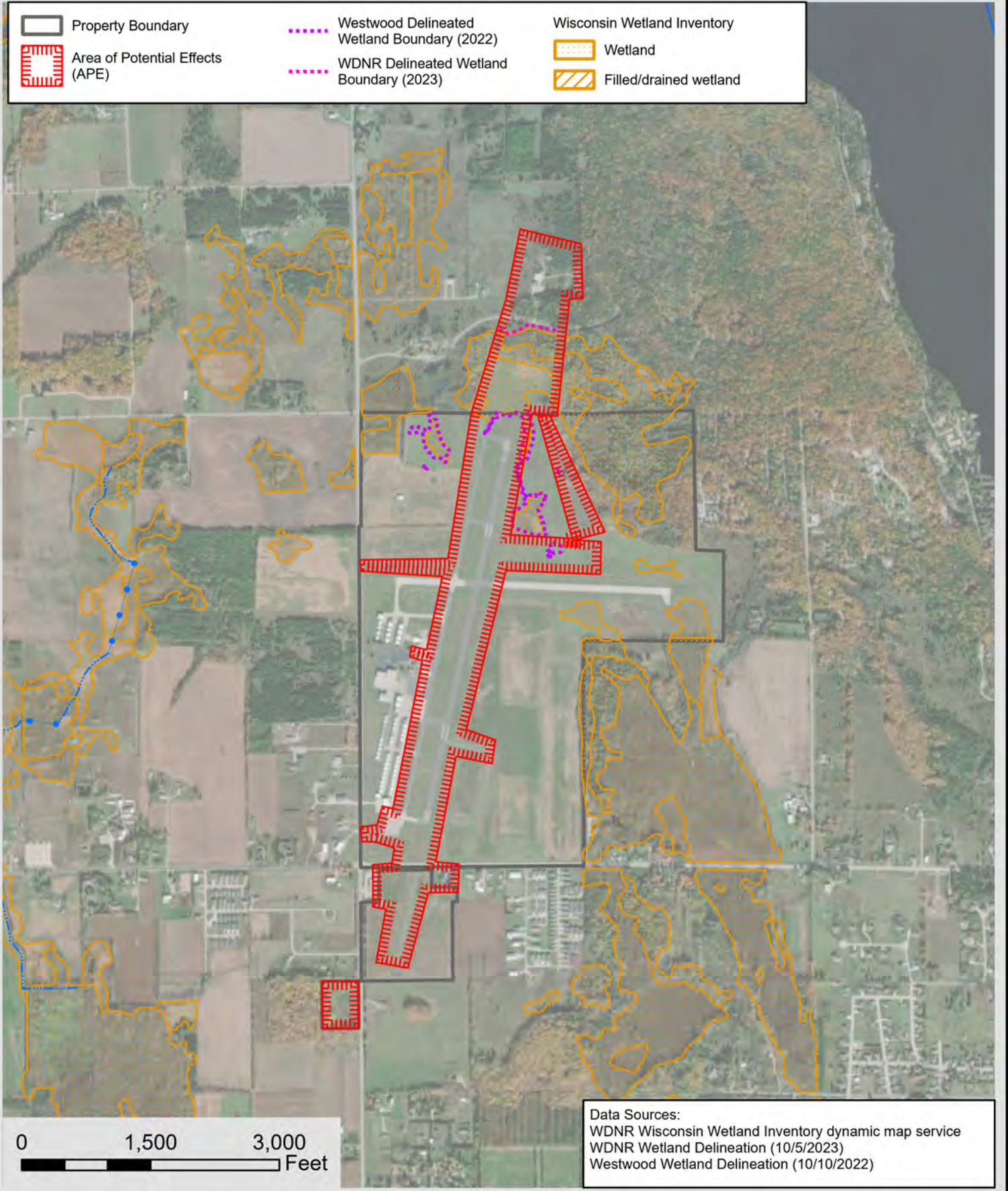
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 Appleton, WI 54914 www.westwoodps.com



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: 1/18/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
3



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



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

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

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/11/2024

SCALE:
 1 in = 1,500 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
4

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 1	
Date: 10/27/2022	
Description: Image facing south on the north end of Runway 2-20.	

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 2	
Date: 3/28/2023	
Description: Image facing northwest on the south end of Runway 2-20	

Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

3

Date:

3/28/2023

Description:

Image facing southeast on north end of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

4

Date:

3/28/2023

Description:

Image facing east of AWOS access road on southeast end of Runway 2-20.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

5

Date:

10/27/2022

Description:

Image facing north towards Potawatomi State Park on north end of Runway 2-20.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

6

Date:

9/13/2023

Description:

Aerial image facing south towards the north end of Runway 2-20 from Potawatomi State Park.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

7

Date:

9/13/2023

Description:

Aerial image facing north towards south end of Runway 2-20 from property on the south side of County Highway C.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

8

Date:

9/15/2023

Description:

Image facing west towards the northwest gate for the proposed construction access.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

9

Date:

9/15/2023

Description:

Image facing east towards south end of Runway 2-20 from the west side of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

10

Date:

9/1/2021

Description:

Image facing north on the south end of Taxiway A.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

11

Date:

9/1/2021

Description:

Image facing south on the south end of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

12

Date:

10/27/2022

Description:

Image facing south towards the north end of Taxiway A. Image of delineated wetland channel on northwest end of project.



Stephanie Senst

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Tuesday, May 7, 2024 2:03 PM
To: Stephanie Senst
Subject: RE: Door County Cherryland Airport - NRCS

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Stephanie,
I agree. Based on the score generated on the form, no further consideration needed.

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Tuesday, May 7, 2024 1:57 PM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: Re: Door County Cherryland Airport - NRCS

Hi Kathy,

§658.4(c) notes that "With this score the agency will be able to identify the effect of its programs on farmland, and make a determination as to the suitability of the site for protection as farmland. Once this score is computed, USDA recommends: ...(2) Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated."

If I am reading the guidelines correctly, the agency referenced in the guidelines for this project would be the Federal Aviation Administration (FAA) so no further action would be required if they elect to follow the USDA recommendation. Do you agree? While our office has worked on environmental assessments for projects with farmland impacts before, this is my first. I would like to ensure that I am appropriately following the NEPA guidelines for agency coordination and not missing a step.

Thanks in advance for your assistance,

Stephanie Senst
Westwood

(608) 921-7212

NRCS Correspondence

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Tuesday, May 7, 2024 12:30 PM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: RE: Door County Cherryland Airport - NRCS

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hi Stephanie,

The form attached was completed using the Crop Productivity Index. A LESA was not used.

I am going to refer you to the following link for the Farmland Protection Policy Act. This explains the scoring.

[eCFR :: 7 CFR 658.4 -- Guidelines for use of criteria.](#)

Let me know if this helps answer your question

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin

United States Department of Agriculture / Natural Resources Conservation Service

Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Tuesday, May 7, 2024 9:43 AM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: Re: Door County Cherryland Airport - NRCS

Good morning Kathy,

NRCS Correspondence

Can you please confirm if this project falls under the exemptions listed below, requiring no further action to comply with FPPA? On past projects, we have received a formal letter from NRCS noting if that is the case.

523.10 Lands Covered by the Act

B. Lands Not Subject to Provisions of FPPA

(1) Lands that receive a combined score of less than 160 points from the LESA criteria.

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

Stephanie Senst

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Monday, February 12, 2024 9:03 AM
To: Stephanie Senst
Cc: Barrick, Jason - FPAC-NRCS, WI
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Stephanie,
Thank you for sending the completed form.
No additional follow up is required.

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, February 9, 2024 9:29 AM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

Good morning Kathy,

Thank you for the quick turnaround.

I completed Parts 3 (a & b), 6, and 7 for the proposed project corridor site A. To be honest, this is the first time I've filled out one of these forms and I made some assumptions when completing Part VI. My assumptions/questions are below:

- For #3, I only evaluated the limits of the proposed project 'Area of Potential Effects' for the percent of site being farmed.
- For #4, I am not sure where to find information about what farmland is protected by state and/or local governments – so I assumed it's not protected and gave it a 0.
- For #7, I measured the total area that appears farmed within the whole airport property from an aerial view (~121 acres) and compared to the average farm size provided in Part 2 for scoring.
- For #10, I do not see a presence of onsite irrigation or storage, but assumed since this is currently farmed area that there are at least some drainage patterns established and gave it a 10.

Please let me know if I need to change anything on the form or if you need additional information from me.

Thank you!

Stephanie Senst
Project Engineer

NRCS Correspondence

stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Monday, January 29, 2024 7:07 AM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

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Stephanie,
Attached is the Form AD1006 Farmland Conversion Reversion for your project site.
This reversion is based on the shapefile provided.
I completed parts 2, 4 and 5 which are done by NRCS.
I also populated Part 1 which identifies the project.
Please review and let me know if you have any questions.

Thank you,

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Tuesday, January 23, 2024 10:42 AM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

Good morning Kathy,

Attached is the shapefile of the project Area of Potential Effects (APE) excluding the tree clearing area within Potawatomi State Park as the proposed action does not include ground disturbing activities. I also have attached the 'Area of Potential Effects Map' that describes the different proposed project activities better. The proposed project area south of County Highway C and east of Park Drive is called out in even more detail in the attached 'Supplemental Map' as the APE in that area is quite a bit larger than the anticipated proposed project land disturbing activities due to uncertainty on contractor access to that area.

Let me know if you need any other information to complete your review.

NRCS Correspondence

Warm regards,

Stephanie Senst
Westwood
(608) 921-7212

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Monday, January 22, 2024 12:57 PM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

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Stephanie,
I am the resource soil scientist for NE WI and support the Farmland Protection Policy Act (FPPA) review process for our area.
The FPPA process utilizes soil data to support the decision documented on the form.
I took a quick look at location and am wondering if you have a shapefile file for your project?
Specifically, I am looking for areas that will be newly disturbed by the project.
If not, you could draw the Area of Interest (AOI) in web soil survey to outline the project area and generate soil data.

Let me know if you have questions or need assistance.
I am in trainings 9-330 M-Th this week and am available 730-9AM before the meetings start or after 330.

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Sent: Friday, January 19, 2024 12:22 PM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Subject: FW: [External Email]Door County Cherryland Airport - NRCS

Hi Kathy,

Are you able to look at this one for me and follow up with Stephanie if needed? It appears to be a prime farmland type of inquiry.

Thank you!
Jason

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, January 19, 2024 8:56 AM
To: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Palmer, Mallory K - DOT

NRCS Correspondence

<malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>

Subject: [External Email]Door County Cherryland Airport - NRCS

You don't often get email from stephanie.senst@westwoodps.com. [Learn why this is important](#)

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Use caution before clicking links or opening attachments.
Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Good morning Mr. Barrick,

We are working on an environmental document for a proposed project at Door County Cherryland Airport. ANached is a leNer with project maps that give more details.

Please provide any comments, questions, or concerns about the project.

Thank you,

Stephanie Senst

Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

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Stephanie Senst

From: Stephanie Senst
Sent: Friday, February 9, 2024 9:29 AM
To: Turner, Kathy - FPAC-NRCS, WI
Cc: Barrick, Jason - FPAC-NRCS, WI
Subject: RE: [External Email]Door County Cherryland Airport - NRCS
Attachments: FPPA_Document_AD1006_Cherryland Airport completed.pdf

Good morning Kathy,

Thank you for the quick turnaround.

I completed Parts 3 (a & b), 6, and 7 for the proposed project corridor site A. To be honest, this is the first time I've filled out one of these forms and I made some assumptions when completing Part VI. My assumptions/questions are below:

- For #3, I only evaluated the limits of the proposed project 'Area of Potential Effects' for the percent of site being farmed.
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Please let me know if I need to change anything on the form or if you need additional information from me.

Thank you!

Stephanie Senst

Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

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1 Systems Drive
Appleton, WI 54914

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Sent: Monday, January 29, 2024 7:07 AM
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Cc: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

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Stephanie,
Attached is the Form AD1006 Farmland Conversion Rating for your project site.

NRCS Correspondence

This ra' ng is based on the shapefile provided.
I completed parts 2, 4 and 5 which are done by NRCS.
I also populated Part 1 which iden' fies the project.
Please review and let me know if you have any ques' ons.

Thank you,

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Tuesday, January 23, 2024 10:42 AM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

Good morning Kathy,

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Let me know if you need any other informa' on to complete your review.

Warm regards,

Stephanie Senst
Westwood
(608) 921-7212

From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Sent: Monday, January 22, 2024 12:57 PM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Subject: RE: [External Email]Door County Cherryland Airport - NRCS

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Stephanie,

I am the resource soil scien' st for NE WI and support the Farmland Protec' on Policy Act (FPPA) review process for our area.

The FPPA process u' lizes soil data to support the decision documented on the form.

I took a quick look at loca' on and am wondering if you have a shapefile file for your project?

Specifically, I am looking for areas that will be newly disturbed by the project.

If not, you could draw the Area of Interest (AOI) in web soil survey to outline the project area and generate soil data.

NRCS Correspondence

Let me know if you have questions or need assistance.

I am in trainings 9-330 M-Th this week and am available 730-9AM before the meetings start or after 330.

Kathy Turner / Area Resource Soil Scientist / Appleton Area Office, Wisconsin
United States Department of Agriculture / Natural Resources Conservation Service
Office phone: 920-843-6098 / Office cell: 608-697-6226 / www.wi.nrcs.usda.gov



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From: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Sent: Friday, January 19, 2024 12:22 PM
To: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
Subject: FW: [External Email]Door County Cherryland Airport - NRCS

Hi Kathy,

Are you able to look at this one for me and follow up with Stephanie if needed? It appears to be a prime farmland type of inquiry.

Thank you!
Jason

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, January 19, 2024 8:56 AM
To: Barrick, Jason - FPAC-NRCS, WI <jason.barrick@usda.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: [External Email]Door County Cherryland Airport - NRCS

You don't often get email from stephanie.senst@westwoodps.com. [Learn why this is important](#)

[External Email]

If this message comes from an **unexpected sender** or references a **vague/unexpected topic**;
Use caution before clicking links or opening attachments.
Please send any concerns or suspicious messages to: Spam.Abuse@usda.gov

Good morning Mr. Barrick,

We are working on an environmental document for a proposed project at Door County Cherryland Airport. Attached is a letter with project maps that give more details.

Please provide any comments, questions, or concerns about the project.

Thank you,

Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

NRCS Correspondence

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 1/22/2024			
Name of Project Door County Cherryland Airport		Federal Agency Involved FAA			
Proposed Land Use Airport Improvements		County and State Door County, Wisconsin			
PART II (To be completed by NRCS)		Date Request Received By NRCS 1/22/2024		Person Completing Form: Kathv Turner	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated 597	Average Farm Size 183
Major Crop(s) Corn, Soybeans	Farmable Land In Govt. Jurisdiction Acres: 253758 % 77.43	Amount of Farmland As Defined in FPPA Acres: 237885 % 72.59			
Name of Land Evaluation System Used Crop Productivity Index	Name of State or Local Site Assessment System N/A	Date Land Evaluation Returned by NRCS 1/26/2024			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		0			
B. Total Acres To Be Converted Indirectly		0			
C. Total Acres In Site		124.4			
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		23.4			
B. Total Acres Statewide Important or Local Important Farmland		72.8			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.04173	26744378502		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		71.2946	98098188		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		20			
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	15		
2. Perimeter In Non-urban Use		(10)	10		
3. Percent Of Site Being Farmed		(20)	0		
4. Protection Provided By State and Local Government		(20)	0		
5. Distance From Urban Built-up Area		(15)	10		
6. Distance To Urban Support Services		(15)	10		
7. Size Of Present Farm Unit Compared To Average		(10)	4		
8. Creation Of Non-farmable Farmland		(10)	0		
9. Availability Of Farm Support Services		(5)	5		
10. On-Farm Investments		(20)	10		
11. Effects Of Conversion On Farm Support Services		(10)	0		
12. Compatibility With Existing Agricultural Use		(10)	0		
TOTAL SITE ASSESSMENT POINTS		160	64		
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	20		
Total Site Assessment (From Part VI above or local site assessment)		160	64		
TOTAL POINTS (Total of above 2 lines)		260	84		
Site Selected: A	Date Of Selection 2/9/2024	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
Reason For Selection: This corridor is the most viable option given it maintains the existing location of Runway 2-20 having the most minimal impacts at Door County Cherryland Airport.					
Name of Federal agency representative completing this form: Stephanie Senst					Date: 2/9/2024

(See Instructions on reverse side)

Form AD-1006 (03-02)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM*(For Federal Agency)*

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

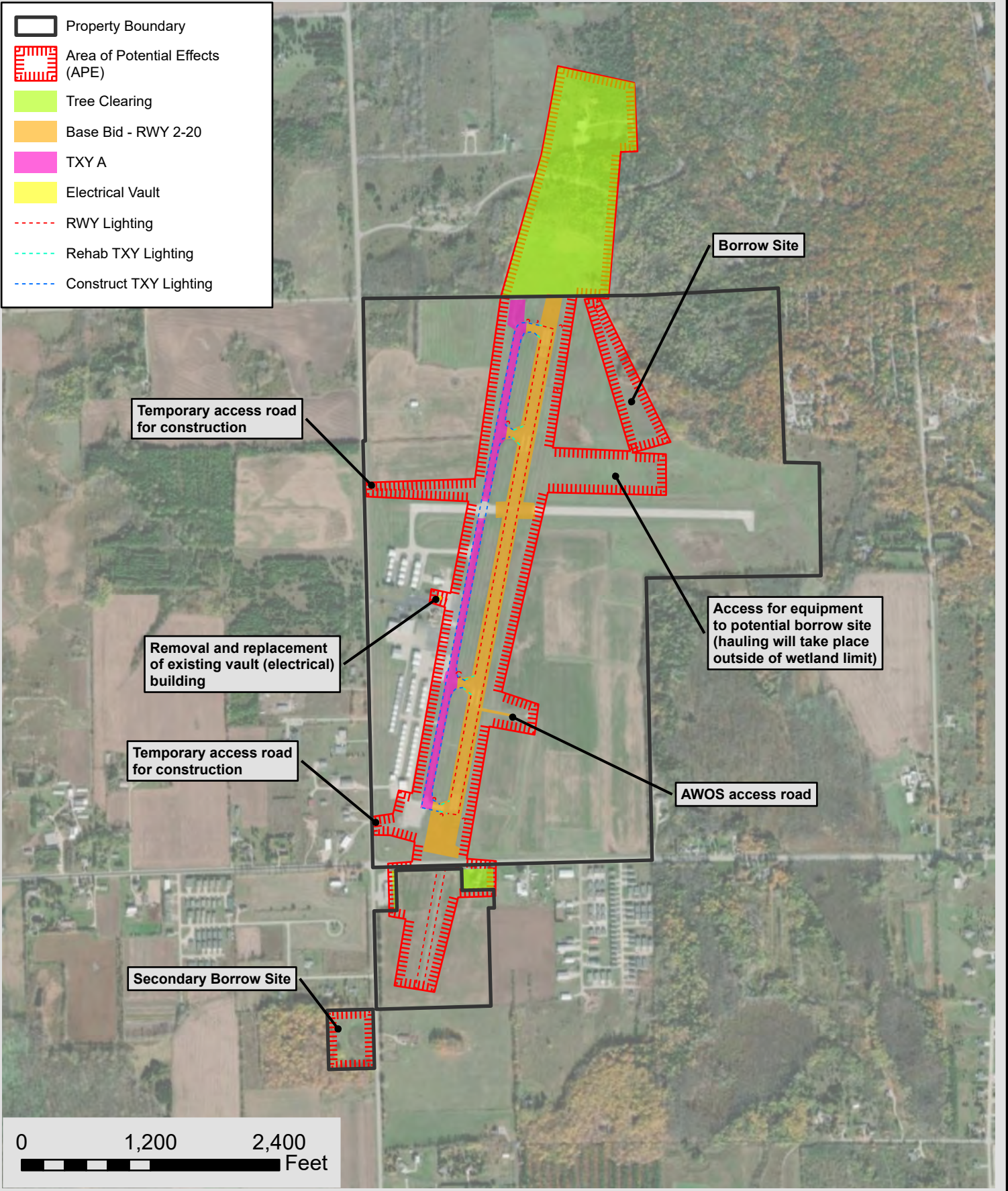
Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

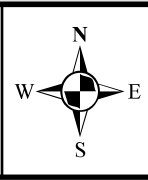
$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



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



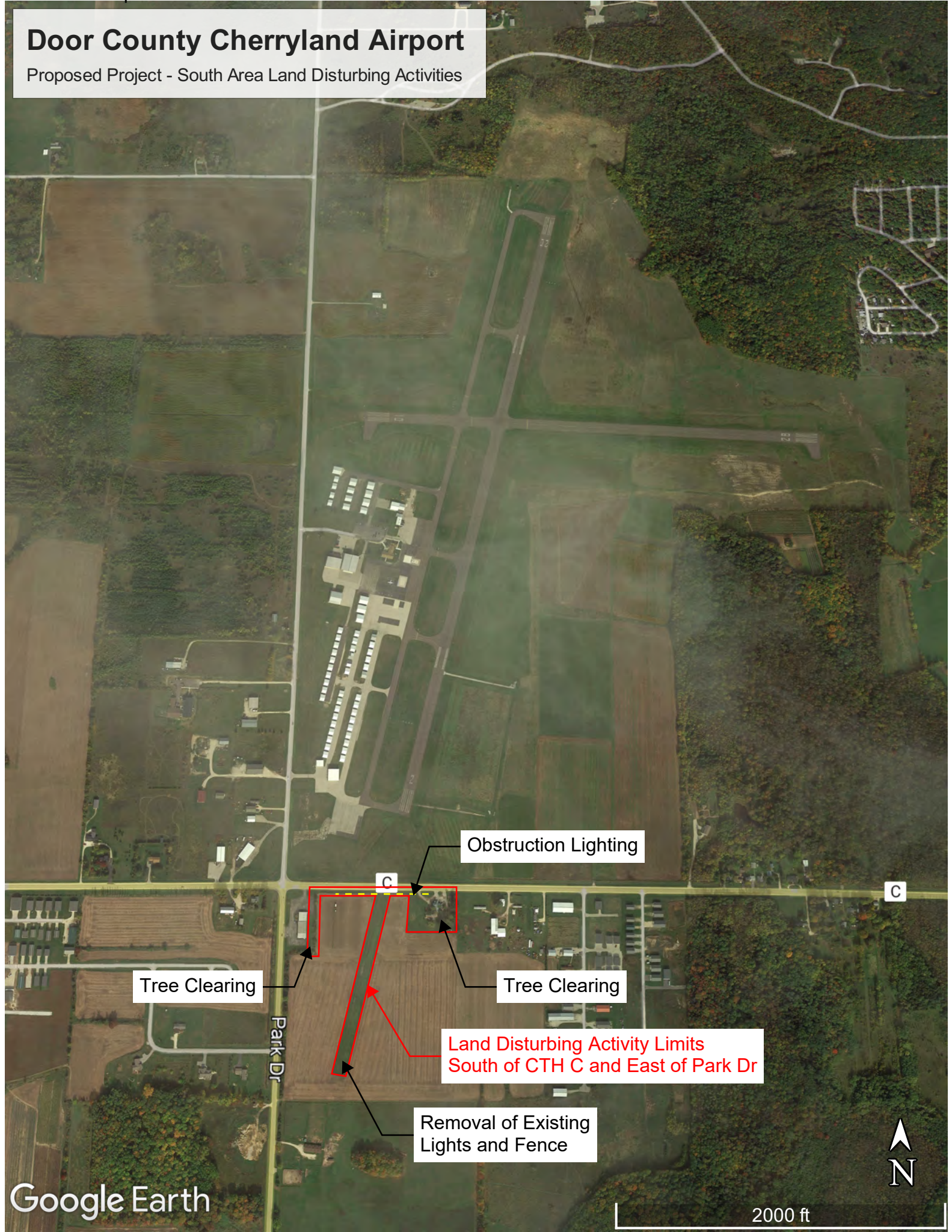
RWY 02/20 REHABILITATION - CONDENSED EA
AREA OF POTENTIAL EFFECTS
 DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/18/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
3

Door County Cherryland Airport

Proposed Project - South Area Land Disturbing Activities



Obstruction Lighting

Tree Clearing

Tree Clearing

Land Disturbing Activity Limits
South of CTH C and East of Park Dr

Removal of Existing
Lights and Fence

Park Dr



2000 ft



1 Systems Drive
Appleton, WI 54914

main (920) 735-6900

January 19, 2024

Jason Barrick
Natural Resources Conservation Service
127 Commerce Drive
Luxemburg, WI 54217
Via Electronic Mail Only to jason.barrick@usda.gov

Re: Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway A Rehabilitation and Partial Reconstruction

Dear Mr. Barrick:

The Wisconsin Department of Transportation, Bureau of Aeronautics, is beginning preliminary studies for improvements to the Door County Cherryland Airport (see Attachment 1 – Site Location Map). The proposed improvements include the rehabilitation and partial reconstruction of Runway 2-20 and Taxiway A (Project).

The purpose for the proposed project is to address deteriorating airfield pavements for continued aircraft use. The proposed project will enhance airfield compliance with updated Federal Aviation Administration (FAA) standards. Additionally, the proposed project will improve the safety of the airfield for future use.

Currently, Runway 2-20 is 4,599 feet long and 75 feet wide with several connecting taxiways (see Attachment 2 – Airport Property Map). Runway 2-20 is the airport's primary runway. In 2020 a pavement inspection was completed, very poor to fair pavement conditions were identified.

The proposed project undertaking would consist of the following:
(See Attachment 3 – Area of Potential Effects)

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, and associated connectors
- Rehabilitation of an access road
- Lighting replacement and construction for Runway 2/20 and Taxiway A including the electrical building
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacements
- Tree clearing for runway obstruction removal
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

The Comprehensive Plan for the Town of Nasewaupsee Shoring Zoning and Preferred Land Use map depicts the majority of the project limits within Public Resource (PR) land use area with tree clearing work also taking place on Rural Character Conservation (RCC) land use area. From reviewing the project site, this

NRCS Correspondence

January 19, 2024
Page 2

location appears to have leased farming operations on-airport owned land adjacent to the project limits (See Attachment 4 – Site Photographs).

We are requesting that the Natural Resources Conservation Service identify any general concerns they may have regarding the proposed project or related information of the area. Please identify whether or not the Farmland Protection Policy Act is applicable and if a Farmland Conversion Impact Rating (Form AD-1006) is required.

If you would like to receive additional information regarding this proposed project, please contact me at 920-830-6128 or at Stephanie.Senst@westwoodps.com. Thank you for your assistance.

Sincerely,
Westwood Professional Services

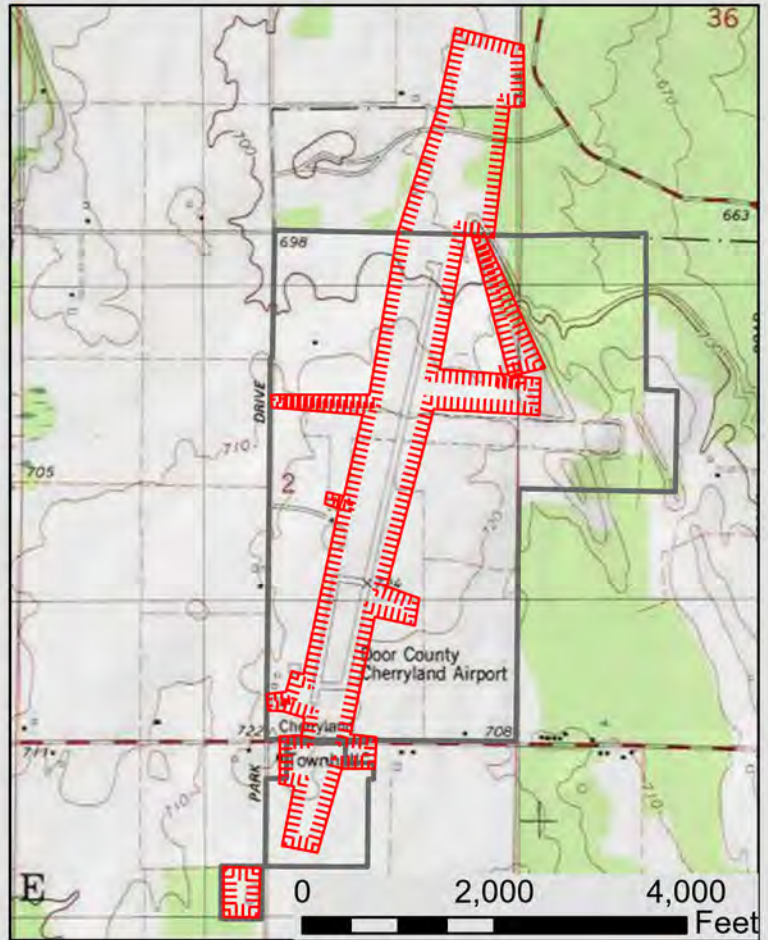
A handwritten signature in cursive script that reads "Stephanie Senst".




Stephanie Senst
Project Engineer

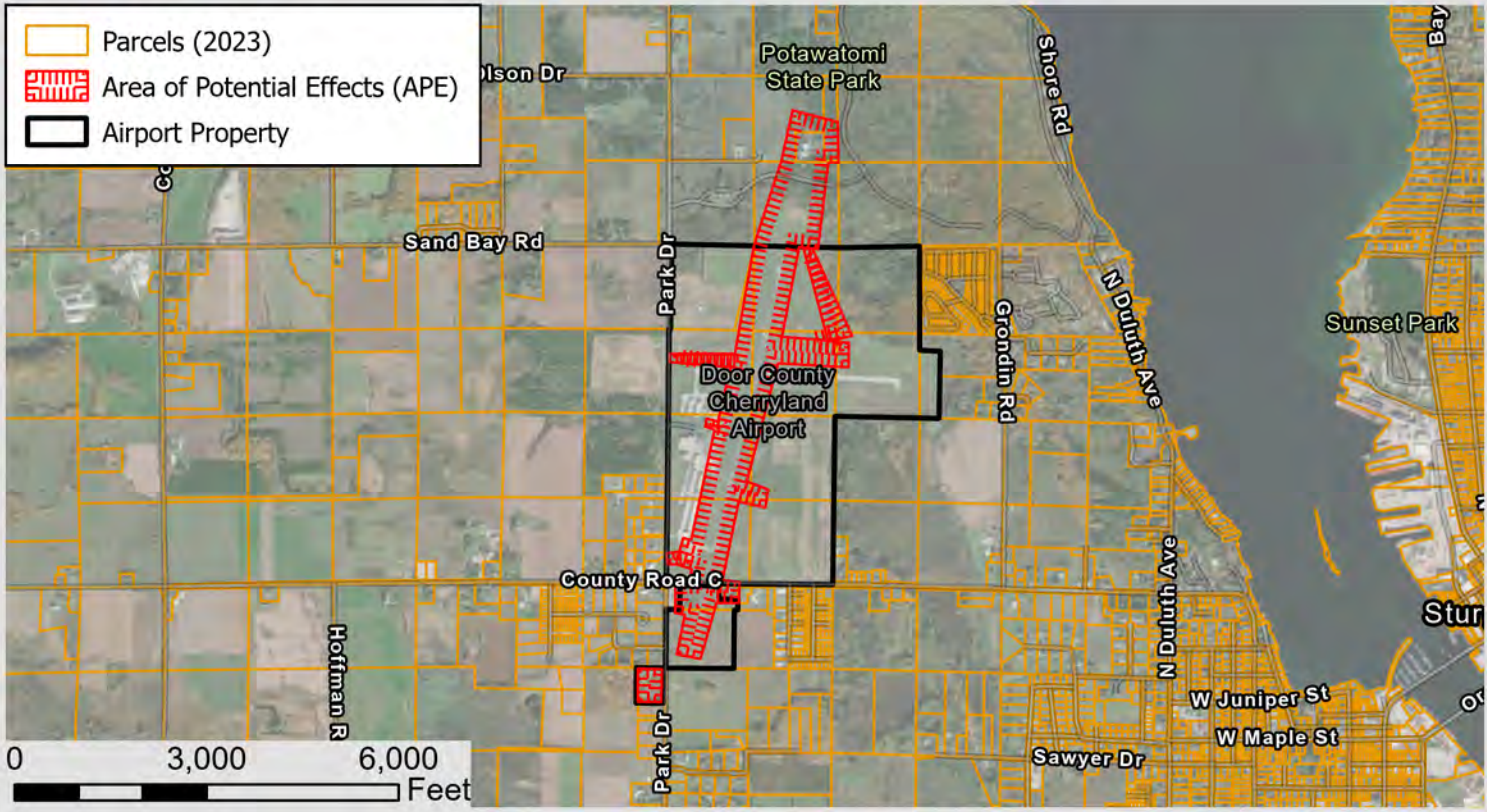
Attachments:

1. *Site Location Map*
2. *Airport Property Map*
3. *Area of Potential Effects*
4. *Site Photographs*

cc: Austin Levin, WisDOT BOA (by email)
Mallory Palmer, WisDOT BOA (by email)



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



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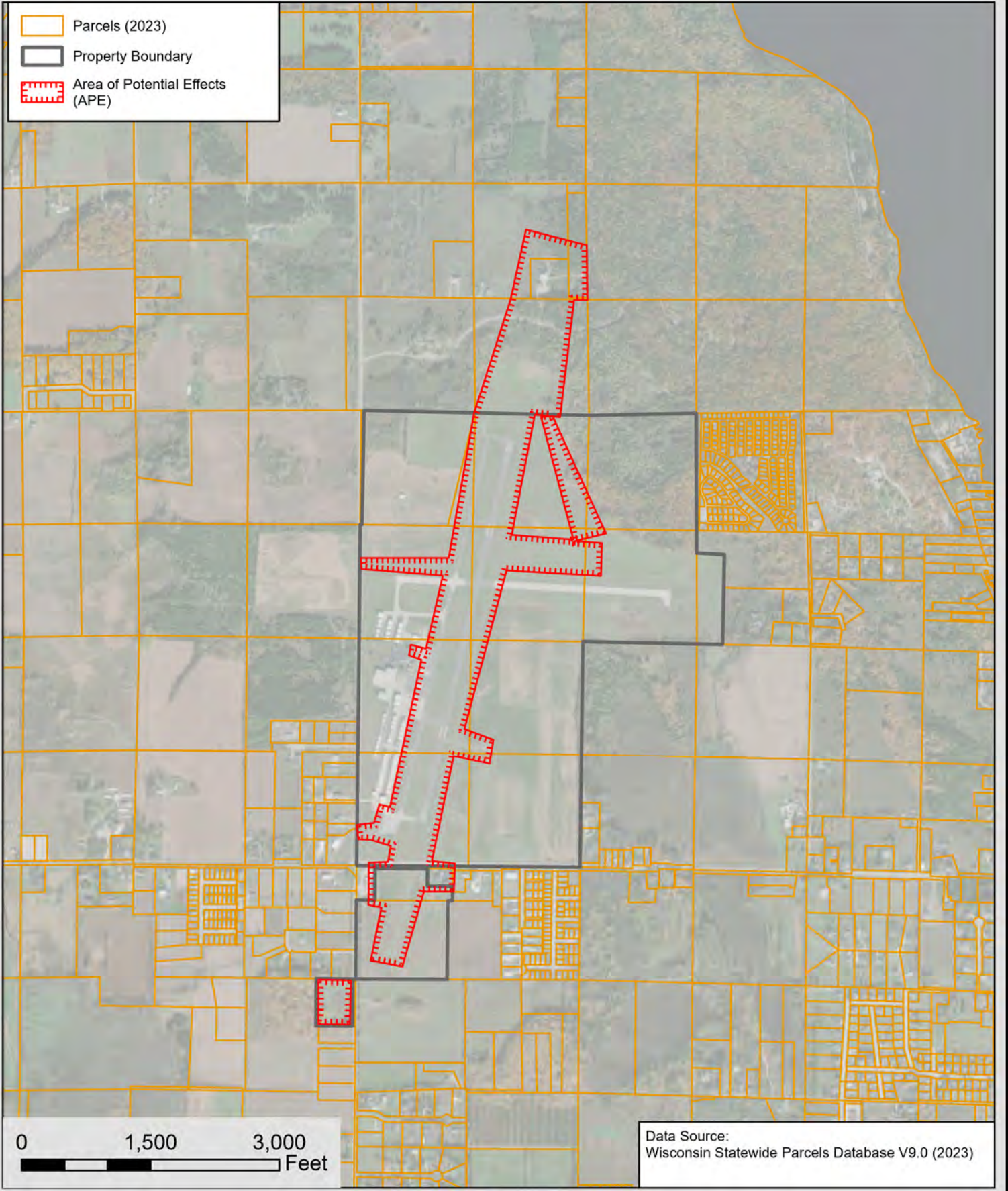


**RWY 02/20 REHABILITATION - CONDENSED EA
 LOCATION MAP**

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



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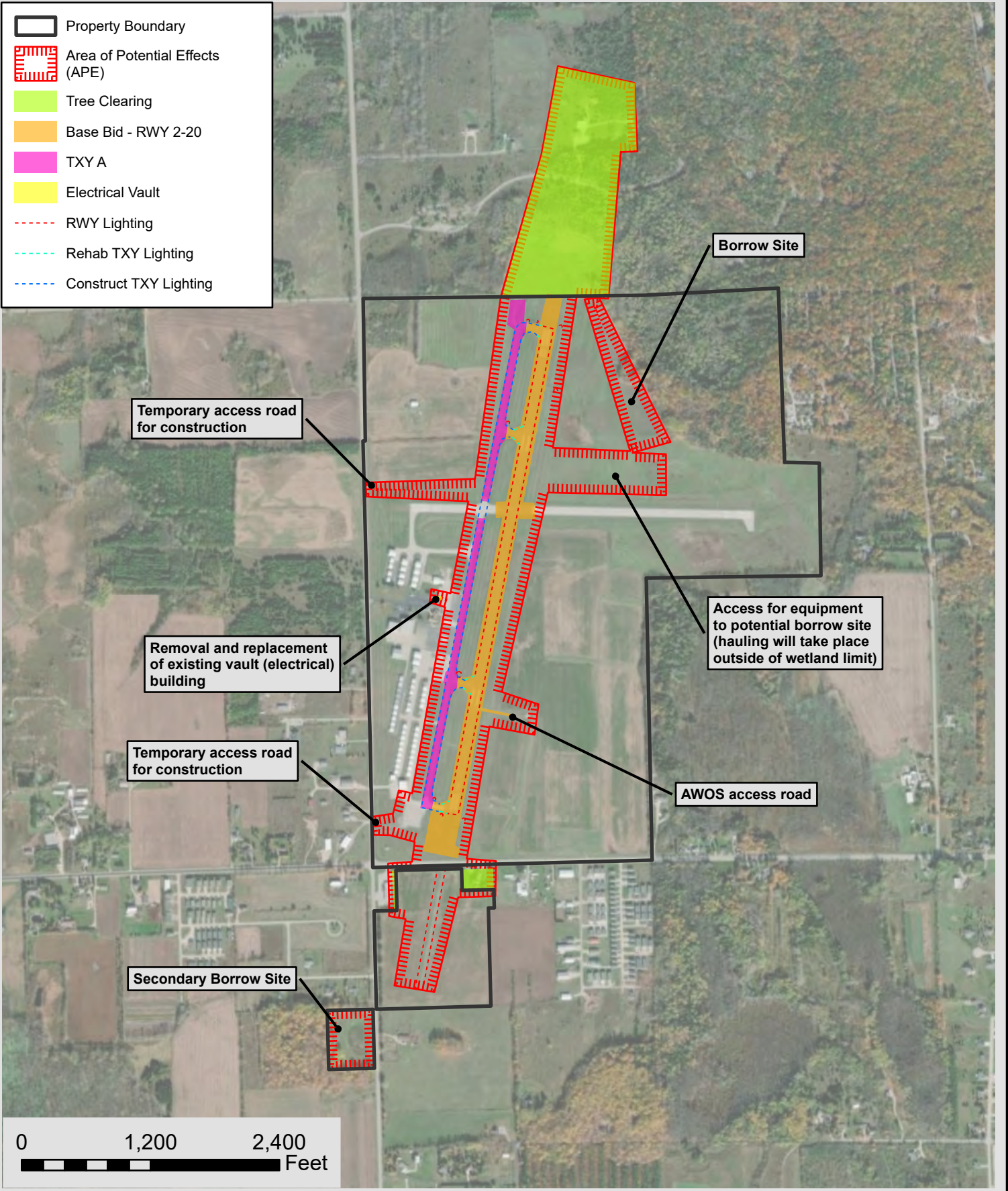


**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT PROPERTY MAP**

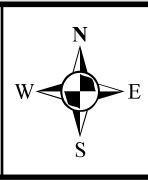
DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/8/2024

SCALE:
 1 in = ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
2



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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: 1/18/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
3

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 1	
Date: 10/27/2022	
Description: Image facing south on the north end of Runway 2-20.	

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 2	
Date: 3/28/2023	
Description: Image facing northwest on the south end of Runway 2-20	

Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

3

Date:

3/28/2023

Description:

Image facing southeast on north end of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

4

Date:

3/28/2023

Description:

Image facing east of AWOS access road on southeast end of Runway 2-20.



Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 5	
Date: 10/27/2022	
Description: Image facing north towards Potawatomi State Park on north end of Runway 2-20.	

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 6	
Date: 9/13/2023	
Description: Aerial image facing south towards the north end of Runway 2-20 from Potawatomi State Park.	

Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

7

Date:

9/13/2023

Description:

Aerial image facing north towards south end of Runway 2-20 from property on the south side of County Highway C.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

8

Date:

9/15/2023

Description:

Image facing west towards the northwest gate for the proposed construction access.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

9

Date:

9/15/2023

Description:

Image facing east towards south end of Runway 2-20 from the west side of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

10

Date:

9/1/2021

Description:

Image facing north on the south end of Taxiway A.



Site Photographs

Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
11

Date:
9/1/2021

Description:
Image facing south on the south end of Taxiway A.



Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
12

Date:
10/27/2022

Description:
Image facing south towards the north end of Taxiway A. Image of delineated wetland channel on northwest end of project.



Surrounding Property Owners Letter



County of Door
DOOR COUNTY CHERRYLAND AIRPORT
3538 Park Drive
Sturgeon Bay, WI 54235



Craig w. Ross
Airport Manager
(920) 746-7131
cross@co.door.wi.us

Dear Property Owner,

The Wisconsin Department of Transportation, Bureau of Aeronautics (WisDOT-BOA) as agent for Door County has contracted with Westwood Professional Services (Westwood) for work on an environmental assessment for the Door County Cherryland Airport. The airport is proposing to rehabilitate and partially reconstruct runway 2-20 and parallel taxiway A to improve the pavements and airport safety (see attached Figure 1).

A common safety hazard at airports across Wisconsin is the presence of foreign object debris (FOD) and obstructions within the runway approaches. As pavements age, they are prone to cracking, which can worsen over time as cracks are exposed to Wisconsin winters and associated freeze/thaw cycles. Aged pavements begin to chip out along cracks, which can lead to FOD presence on runways. FOD causes thousands of dollars of damage to aircraft each year and can put liability on the airport if their facilities are not maintained. As aircraft fly into an airport, they follow airport specific approaches that safely guide a pilot to the runway pavements. The airspace above and extending beyond a runway must be clear of obstructions to the runway specific approaches. Over time, trees become common obstructions to Wisconsin airports requiring clearing or topping to maintain runway approach slopes. The Federal Aviation Administration (FAA) requires that airports maintain their runway approaches.

Preliminary design concepts for the proposed rehabilitation and partial reconstruction of runway 2-20 and parallel taxiway A would also include: edge lighting replacement; culvert pipe replacement; and raising of grass areas adjacent to the runway pavements referred to as the safety areas that are currently not to FAA standard, including an area approximately 700 square feet on Potawatomi State Park property.

Both the Wisconsin Department of Natural Resources (WDNR) and the Potawatomi State Park representatives have been informed of the need for the project to improve airport safety. The proposed rehabilitation and partial reconstruction of runway 2-20 and parallel taxiway A project is necessary to maintain compliance with safety requirements and FAA regulations. The proposal would include filling areas adjacent to runway and taxiway pavements, replacing pavements, and clearing runway obstructions (consisting of clearing or topping trees) within airport easement areas.

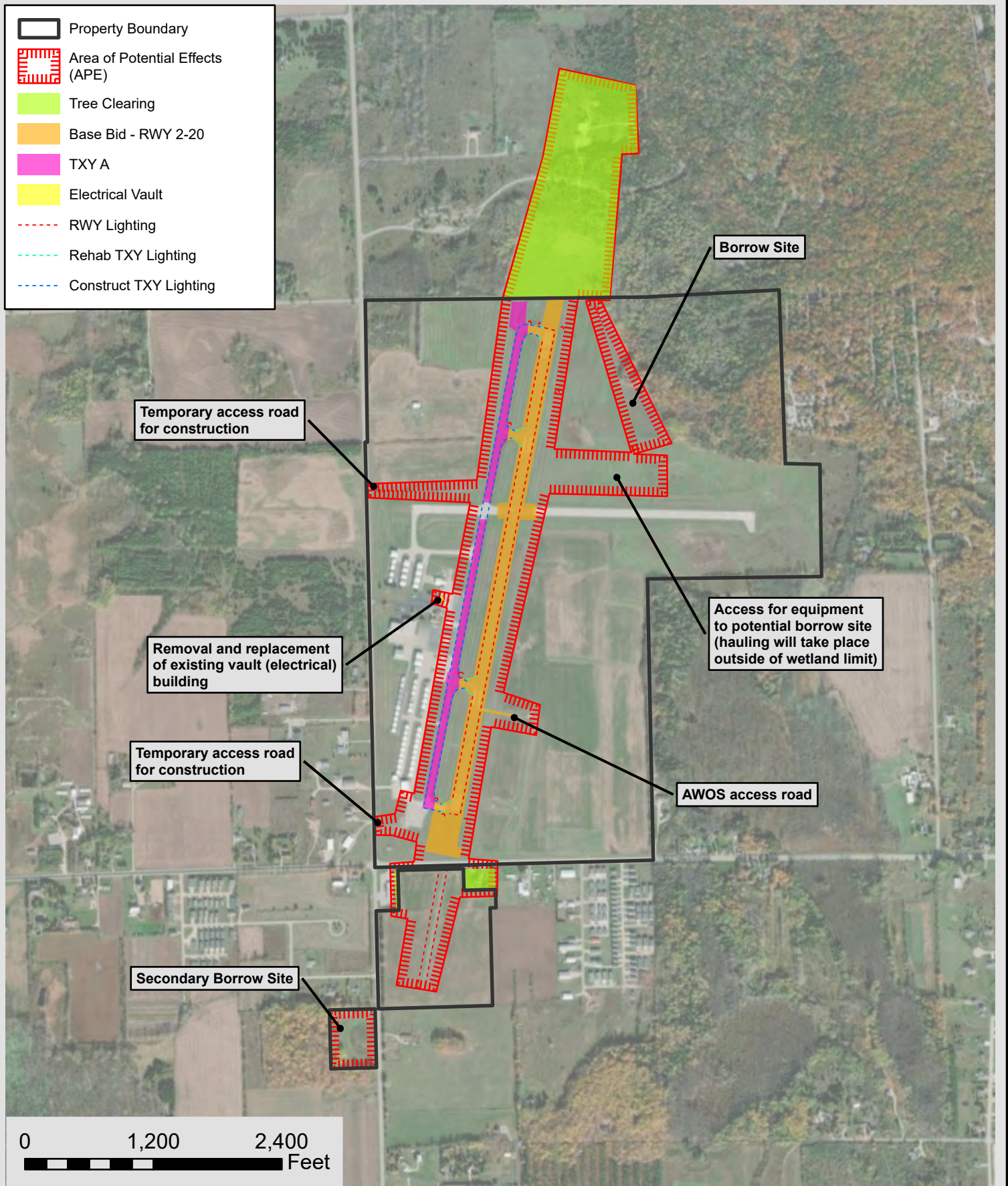
As you are an adjoining property owner, we wanted to contact you about the proposed project. If you would like to learn more, a project website has been set up at <https://westwoodps.com/door-county-cherryland-airport>. You can also contact me at (920) 746-7131 or via email at cross@Co.door.wi.us.

Sincerely,

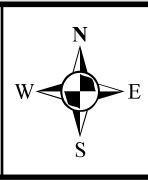
X

Craig W. Ross
Airport Manager

Surrounding Property Owners Letter



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 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: 1/18/2024

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

Stephanie Senst

From: Kempke, Jessica L CIV USARMY CEMVP (USA) <Jessica.L.Kempke@usace.army.mil>
Sent: Monday, May 20, 2024 2:36 PM
To: Stephanie Senst
Cc: Craig Ross (cross@co.door.wi.us); Brown Stender, Erin M - DNR; DOT BOA Environmental
Subject: RE: USACE Field Visit | 2024-00093-JLK Cherryland Airport
Attachments: 2023 Transportation_RGP Permit.pdf; 2024-00093-JLK 20240520 Aerial-Possible Hydro Connection.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Afternoon Stephanie,

After my site visit on Friday, it appears there may be a hydrological connection between Wetland C01 on site and Sturgeon Bay further east. While walking the site, standing water seemed to move faster eastward the further I walked until it eventually became a tributary feature continuing eastward. Attached is a figure showing the location of the possible connection.

You mentioned during our call last week that the proposed project on site would only impact 0.05 acre of Wetland C01 for the purpose of modifying an existing airport runway. Based on this information your project would qualify for our Regional General Permit, Category 2 for Transportation projects. As long as the project follows the terms and conditions of the permit attached to this email, you are good to go from the Corps standpoint.

Thank you, Stephanie, and let me know if you have any additional questions!

Jess

Jessica Kempke
Project Manager-Biologist
U.S. Army Corps of Engineers, St. Paul District
651-290-5856

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Thursday, May 16, 2024 9:52 AM
To: Kempke, Jessica L CIV USARMY CEMVP (USA) <Jessica.L.Kempke@usace.army.mil>
Cc: Craig Ross (cross@co.door.wi.us) <cross@co.door.wi.us>; Brown Stender, Erin M - DNR <Erin.BrownStender@wisconsin.gov>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>
Subject: [Non-DoD Source] USACE Field Visit | 2024-00093-JLK Cherryland Airport

Hi Jess,

Per our call, I understand that you are looking to perform a field evaluation of the wetlands between the Cherryland Airport and Potawatomi State Park to aid in the U.S. Army Corps of Engineers jurisdictional review of the wetlands. You had specifically noted that you are looking to determine if the wetlands on the north end of the airport are hydrologically connected to Sturgeon Bay through the park. Please coordinate with the Airport Manager for any access from the airfield and the Park Supervisor for permission to review through the park. I have CC-ed these individuals on this email, so they are aware of the request.

The Airport Manager is Craig Ross. He would likely meet you at the terminal building (3538 Park Dr) and then escort you around the airfield from there. Here is his contact information:

USACE Correspondence

*Craig Ross | Maintenance Superintendent
Door County Cherryland Airport
3538 Park Dr | Sturgeon Bay WI. 54235
cross@co.door.wi.us
Office: 920-746-7131*

The Potawatomi State Park Supervisor is Erin Brown Stender. Here is her contact information:

Erin M. Brown Stender
She/Her/Hers
Natural Resources Property Supervisor
Potawatomi and Whitefish Dunes State Parks
Phone: (920) 746-2893
Erin.BrownStender@wisconsin.gov

I appreciate your open communication and interest in reviewing the site to aid in the jurisdictional review.

Thank you,

Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

USACE Correspondence



Once the tributary crossed under Grondin Road I was unable to follow it. However knowing which way it was headed and aerial photos, it appears to continue southeastward towards the bay.

Stephanie Senst

From: Stephanie Senst
Sent: Friday, January 26, 2024 10:57 AM
To: Kempke, Jessica L KEMPKE, JESSICA L CIV USARMY CEMVP (USA)
Subject: RE: 2024-00093-JLK Cherryland Airport, 3538 Park Drive AJD Request
Attachments: Cherryland Airport Wetland Delineation Report.pdf

Hi Jess,

Attached is the full wetland delineation report for the Cherryland Airport property. Please let me know if you need anything else.

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

From: Kempke, Jessica L KEMPKE, JESSICA L CIV USARMY CEMVP (USA) <Jessica.L.Kempke@usace.army.mil>
Sent: Friday, January 26, 2024 10:41 AM
To: Stephanie Senst <stephanie.senst@westwoodps.com>
Subject: 2024-00093-JLK Cherryland Airport, 3538 Park Drive AJD Request

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Morning Stephanie,

I recently received a request for an Approved Jurisdictional Determination for the Cherryland Airport property in the Town of Nasewaupée, Door County.

Could you forward me the full wetland delineation report?

Thanks so much!

Jess

Jessica Kempke

Project Manager-Biologist

U.S. Army Corps of Engineers, St. Paul District

651-290-5856

Stephanie Senst

From: Hubert, Jennifer M CIV MVP <Jennifer.M.Hubert@usace.army.mil>
Sent: Tuesday, January 23, 2024 2:16 PM
To: Stephanie Senst
Cc: Kempke, Jessica L KEMPKE, JESSICA L CIV USARMY CEMVP (USA)
Subject: 2024-00093-JLK AJD Cherryland Airport, 3538 Park Dr
Attachments: 2024-00093-JLK 20240123 Ack letter.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Please find the attached subject document(s). If you have any questions, please contact the project manager indicated in the letter.

Thanks,

Jennifer Hubert
Office Automation Specialist
US Army Corps of Engineers – St. Paul District
Regulatory Division
East Wisconsin Branch

Information on Corps of Engineers Regulatory Program status during the COVID-19 pandemic can be found at:
<https://www.mvp.usace.army.mil/missions/regulatory>

We are pleased to introduce our new paperless communication procedures in Wisconsin. Requests for action (pre-application consultations, permit applications, requests for delineation concurrences, requests for jurisdictional determinations, and mitigation bank proposals) should be sent directly to the following email: usace_requests_wi@usace.army.mil. Please include the county name in the subject line of the email (e.g. Washington County). These changes will improve efficiency, reduce costs and reduce environmental footprint. Additional information can be found in our public notice located here: <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
332 MINNESOTA STREET, SUITE E1500
ST. PAUL, MN 55101-1323

01/23/2024

Regulatory File No. MVP-2024-00093-JLK

THIS IS NOT A PERMIT

Stephanie Sens
Westwood Professional Services
1 North Systems Dr
Appleton, WI 54914

To Whom It May Concern:

We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal.

File Number: MVP-2024-00093-JLK

Applicant:

Project Name: AJD Cherryland Airport, 3538 Park Dr

Project Location: Section 35 of Township 28 N, Range 25 E, Door County, Wisconsin
(Latitude: 44.8443042884028; Longitude: -87.4225449233636)

Received Date: 01/19/2024

Project Manager: Jessica Kempke
(651) 290-5856
Jessica.L.Kempke@usace.army.mil

Additional information about the St. Paul District Regulatory Program can be found on our web site at <http://www.mvp.usace.army.mil/missions/regulatory>.

Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.

Thank you.

U.S. Army Corps of Engineers
St. Paul District
Regulatory Branch

Stephanie Senst

From: Stephanie Senst
Sent: Friday, January 19, 2024 10:33 AM
To: 'USACE_Requests_WI@usace.army.mil'
Cc: DOT BOA LC-DBE; Palmer, Mallory K - DOT; Levin, Austin T - DOT
Subject: Door County Cherryland Airport - USACE Request for AJD
Attachments: Door County Cherryland Airport - USACE JD Review Request_2024-01-19.pdf; Door County Cherryland RWY 2-20 EA - JD Request Form_ signed.pdf

To whom it may concern,

Westwood is working on a Condensed Environmental Assessment (EA) for a proposed project at Door County Cherryland Airport in Door County, Wisconsin. We are requesting a jurisdictional determination for the proposed project. Attached is a letter with project maps that give more details as well as the formal request form. Please let me know when the project review has been assigned and if you need any other project information to make a determination.

Thank you,

Stephanie Senst

Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

January 19, 2024

US Army Corps of Engineers (USACE)
Brookfield Office
250 North Sunnyslope Road, Suite 296
Brookfield, WI 53005
Via Electronic Mail Only to USACE_Requests_WI@usace.army.mil

Re: Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway A Rehabilitation and Partial Reconstruction

Dear USACE Brookfield Team:

The Wisconsin Department of Transportation, Bureau of Aeronautics, is beginning preliminary studies for improvements to the Door County Cherryland Airport (see Figure 1 – Site Location Map). The proposed improvements include the rehabilitation and partial reconstruction of Runway 2-20 and Taxiway A (Project).

The purpose for the proposed project is to address deteriorating airfield pavements for continued aircraft use. The proposed project will enhance airfield compliance with updated Federal Aviation Administration (FAA) standards. Additionally, the proposed project will improve the safety of the airfield for future use.

Currently, Runway 2-20 is 4,599 feet long and 75 feet wide with several connecting taxiways (see Figure 2 – Airport Diagram Map). Runway 2-20 is the airport's primary runway. In 2020 a pavement inspection was completed, very poor to fair pavement conditions were identified.

The proposed project undertaking would consist of the following:
(see Figure 3 – Area of Potential Effects)

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, and associated connectors
- Rehabilitation of access road
- Lighting replacement and construction for Runway 2/20 and Taxiway A including the electrical building
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacements
- Tree clearing for runway obstruction removal
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

A wetland delineation was performed at the proposed location and submitted to the Wisconsin Department of Natural Resources (WDNR). The delineation identified wetlands present in a ditch line (see Figure 4 – Wetland Delineation Confirmation) that may be impacted if the proposed project moves forward with implementation. If the proposed project is built, wetland areas that would be filled because of the project

USACE Correspondence

January 19, 2024
Page 2

will be reduced to the maximum extent practicable. There will be coordination between the WisDOT BOA, USACE, and WDNR to properly mitigate any unavoidable wetland impacts.

The proposed project location is within airport property or airport aviation easements located in Sections 1, 2, and 11 of Township 27 North, Range 25 East. The project area is currently pavement and mowed grass fields, except for wooded areas where the airport has aviation easements. (see Attachment 5 – Site Photographs).

We are requesting a Jurisdictional Determination for the proposed project areas (attached separately via email). Additionally, we are requesting that you identify any concerns the US Army Corps of Engineers may have regarding the proposed project. Any concerns or comments will be included in the preliminary environmental assessment. Additionally, you will be included on the distribution list for the preliminary and final condensed environmental assessments. If you would like to receive additional information regarding this proposed project, please contact me at 920-830-6128 or at Stephanie.Senst@westwoodps.com. Thank you for your assistance.

Sincerely,
Westwood Professional Services

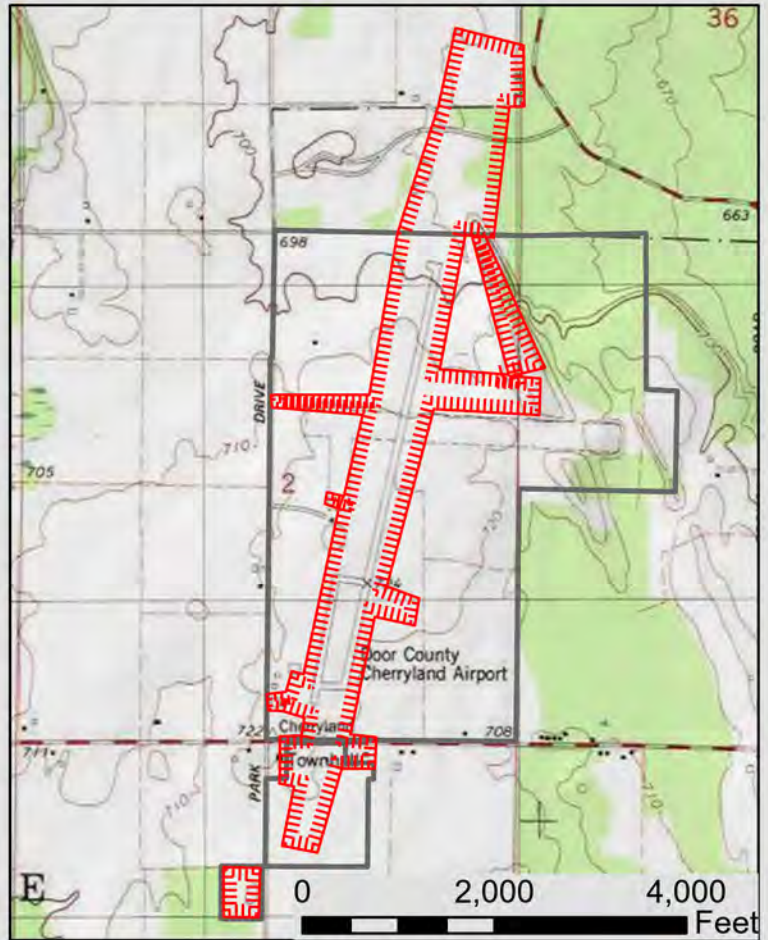





Stephanie Senst
Project Engineer

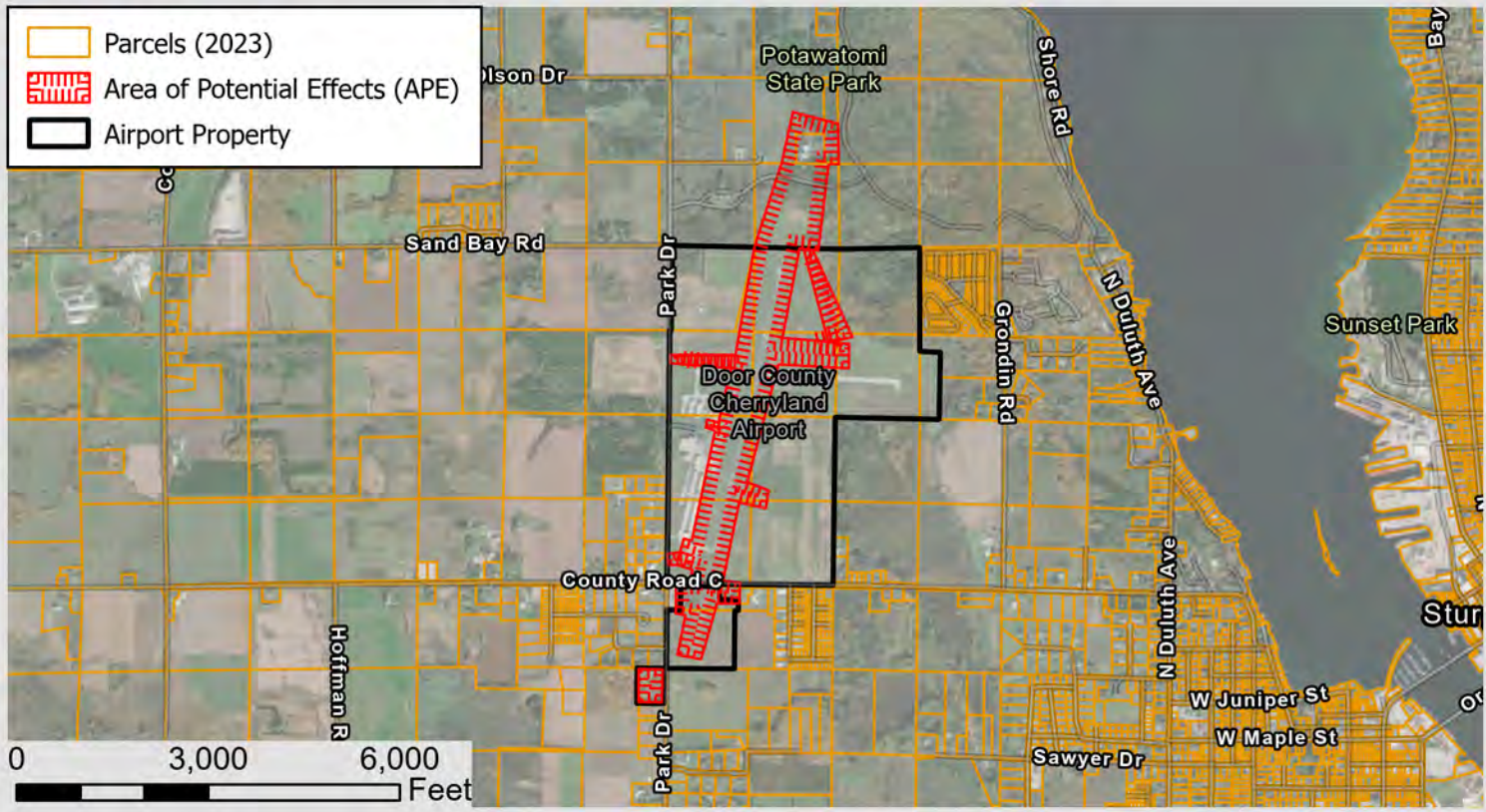
Attachments:

1. *Site Location Map*
2. *Airport Diagram Map*
3. *Area of Potential Effects*
4. *Wetland Delineation Confirmation*
5. *Site Photographs*

cc: Austin Levin, WisDOT BOA (by email)
Mallory Palmer, WisDOT BOA (by email)



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



Westwood
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 Appleton, WI 54914 www.westwoodps.com

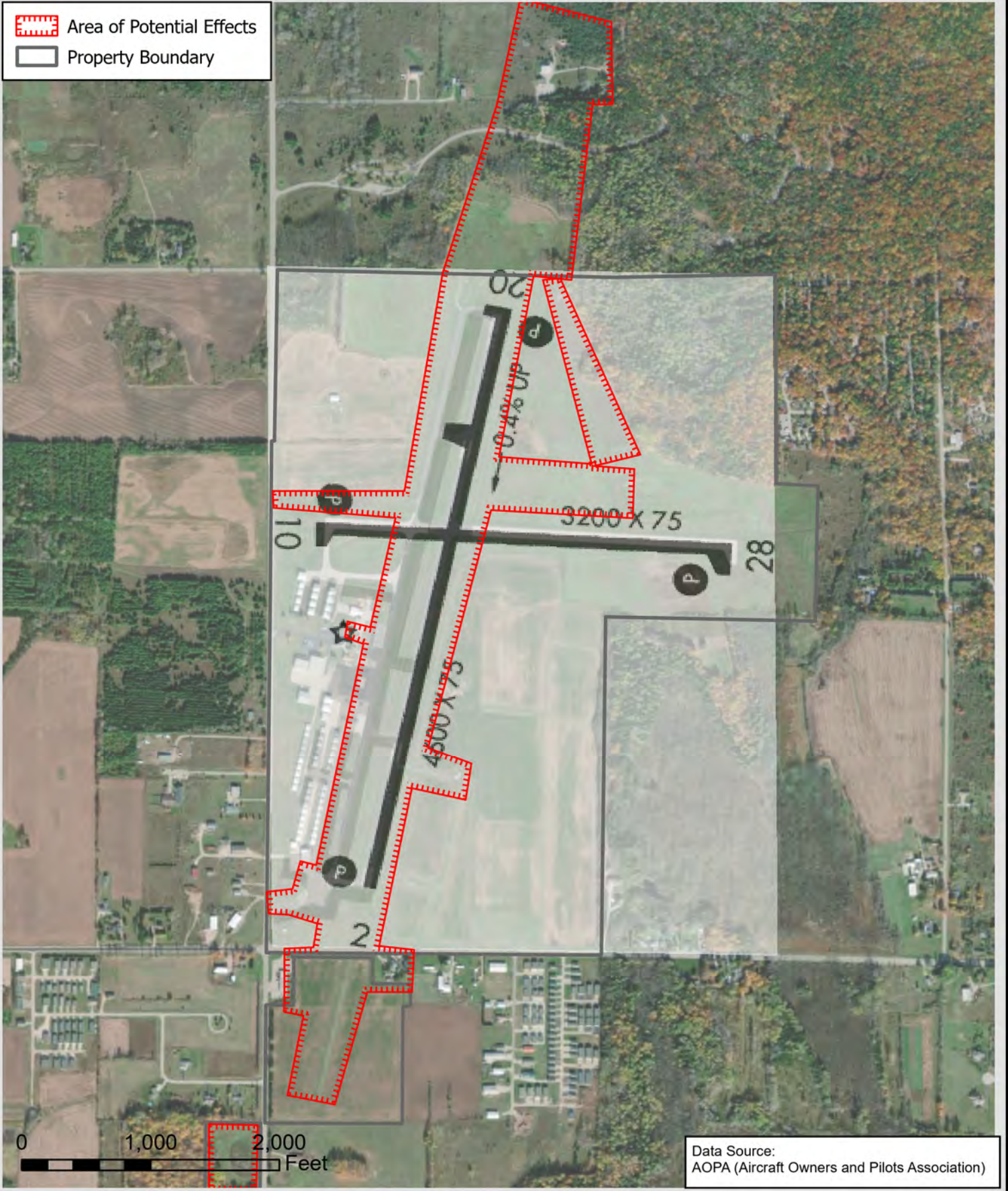


**RWY 02/20 REHABILITATION - CONDENSED EA
 LOCATION MAP**

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



Data Source:
AOPA (Aircraft Owners and Pilots Association)

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

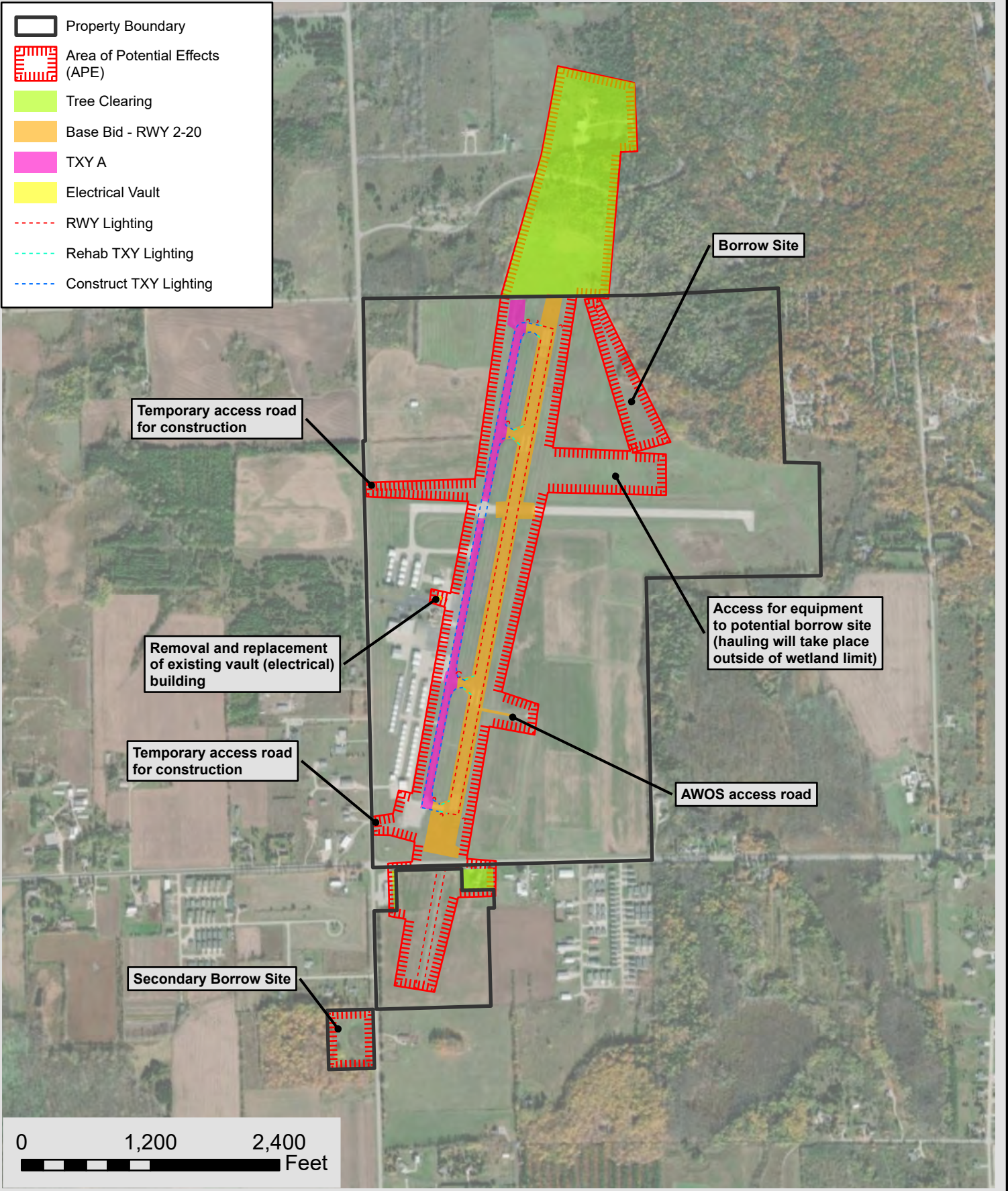


**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT DIAGRAM MAP**

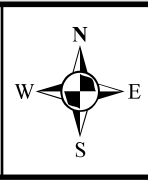
DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

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



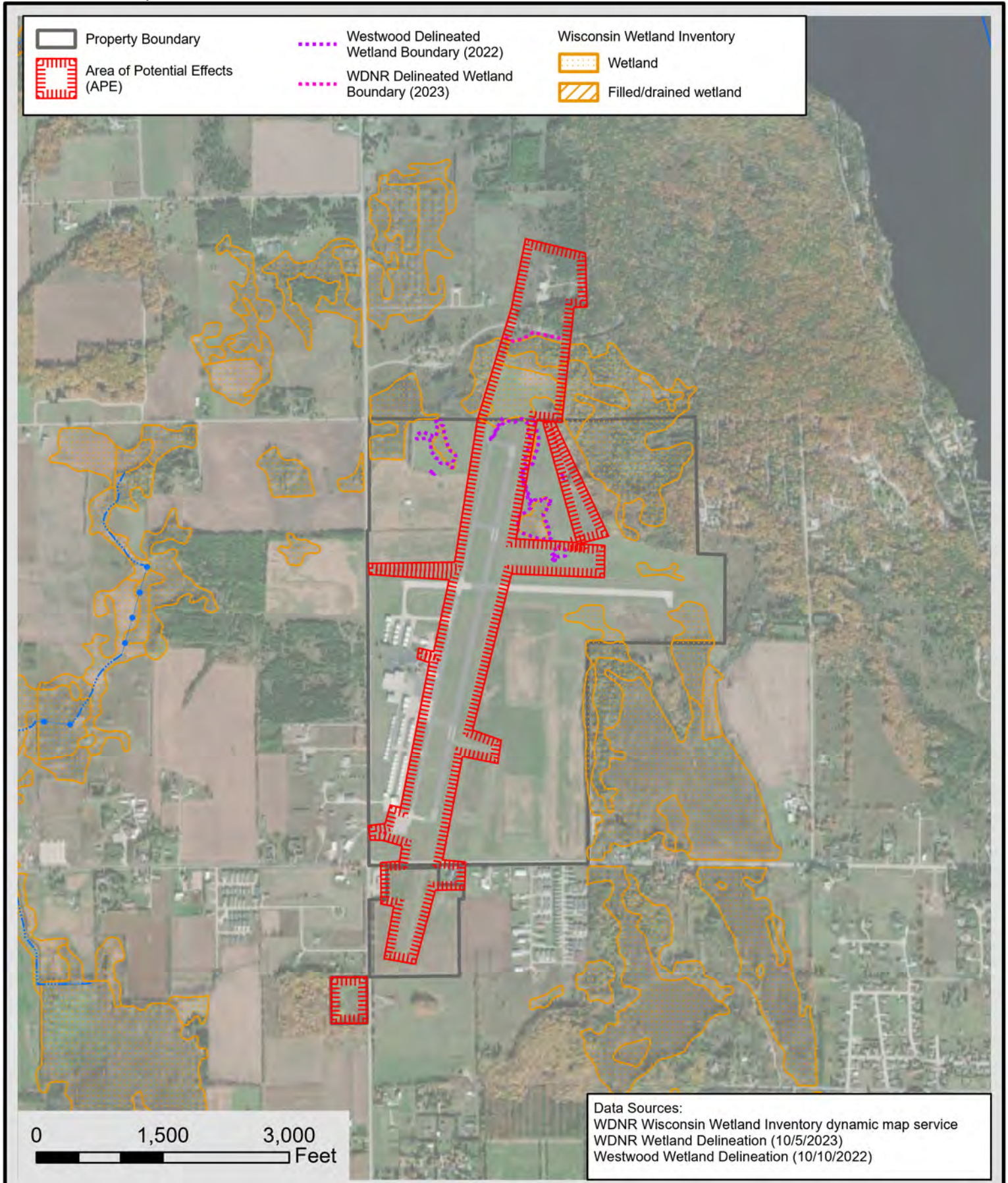
Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



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

Project Manager:
 Project Engineer:
 Drawn By: JCW
 Checked By:
 Date: 1/18/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
3



<p>1 Systems Drive Appleton, WI 54914 (920) 735-6900 www.westwoodps.com</p>		<p>RWY 02/20 REHABILITATION - CONDENSED EA WETLAND MAP</p>		<p>Project Manager:</p>	<p>SCALE: 1 in = 1,500 ft</p>
		<p>DOOR COUNTY CHERRYLAND AIRPORT TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN</p>		<p>Project Engineer: Drawn By: JCW Checked By:</p>	<p>PROJECT NO. R3001498.00</p>
				<p>Date: 1/11/2024</p>	<p>FIGURE NO. 4</p>

Site Photographs

Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
1

Date:
10/27/2022

Description:
Image facing south on the north end of Runway 2-20.



Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
2

Date:
3/28/2023

Description:
Image facing northwest on the south end of Runway 2-20



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

3

Date:

3/28/2023

Description:

Image facing southeast on north end of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

4

Date:

3/28/2023

Description:

Image facing east of AWOS access road on southeast end of Runway 2-20.



Site Photographs

Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
5

Date:
10/27/2022

Description:
Image facing north towards Potawatomi State Park on north end of Runway 2-20.



Site Location:
Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #
6

Date:
9/13/2023

Description:
Aerial image facing south towards the north end of Runway 2-20 from Potawatomi State Park.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

7

Date:

9/13/2023

Description:

Aerial image facing north towards south end of Runway 2-20 from property on the south side of County Highway C.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

8

Date:

9/15/2023

Description:

Image facing west towards the northwest gate for the proposed construction access.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

9

Date:

9/15/2023

Description:

Image facing east towards south end of Runway 2-20 from the west side of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

10

Date:

9/1/2021

Description:

Image facing north on the south end of Taxiway A.



Site Photographs

Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

11

Date:

9/1/2021

Description:

Image facing south on the south end of Taxiway A.



Site Location:

Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)

Photo #

12

Date:

10/27/2022

Description:

Image facing south towards the north end of Taxiway A. Image of delineated wetland channel on northwest end of project.



Stephanie Senst

From: Simpkins, Darin <Darin_Simpkins@fws.gov>
Sent: Thursday, May 23, 2024 2:00 PM
To: Palmer, Mallory K - DOT
Cc: Gibson, Jennifer J - DOT; DOT BOA Environmental; Levin, Austin T - DOT; Stephanie Senst; Emma.A.Lienau@faa.gov; 'ARP-AGL-CHI-ADO-EPS-Team'
Subject: Re: [EXTERNAL] WisDOT-BOA Request for Informal Section 7 Consultation for RPBB Species | Door County Cherryland Airport (SUE)

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

FWS No. : 2024-0011777

WisDOT Project: SUE1002, AIP-11 Cherryland Airport (SUE) 3538 Park Drive, Sturgeon Bay, WI in Door County

Dear Mallory Palmer:

The U.S. Fish and Wildlife Service (Service) received the information provided regarding the Wisconsin Department of Transportation (WisDOT) Bureau of Aeronautics (BOA) SUE1002, AIP-11 Cherryland Airport (SUE) 3538 Park Drive project in Door County, WI with effects analyses on Rusty Patched Bumble Bee (*Bombus affinis*; RPBB). WisDOT requested concurrence with effects determinations of “*May Affect, Not Likely to Adversely Affect*” the RPBB, in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

The project consists of improving the viability and safety of Runway 2/20 and its parallel taxiway (Taxiway A) at Door County Cherryland Airport (SUE). The road pavement is not in good condition and addressing this pavement condition during a proposed runway project would minimize airport closure time in the future by concurrently addressing these pavement condition needs in one proposed project. Additional needs include improving the RSA for Runway 2-20 and removing obstructions in both runway approaches, consisting of trees. The project will upgrade associated runway and taxiway lighting, NAVAIDs and electrical. The project is scheduled for construction beginning Winter 2024.

According to the most recent Rusty Patched Bumble Bee (RPBB) High Potential Zone (HPZ) update, RPBB HPZ now overlaps the north half of the proposed project area. Approximately 3 acres of overwintering habitat, 11.5 acres of nesting habitat, and 11.5 acres of foraging habitat may be impacted.

The Service concurs that this project *May Effect, Not Likely to Adversely Affect* the RPBB. Project impacts to habitat are temporary. If RPBB were present within the action area, we do not anticipate project actions to have a significant impact to the species. Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting. WisDOT has agreed to coordinate with Wisconsin Department of Natural Resources (WDNR), the airport, and Potawatomi State Park to remove vegetation in the nesting/foraging habitat before RPBB spring arrival. Grubbing will not occur in potential overwintering habitat in upland areas.

This concludes consultation under Section 7 of the Endangered Species Act, as amended for the species listed above. Should you have any questions regarding this response, or if a change in project plans occurs, please contact Darin Simpkins (darin_simpkins@fws.gov; 920-866-1739) for additional assistance

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Friday, May 10, 2024 9:11 AM
To: Simpkins, Darin <Darin_Simpkins@fws.gov>

USFWS Correspondence

Cc: Gibson, Jennifer J - DOT <Jennifer.Gibson@dot.wi.gov>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Stephanie Senst <Stephanie.Senst@westwoodps.com>; Emma.A.Lienau@faa.gov <Emma.A.Lienau@faa.gov>; 'ARP-AGL-CHI-ADO-EPS-Team <ARP-AGL-CHI-ADO-EPS-Team@faa.gov>

Subject: [EXTERNAL] WisDOT-BOA Request for Informal Section 7 Consultation for RPBB Species | Door County Cherryland Airport (SUE)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

WisDOT Project: SUE1002, AIP-11
Door County Cherryland Airport (SUE)
3538 Park Drive, Sturgeon Bay, WI
Door County

Good morning Darin,

The Wisconsin Department of Transportation, Bureau of Aeronautics (WisDOT-BOA), in cooperation with the Federal Aviation Administration (FAA), is proposing a rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A project at the Door County Cherryland Airport (SUE). The proposed action also includes:

- Rehabilitation of the AWOS and primary wind cone service roads
- Lighting replacement, NAVAID and electrical work
- Airfield grading and drainage work
- RSA grading work that extends off airport property (approx. 700 sq. ft. in Potawatomi State Park)
- Acquisition of access agreements, Land Use Agreements (LUA), and Temporary Limited Easements (TLE) for work on Potawatomi State Park property and corresponding scenic easements
- On airport borrow/waste of materials used in construction
- Obstruction (tree) removal (Runway 2/20 approaches)

See attached **Project Description** and **Project Area Map** for additional details.

Spring 2024 RPBB HPZ Update

According to the most recent Rusty Patched Bumble Bee (RPBB) High Potential Zone (HPZ) update, RPBB HPZ now overlaps the north half of the proposed project area (see attached **Project Plans with RPBB HPZ**). Prior to the latest update the species was not included on the project's official species list and was not analyzed in IPaC as part of the proposed project. WisDOT-BOA has not been able to conduct a RPBB survey to date.

Project Schedule

The proposed project is anticipated to be separated into three bid projects. The obstruction removal (tree clearing) work is anticipated to have an October 2024 bid opening. Obstruction clearing construction is anticipated to be completed through winter of 2024/2025 when the trees are dormant and there is a reduced chance of Oak wilt. The runway and taxiway work is anticipated to have a May 2025 bid opening. Construction is anticipated to start during the spring/summer of 2026 and continue to the fall of 2026. Grading work associated with the runway safety area grading off the north end of Runway 2/20 is anticipated to be bid out after the land easements are in place sometime after the runway project work and construction is anticipated to follow as soon as practicable after bid opening.

Proposed Project Impact Areas with no Suitable Habitat

Rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A, including taxiway connector pavement

- Runway, Taxiway A and connectors are currently asphalt.
- Additional pavement for FAA fillet intersection design is minimal and will impact previously disturbed/manicured lawn areas.
- Construction access area on NW side of airport off Park Drive is previously disturbed/manicured lawn area.

Other pavements (AWOS service road and primary wind cone service road)

- Existing asphalt would be milled off and new pavement would be placed to match existing paved limits.

Lighting replacement, NAVAID and electrical work

- Reconstruction of airfield lighting/electrical will be in-kind and take place in already disturbed/manicured lawn areas.
- New or relocated NAVAID/electrical will be placed in already disturbed/manicured lawn areas.

Airfield grading and drainage work

- Airfield grading for runway work and drainage will take place in already disturbed/manicured lawn areas.

Easements

- Acquisition of easements is administrative and includes no direct impacts.

Proposed Project Impact Areas with Suitable Habitat (approximately 21.516 acres)

RSA grading work that extends off airport property (approx. 700 sq. ft. in Potawatomi State Park) | Potential nesting and foraging habitat for RPBB | Approximately 0.016 acres (0.013 acres of wetland, 0.003 acres of upland)

- The current RSA (Runway Safety Area) is located entirely on airport property and is mowed and maintained for the safety of aircraft that may overrun the paved runway. One of the proposed project components includes bringing this area up to current FAA standards, which includes the need for approximately 700 sq. ft. of grading on Potawatomi State Park property.
- The border between the airport and Potawatomi State Park property also represents a change in habitat type from mowed lawn to a wet meadow area (wetland). The wet meadow area on the fringe of the RSA grading has the potential to support spring/summer/fall foraging for the RPBB species.
- Avoidance of this area is not possible due to strict FAA safety standards. 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 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 knowingly substandard safety condition.

Potential AMM

- In future coordination with WDNR and Potawatomi State Park, BOA could work with stakeholders to remove vegetation in the nesting/foraging habitat before RPBB spring arrival in the RSA grading construction year.

On airport borrow/waste of materials used in construction | Potential nesting and foraging habitat for RPBB | Approximately 11.5 acres

- FAA recommends borrow material from on-airport location.
- The on-airport borrow of material for construction is also preferred as a cost minimization measure.
- The secondary borrow site in the SW corner of the project area map is a mixture of several soil types from past airport project that are lower quality materials than the NE borrow site and will only be used if necessary.
- The NE borrow site was previously disturbed as a borrow source in 1974 during a runway extension project (see attached **1974 Historical Aerial**).

USFWS Correspondence

- This area is currently mowed 1-2x a year by the airport. This maintenance is done in an effort to keep wildlife (turkey and deer) further off the airfield and prevent wildlife strikes.

Potential AMM

- Work with airport to remove vegetation in the potential nesting/foraging habitat before RPBB spring arrival.

Obstruction removal (Runway 2/20 approaches) | Potential overwintering habitat for RPBB | Approximately 10 acres (7 acres of wetland, 3 acres of upland)

- The proposed project includes selective tree removal off-airport within Airport-owned easement rights (reference Figure 16 – Airport Easements, Attachment 1). Selective tree clearing is proposed to remove obstructions within 10' of FAA approach surfaces, NAVAID clearance surfaces, and runway protective 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. This proposed plan for clearing was a result of coordination with WDNR and Potawatomi State Park officials.
- The felled tree material from this tree clearing operation will be removed during this timeframe and included with the tree clearing operation. The proposed project does not include grubbing. It does include spot treatment of stumps with herbicide.
- Tree removal in existing easements is planned during the inactive season for the NLEB and TCB (see attached **USFWS informal consultation email** for NLEB and TCB species).

Potential AMM(s)

- Potential overwintering habitat limited to three acres of selective upland clearing
- The proposed obstruction removal does not include grubbing
- Complete the clearing/tree removal into a narrow window of time at the end of inactive season (early Spring). This option is less ideal for the project due to the increased potential for wetlands impacts, increased park activity/usage, as well as unforeseen weather events that may further limit construction time and not allow completion in one year.

Summary Table

Proposed Project Impact Area	Project area (acres)	Wetlands (acres)	Potential Overwintering Habitat (acres)	Potential Nesting Habitat (acres)	Potential Foraging Habitat (acres)
RSA Grading (park property)	0.016	0.013	N/A	0.003	0.013
Borrow Site	8.5	N/A	N/A	8.5	8.5
Access to Borrow	3.0	0.0	N/A	3.0	3.0
Obstruction Removal	10.0	7.0	3.0	N/A	N/A
Total	21.516	7.013	3.0	11.503	11.513

When completing the MN-WI Endangered Species Determination Key, this project came to a 'May Affect' determination for the RPBB. Please see the attached **Consistency MN_WI_StateWide**. Under section 7 of the Endangered Species Act, WisDOT-BOA has made the determination that this project **"May affect, but is not likely to adversely affect"** the RPBB due to implementing AMM(s) to the project to offset impacts to the RPBB. WisDOT is requesting USFWS concurrence with this determination.

USFWS Correspondence

If you have any questions or need additional information, please let me know.

Attachments | BOX Link: <https://wisdot.box.com/s/vxrciudorey7s6esn7owcp15pdn2sqse>

- Project Description
- Project Area Map
- Project Plans with RPBB HPZ
- USFWS Informal Consultation Email NLEB/TCB
- IPaC Consistency Letter MN_WI_StateWide
- Site Photos
- 1974 Historical Aerial Map

Best,

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



Stephanie Senst

From: Simpkins, Darin <Darin_Simpkins@fws.gov>
Sent: Wednesday, February 21, 2024 2:18 PM
To: Palmer, Mallory K - DOT
Cc: Levin, Austin T - DOT; Stephanie Senst; Gibson, Jennifer J - DOT; DOT BOA Environmental
Subject: Re: [EXTERNAL] WisDOT-BOA/USFWS Section 7 Coordination | Door Co. Cherryland Airport (SUE)

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

FWS No. : 2024-0011777

Dear Mallory Palmer:

The U.S. Fish and Wildlife Service (Service) received the information provided regarding the Wisconsin Department of Transportation (WisDOT) Bureau of Aeronautics (BOA) SUE RWY 2/20 Rehabilitation and Partial Reconstruction project in Door County, WI with effects analyses on Northern Long-eared Bat (NLEB; *Myotis septentrionalis*) and Tricolored Bat (TCB; *Perimyotis subflavus*). WisDOT requested concurrence with effects determinations of “*May Affect, Not Likely to Adversely Affect*” the NLEB and TCB, in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

The project consists of improving the viability and safety of Runway 2/20 and its parallel taxiway (Taxiway A) at Door County Cherryland Airport (SUE). The road pavement is not in good condition and addressing this pavement condition during a proposed runway project would minimize airport closure time in the future by concurrently addressing these pavement condition needs in one proposed project. Additional needs include improving the RSA for Runway 2-20 and removing obstructions in both runway approaches, consisting of trees. The project will upgrade associated runway and taxiway lighting, NAVAIDs and electrical. The project is scheduled for construction beginning Fall 2024.

Project activities are located within 1,000 feet of suitable habitat for NLEB and TCB. However, impacts to the potential suitable habitat and potential for NLEB/TCB in the project area limited. Wisconsin Department of Natural Resources (WIDNR) Natural Heritage Inventory (NHI) review for this project did not indicate any bat occurrence within 1 mile of the project’s action area. Tree removal in existing easements is planned during the inactive season for the NLEB and TCB. The proposed project does not include a significant increase in the overall airfield pavement footprint. The proposed project includes rehabilitation and partial reconstruction of existing pavement with minor changes (add/remove pavement) to areas connecting runway to taxiway. The proposed project includes upgrades to existing lighting and NAVAIDs as well as the addition of edge lighting to Taxiway A and a lighted wind cone. Airfield lighting improvements include upgrades from incandescent to LED. Noise levels at the airport and aircraft usage as a direct result of this project are not expected to change and most of the project area is located on airport property.

The Service concurs that this project *May Affect, Not Likely to Adversely Affect* the NLEB and TCB. If NLEB and TCB were present within the action area, we do not anticipate project actions to have a significant impact to the species. Impacted areas are low quality due to proximity to aeronautical and roadway noise associated with the airport and urban setting.

This concludes consultation under Section 7 of the Endangered Species Act, as amended for the species listed above. Should you have any questions regarding this response, or if a change in project plans occurs, please contact Darin Simpkins (darin_simpkins@fws.gov; 920-866-1739) for additional assistance.

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

Sent: Thursday, February 15, 2024 11:07 AM

To: Simpkins, Darin <Darin_Simpkins@fws.gov>

Cc: Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Stephanie Senst <Stephanie.Senst@westwoodps.com>; Gibson, Jennifer J - DOT <jennifer.gibson@dot.wi.gov>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>

Subject: [EXTERNAL] WisDOT-BOA/USFWS Section 7 Coordination | Door Co. Cherryland Airport (SUE)

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

WisDOT Bureau of Aeronautics (BOA) is conducting an Environmental Assessment (EA) for a proposed project at the Door County Cherryland Airport (SUE). The proposed project would include:

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, associated connectors and an access road
- Lighting replacement for Runway 2/20 and additional lighting for Taxiway A including the electrical building
- Culvert replacement
- Tree clearing
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

Project Need

The purpose of this project is to improve the viability and safety of Runway 2/20 and its parallel taxiway (Taxiway A) at Door County Cherryland Airport (SUE).

There are several additional needs being address as part of this project. The first need is to improve the pavement condition of the airport's main runway (Runway 2/20) and parallel taxiway (Taxiway A). The pavement condition index (PCI) for both Runway 2/20 and Taxiway A are currently below the critical PCI value for a general aviation (GA) airport. The PCI for the runway is 56/100 and the parallel taxiway is 51/100. The critical value for pavements at a GA airport is 70/100. The FAA considers these surfaces to be in 'fair' condition for pilots. The AWOS road pavement is not in good condition and addressing this pavement condition during a proposed runway project would minimize airport closure time in the future by concurrently addressing these pavement condition needs in one proposed project.

When work is proposed to address issues with runway pavements, FAA requires airports to evaluate additional safety concerns such as runway safety areas (RSA) and airspace obstructions. Additional needs have been identified during this process which include improving the RSA for Runway 2-20 and removing obstructions in both runway approaches, consisting of trees.

Lastly, the project identified the need to upgrade associated runway and taxiway lighting, NAVAIDs and electrical work as part of the project.

Project Area

Most of the project area is located on airport property owned by Door County, located within the Town of Nasewaupee. The project also includes proposed tree removal in existing easements to the north (Potawatomi State Park) and south of the airport.

The proposed project is in the Nasewaupee Moraines land type associate of the Northern Lake Michigan Coastal ecological landscape. The characteristic landform pattern is undulating bedrock-controlled moraine. Soils are predominantly well drained clayey and loamy soils with a silt loam surface over calcareous clay or loam till, over dolomite. The proposed project is located north of the tension zone. The tension zone (transition zone) divides the state

USFWS Correspondence

of Wisconsin into two floristic provinces, the prairie-forest province to the southwest and the northern hardwoods province to the northeast.

Northern Lake Michigan Coastal ecological landscape consists of more than 64% is non-forested. Most of this land is now in agricultural crops (51%), with smaller amounts of grassland (5.6%), non-forested wetlands (6.1%), shrubland 0.1%), and urbanized areas (0.8%). On the Airport property, many of the forested areas have been disturbed by previous human activities. Most areas on the Airport are mowed at least annually to control trees and shrub species from colonizing. Trees are normally not allowed to grow substantial heights on Airport property to keep aircraft approach surfaces and safety zones clear and to prevent concentrations of wildlife that could be hazardous to aircraft operations.

Wildlife near the Airport includes white-tailed deer, squirrels, foxes, coyotes, skunks, groundhogs, cottontail rabbits, small rodents, hawks, turkey, and other birds.

Various plant species were identified during the wetland delineation. Plants that were observed during the wetland delineation include the following: Reed Canary grass, sandbar willow, peachleaf willow, almond willow, Kentucky bluegrass, and panicled sedge.

Project Schedule

The proposed project is anticipated to be separated into three bid projects. The obstruction removal work is anticipated to have an October 2024 bid opening. Obstruction clearing construction is anticipated to be completed through winter of 2024/2025. The runway and taxiway work are anticipated to have a May 2025 bid opening. Construction is anticipated to start during the spring/summer of 2026 and continue through the fall of 2026. Grading work associated with the runway safety area grading off the north end of Runway 2-20 is anticipated to be bid out after the land easements are in place sometime after the runway project work and construction is anticipated to follow as soon as practicable after bid opening.

DNR Coordination

The DNR Transportation Liaison Matt Schaeve noted in his initial review letter that NHI review for this project did not indicate any bat occurrence within 1 mile of the project's action area (attach IRL to final email). See attached initial review letter.

Official Species List

(COMMON NAME)	SCIENTIFIC NAME	LISTING STATUS	EFFECT DETERMINATION
Northern Long-eared Bat	<i>Myotis septentrionalis</i>	Threatened	May affect
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered	May affect
Hine's Emerald Dragonfly	<i>Somatochlora hineana</i>	Endangered	NLAA
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate	No effect
Dwarf Lake Iris	<i>Iris lacustris</i>	Threatened	No effect
Pitcher's Thistle	<i>Cirsium pitcheri</i>	Threatened	No effect

Species Review

USFWS Correspondence

The project area is located within 1,000 feet of suitable habitat for the Northern Long-eared Bat and Tricolored Bat. BOA considers impacts to the potential suitable habitat and potential for NLEB/TCB in the project area limited for the following reasons:

- DNR NHI review for this project did not indicate any bat occurrence within 1 mile of the project's action area (attach IRL to final email).
- Tree removal in existing easements is planned during the inactive season for the NLEB and TCB.
- The proposed project does not include a significant increase in the overall airfield pavement footprint. The proposed project includes rehabilitation and partial reconstruction of existing pavement with minor changes (add/remove pavement) to areas connecting runway to taxiway.
- The proposed project includes upgrades to existing lighting and NAVAIDs as well as the addition of edge lighting to Taxiway A and a lighted wind cone. Airfield lighting improvements include upgrades from incandescent to LED.
- BOA does not anticipate any changes in noise levels at the airport or additional aircraft usage as a direct result of this project.
- Most of the project area is located on airport property.

BOA's effect determinations were reached using the "Northern Long-eared Bat Assisted Determination Key" and the "MN/WI Assisted Determination Key" in IPaC with direction to request concurrence from the local USFWS ecological field office, responses on that key are in the attached document. Due to the anticipated limited impacts to potential suitable habitat as well as the mitigation measure of tree removal during the species inactive season, under section 7 of the Endangered Species Act, WisDOT-BOA has made the determination that this project "May affect, but is not likely to adversely affect" the Northern Long-eared Bat and Tricolored Bat species and is requesting USFWS concurrence with this determination. An IPaC official species list is also attached to this email.

If you have any questions or need additional information, please do not hesitate to reach out.

Project files can be found using this BOX link: <https://wisdot.box.com/s/xzxp6h1r13x3vfp25y3fowl28dddz0>

Best,

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



Wisconsin Coastal Management Program Correspondence

Stephanie Senst

From: Stephanie Senst
Sent: Wednesday, May 22, 2024 7:56 AM
To: Angel, Kathleen - DOA
Cc: Palmer, Mallory K - DOT; Levin, Austin T - DOT; DOT BOA Environmental
Subject: RE: Door County Cherryland Airport - Wisconsin Coastal Management Program
Attachments: RE: USACE Field Visit | 2024-00093-JLK Cherryland Airport

Good morning Kate,

The Army Corps is anticipating taking jurisdiction of the wetland impacts with the proposed project due to the hydrological connection to Sturgeon Bay per the attached email. Please let me know if you need any other information to perform the consistency finding.

Thank you,

Stephanie Senst

Westwood
(608) 921-7212

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, April 26, 2024 8:35 AM
To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>
Subject: Re: Door County Cherryland Airport - Wisconsin Coastal Management Program

Hi Kate,

The WisDOT Bureau of Aeronautics is coordinating with the DNR. I have a request for a determination into the Army Corps as there would be anticipated wetland impacts with the proposed project. I have not received the determination back yet. If they take jurisdiction, I will let you know.

Thank you,

Stephanie Senst

Westwood

(608) 921-7212

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Thursday, April 25, 2024 5:23 PM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; DOT BOA

Wisconsin Coastal Management Program Correspondence

Environmental <DOTBOAEnvironmental@dot.wi.gov>

Subject: RE: Door County Cherryland Airport - Wisconsin Coastal Management Program

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Stephanie,

If that is the extent of the federal involvement, then can you let me know if you and/or DOT will coordinate with DNR on any state permitting and reviews? I don't think WCMP will object to the funding, I just want to make sure that DNR is aware of the project.

If there are other federal actions – Army Corps permits, federal DOT permits, etc. – please let me know.

Thank you!

Kate

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>

Sent: Thursday, April 25, 2024 5:01 PM

To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>

Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>

Subject: Re: Door County Cherryland Airport - Wisconsin Coastal Management Program

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Hi Kate,

I appreciate the quick response. There would be federal funding from the FAA involved in the proposed project. Please let me know what the next steps are for a consistency finding review.

Best,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128

main (920) 735-6900

cell (608) 921-7212

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

Wisconsin Coastal Management Program Correspondence

From: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>
Sent: Thursday, April 25, 2024 4:49 PM
To: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Subject: RE: Door County Cherryland Airport - Wisconsin Coastal Management Program

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Hello Stephanie,

Thank you for the information and the follow up. Do you anticipate any kind of federal involvement in the project? There needs to be some kind of federal action (direct, permit, or funding) for federal consistency to be a concern. The Wisconsin Coastal Management Program (WCMP) evaluates the federal actions for consistency with the state's policies. So, if there is no federal action, nothing more is needed from WCMP.

If there is federal involvement, because the site is within the coastal zone (which goes to the county line) and may affect coastal resources (land) the project would likely be subject to federal consistency review. The kind of federal involvement may affect any next steps.

If you don't know the extent of federal activities at this point, if that's part of the environmental analysis, then please just continue to work with the WDOT colleagues you cc'd on the original email. And please feel free to reach out as the project progresses.

Best,

Kate



Kathleen Angel | Program Manager

Wisconsin Coastal Management Program Correspondence

[coastal.wisconsin.gov]Wisconsin Coastal Management Program

Division of Intergovernmental Relations

Phone: (608) 267-7988

kathleen.angel@wisconsin.gov

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>

Sent: Thursday, April 25, 2024 4:28 PM

To: Angel, Kathleen - DOA <Kathleen.Angel@wisconsin.gov>

Subject: Re: Door County Cherryland Airport - Wisconsin Coastal Management Program

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Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good afternoon Ms. Angel,

I am following up with regards to the environmental document in progress for the proposed project at Door County Cherryland Airport. I anticipate a preliminary document to be released for public comment in the upcoming weeks. One of the questions that needs to be noted in the environmental document is related to the Wisconsin Coastal Management Program. Would you be able to let me know if a consistency finding is required with the project being located in Door County?

Best,

Stephanie Senst
Project Engineer

Wisconsin Coastal Management Program Correspondence

stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

From: Stephanie Senst
Sent: Friday, January 19, 2024 9:08 AM
To: kathleen.angel@wisconsin.gov <kathleen.angel@wisconsin.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: Door County Cherryland Airport - Wisconsin Coastal Management Program

Good Morning Ms. Angel,

We are re-initiating work on an environmental document for a proposed project at Door County Cherryland Airport. We are informing you of the project because it is located within one of Wisconsin's Coastal Counties (Door County). Attached is a letter with project maps that give more details.

Please provide any comments, questions, or concerns about the project.

Thank you,

Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

January 19, 2024

Kathleen Angel
Wisconsin Coastal Management Program
Division of Intergovernmental Relations
(608) 267-7988
Via Electronic Mail Only to kathleen.angel@wisconsin.gov

Re: Door County Cherryland Airport, Proposed Runway 2-20 and Taxiway A Rehabilitation and Partial Reconstruction

Dear Ms. Angel:

The Wisconsin Department of Transportation, Bureau of Aeronautics, is re-initiating preliminary studies for improvements to the Door County Cherryland Airport (see Attachment 1 – Site Location Map). The proposed improvements include the rehabilitation and partial reconstruction of Runway 2-20 and Taxiway A (Project).

The purpose for the proposed project is to address deteriorating airfield pavements for continued aircraft use. The proposed project will enhance airfield compliance with updated Federal Aviation Administration (FAA) standards. Additionally, the proposed project will improve the safety of the airfield for future use.

Currently, Runway 2-20 is 4,599 feet long and 75 feet wide with several connecting taxiways. Runway 2-20 is the airport's primary runway. In 2020 a pavement inspection was completed, very poor to fair pavement conditions were identified.

The proposed project undertaking would consist of the following:
(See Attachment 2 – Area of Potential Effects)

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, and associated connectors
- Rehabilitation of an access road
- Lighting replacement and construction for Runway 2/20 and Taxiway A including the electrical building
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacements
- Tree clearing for runway obstruction removal
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

We are requesting that you identify any concerns about the proposed project and any additional requirements associated with the Wisconsin Coastal Management Program. Any concerns or requirements will be included in the preliminary environmental assessment. Additionally, you will be included on the distribution list for the preliminary and final environmental assessment. If you would like to receive

Wisconsin Coastal Management Program Correspondence

January 19, 2024
Page 2

additional information regarding this proposed project, please contact me at 920-830-6128 or at Stephanie.Senst@westwoodps.com. Thank you for your assistance.

Sincerely,
Westwood Professional Services

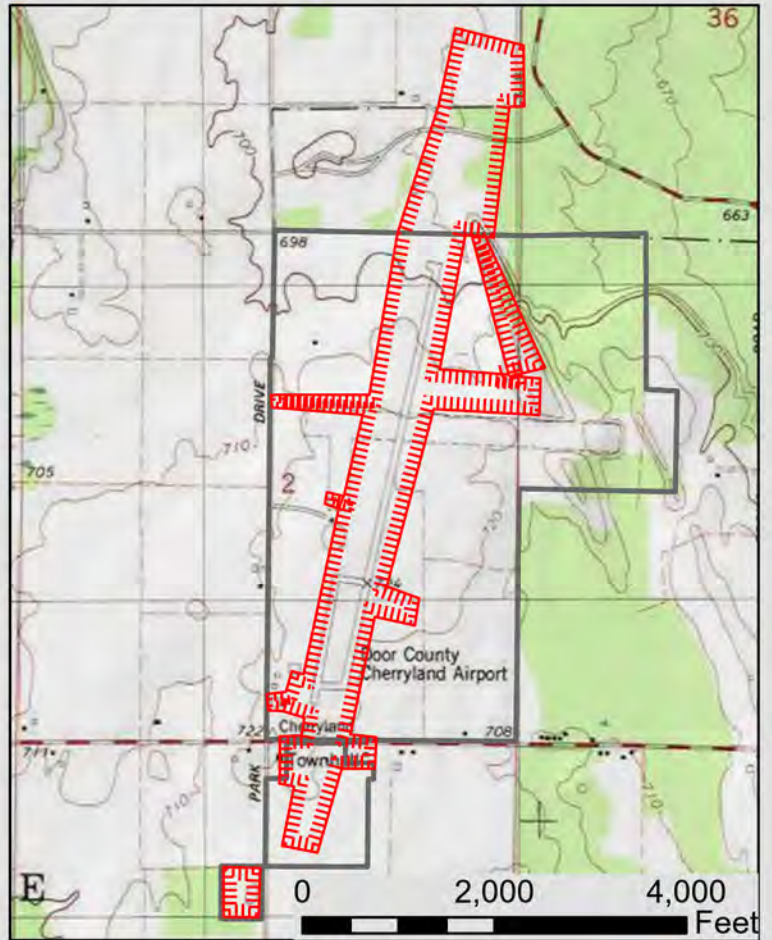
A handwritten signature in black ink that reads "Stephanie Senst". The signature is written in a cursive, flowing style.




Stephanie Senst
Project Engineer

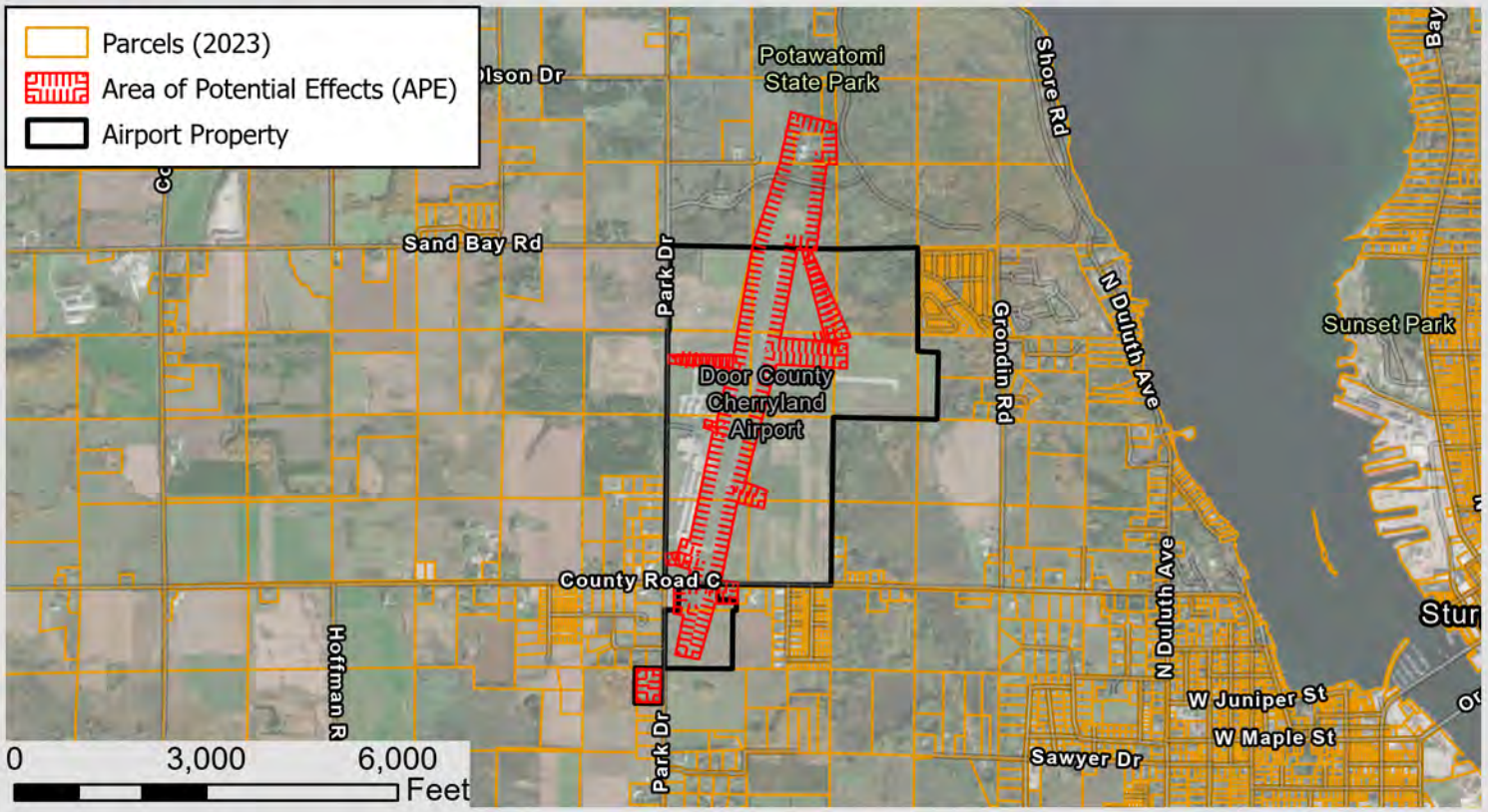
Attachments:


- 1. Site Location Map*
- 2. Area of Potential Effects*

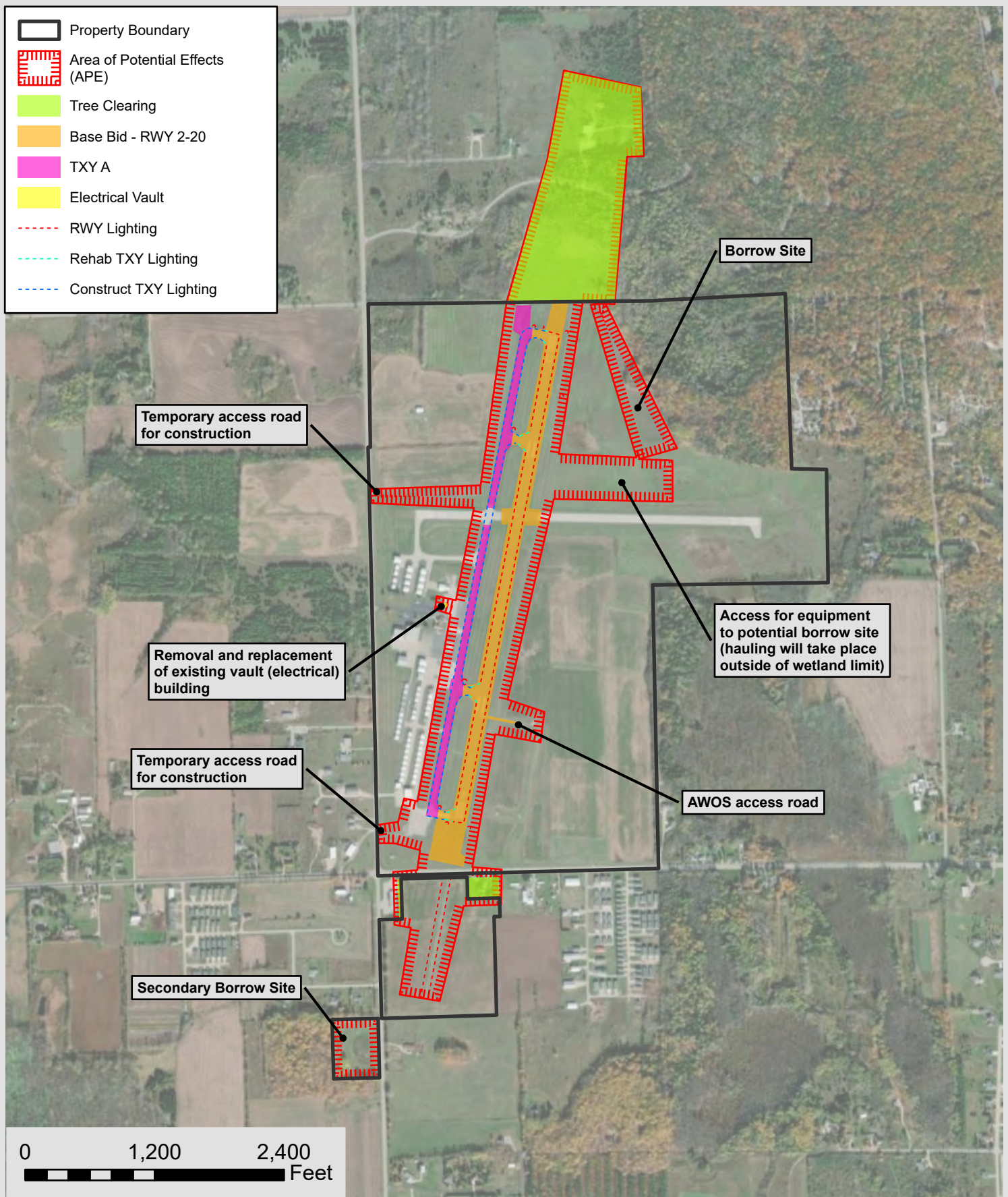
cc: Austin Levin, WisDOT BOA (by email)
Mallory Palmer, WisDOT BOA (by email)



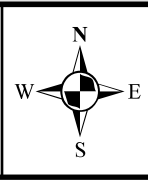
-  Parcels (2023)
-  Area of Potential Effects (APE)
-  Airport Property



 <p>1 Systems Drive Appleton, WI 54914 (920) 735-6900 www.westwoodps.com</p>		RWY 02/20 REHABILITATION - CONDENSED EA LOCATION MAP		Project Manager: Project Engineer: Drawn By: JCW Checked By:	SCALE: 1 in = 3,000 ft PROJECT NO. R3001498.00
		DOOR COUNTY CHERRYLAND AIRPORT TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN		Date: 1/8/2024	FIGURE NO. 1



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 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: 1/18/2024

SCALE:
 1 in = 1,200 ft
 PROJECT NO.
R3001498.00
 FIGURE NO.
2

Kaitlyn Wehner

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Monday, August 12, 2024 1:48 PM
To: Kaitlyn Wehner
Subject: FW: SUE1002 - Preliminary WITF for Condensed EA
Attachments: SUE1002 - Condensed EA Preliminary WITF_Approved(8.12.24).xlsx

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

-Mallory

From: Lee, Kira - DOT <kira.lee@dot.wi.gov>
Sent: Monday, August 12, 2024 1:24 PM
To: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Cc: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: RE: SUE1002 - Preliminary WITF for Condensed EA

Hi Mallory,

A5 ached is the approved WITF. The impacts have been debited to Pesh7go Brook – Phase 1 mi7ga7on bank.

Thanks,



Kira Lee | Regional Environmental Coordinator (REC)
Wisconsin Department of Transportation
Northeast Region, Green Bay
Teams: 920-492-5739
Phone: 920-360-7985
kira.lee@dot.wi.gov

If this is related to a records request, please email: dotdtsdnerecords@dot.wi.gov

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Friday, August 9, 2024 9:35 AM
To: Lee, Kira - DOT <kira.lee@dot.wi.gov>
Cc: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: FW: SUE1002 - Preliminary WITF for Condensed EA

Good morning Kira,

It was nice seeing you at the mee7ng yesterday!

BOA has a project at Door County Cherryland Airport (SUE) with minor wetland impacts. We are wrapping up the EA for our project and FAA would like to see us take some steps towards reserving credits in the banking system. Please see the two attachments for additional information (Draft WITF and USACE Correspondence).

Best,

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



From: Kaitlyn Wehner <Kaitlyn.Wehner@westwoodps.com>

Sent: Tuesday, August 6, 2024 3:24 PM

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

Cc: Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Stephanie Senst <Stephanie.Senst@westwoodps.com>

Subject: SUE1002 - Preliminary WITF for Condensed EA

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Hello Mallory,

Please see the attached draft of the WITF for the Door County Cherryland Airport to begin preliminary coordination with the regional environmental coordinator (I believe this is Kira Lee per the contact list). The full wetland report can be found on the project website (<https://westwoodps.com/door-county-cherryland-airport>) or <https://westwoodps.com/media/2022-wetland-report-door-county-cherryland-airport>

Please note that per our correspondence with USACE they do anticipate they will be jurisdictional wetlands and would require the Transportation Regional General Permit, Category 2 (correspondence attached).

I believe the following are the next steps for the wetland mitigation approvals, please correct me if I am wrong.

1. FONSI Issued for Condensed Environmental Assessment
2. Submit preliminary design plans to USACE for additional review, once grading refined
3. Submit USACE Transportation Regional General Permit Application once grading refined
4. Submit final WITF with WDNR TCGP and Final Concurrence - Does the Transportation Regional General Permit Application need to be completed for this?

Thank you,
Kaitlyn

Kaitlyn Wehner

Airport Engineer

kaitlyn.wehner@westwoodps.com

main (920)-735-6900
office (920)-830-6183



Wisconsin Department of Transportation

Division of Transportation System Development

Revised 4/2023

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Select the appropriate region contact

Project Design I.D. #: 0715-40-11 (SUE1002)
 Project Construction I.D. #:
 Hwy/Project Title : Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A
 County : Door
 Construction Year : 2025 or 2026
 Let Date: Anticipated May 2025
 Date this form is completed:
 Date this form is approved: 8/12/24

This Form Prepared by: Kaitlyn Wehner 920-830-6183 kaitlyn.wehner@westwoodps.com
 NAME PHONE EMAIL

This Form Approved by: Kira Lee 920-492-5739 kira.lee@dot.wi.gov
 NAME PHONE EMAIL

Is a discharge of dredged or fill material into wetlands anticipated?

NO → Form complete; no further information is required (RETURN FORM TO REC).

YES → 1. Complete remainder of form:

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

Wetland Delineation/ Determination completed by: Kimberly Kennedy 920-735-6900 kimberly.kennedy@westwoodps.com
 NAME PHONE EMAIL

Kim Kennedy holds an Associate of Science Degree in Natural Resources from the Fox Valley Technical College. Ms. Kennedy has 5 years of wetland experience in the Northeast/Northcentral and Midwest Regions. Additional continuing education training completed by Ms. Kennedy relating to wetland science include UW-La Crosse Basic and Advanced Wetland Delineation program, Critical Methods in Wetland Delineation training/workshop, Plant ID Course, Hydric Soil Identification Course and Grasses, Sedges, & Rushes Course offered by UW-La Crosse.

QUALIFICATIONS

Describe methods used to avoid and minimize impacts to wetlands:

The goal of the proposed project is to avoid, minimize, and mitigate impacts to wetlands. The proposed project impacts include fill being placed are within the Runway Safety Area (RSA) to correct grade deficiencies and to comply with FAA safety standards. The proposed project implements the maximum allowable slopes within FAA standards to minimize the area of permanent wetland fill.

WETLAND IMPACT / REPLACEMENT SUMMARY			
Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	0.05	M	0.05
RPE	-	RPE	-
RPF	-	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	TOTAL	0.05
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	0.05		

Was professional discretion used to determine debit ratio? No Yes → Describe discretionary rationale below:

Describe discretionary rationale below:



WETLAND IMPACT TRACKING FORM - PAGE 2
DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

- 1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
- 2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
- 3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
- 4. Individual wetland impacts should be reported to the nearest 0.001-acre.
- 5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
- 6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

Point #	Wetland ID	Impact Location (project station)	Decimal Degrees		Type Impacted	Area Impacted	DOT REC will provide this information.		
			Latitude	Longitude			Debit Ratio	Type Mitigated	Area Mitigated
	C01		44.849960	-87.421482	M	0.050	1.000	M	0.050
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
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									0.000
									0.000
									0.000
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									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES Where is it located? (T/R, station, map) _____

NO List bank site to be used. (Determined by REC) _____ Peshtigo Brook - Phase 1



Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Attachment 3

Site Photographs

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Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 1	
Date: 10/27/2022	
Description: Image facing south on the north end of Runway 2-20.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 2	
Date: 3/28/2023	
Description: Image facing northwest on the south end of Runway 2-20	

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 3	
Date: 3/28/2023	
Description: Image facing southeast on north end of Taxiway A.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 4	
Date: 3/28/2023	
Description: Image facing east of AWOS access road on southeast end of Runway 2-20.	

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 5	
Date: 10/27/2022	
Description: Image facing north towards Potawatomi State Park on north end of Runway 2-20.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 6	
Date: 9/13/2023	
Description: Aerial image facing south towards the north end of Runway 2-20 from Potawatomi State Park.	

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 7	
Date: 9/13/2023	
Description: Aerial image facing north towards south end of Runway 2-20 from property on the south side of County Highway C.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 8	
Date: 9/15/2023	
Description: Image facing west towards the northwest gate for the proposed construction access.	

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 9	
Date: 9/15/2023	
Description: Image facing east towards south end of Runway 2-20 from the west side of Taxiway A.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 10	
Date: 9/1/2021	
Description: Image facing north on the south end of Taxiway A.	

Site Photographs

Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 11	
Date: 9/1/2021	
Description: Image facing south on the south end of Taxiway A.	
Site Location: Door County Cherryland Airport – Runway 2-20 Rehabilitation and Partial Reconstruction (3538 Park Dr, Sturgeon Bay, WI 54235)	
Photo # 12	
Date: 10/27/2022	
Description: Image facing south towards the north end of Taxiway A. Image of delineated wetland channel on northwest end of project.	

**Section 106 Review
Archaeological / Historical Information**

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BUREAU OF AERONAUTICS

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation

I. PROJECT INFORMATION

FOS Project ID WisDOT ID 0715-41-11 (BOA SUE1002 / AIP 3-55-0082-11)	County Door
Airport Name Door County Cherryland Airport	Airport Manager Craig Ross
Project Engineer/Project Manager Austin Levin, WisDOT Bureau of Aeronautics	(Area Code) Telephone Number (608) 267-9371
Planning/Design Consultant Stephanie Senst, Westwood	(Area Code) Telephone Number (920) 830-6128
Archaeological Consultant Rigden Glaab, Westwood	(Area Code) Telephone Number (952) 697-5791
Architecture/History Consultant Sara Nelson, Westwood	(Area Code) Telephone Number (952) 697-5790
Date of Need As soon as possible	23-2662

II. PROJECT DESCRIPTION

Type of Project New Construction Reconstruction Recondition Other
 Wetland Mitigation Runway Extension Land Acquisition

<input type="checkbox"/> Known Cemetery	Amount of land to be disturbed: Acres <u>128.5</u>	Amount of acres to be acquired Acres _____
---	---	---

Describe ground disturbing activity associated with proposed construction - e.g., strip construction, slope grading, temporary bypass, realignment, stream channel change, etc.

Brief Project Description: (Be specific and include all activities associated with the project.)

The purpose of the proposed project at Door County Cherryland Airport (SUE) is to rehabilitate Runway 2-20, Taxiway A, associated connectors, and bring the Runway Safety Area (RSA) into compliance with FAA standards. The entire project is located on airport property except for the removal of tree obstructions area where the airport has avigation easements to address tree obstruction removal and the north end of the Runway 2-20 where RSA grading is required. Part of the RSA grading work includes filling an area of wetlands to meet FAA standards. Wetlands will be properly mitigated through WisDOT-WDNR wetland mitigation bank credits. The airport is owned by and operated by the County of Door.

Proposed improvements include but not limited to the following: full pavement replacement for Runway 2-20 and Taxiway A; replacement of NAVAIDS/lighting fixtures; address any RSA grading and drainage issues as needed; rehabilitation of the AWOS access road located on the south end of the airfield; removal of tree obstructions that area protruding into within 10 feet of obstructions to the FAA aeronautical surfaces; drainage culvert replacements as needed; adjustments to the PAPI electrical control bases. Possible haul routes, staging areas, and borrow sites area located on airport property within the project APE. Construction for the removal of tree obstructions is expected to start as early as fall/winter of 2024. Construction of all other project work is anticipated to start spring of 2026 and continue through the fall of 2026.

III. NOTIFICATION

How has notification of the project been provided to:

- Property Owners
 - Public Information Meeting Notice
 - Letter [required for Archaeology]
 - Telephone Call: Called Airport Commissioner before archaeology survey
 - Other

- Historical Societies/Organizations
 - Public Information Meeting Notice
 - Letter: Door County Historical Society (sent via to email: office@doorcountyhistoricalsociety.org)
 - Telephone Call
 - Other

- Native American Tribes
 - Must notify with:**
 - Public Info. Mtg. Notice
 - Letter

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS [APE]

HISTORY: Describe the area of potential effects for buildings/structures.

There are no historic-age NRHP listed or eligible resources in the architecture/history APE. This Project will have no direct or indirect effects on historic properties (see History Letter Report for further discussion).

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance.

V. SURVEY NEEDED

- ARCHAEOLOGY**
- Archaeological survey is needed [See Chapter 26-35-1 of FDM for procedure and # of exhibits]
 - Archaeological survey is not needed - provide justification
 - SHPO records search conducted ___ (date).
 - Screening list ___ (date).
 - No potential to affect archaeological sites
 Describe project area and attach project plans

- HISTORY**
- Architecture/History survey is needed
 - Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to TSS

- ARCHAEOLOGY**
- Project maps attached [most recent design]
 - ASFR attached [NO archaeological sites(s) identified]
 - Report attached [NO potentially eligible site(s) in project area]
 - Report attached [potentially eligible site(s) avoided]
 - Report attached - cemetery documentation
 - Native American response letters & reports [Send four reports + # of copies for NA requests to district.]

- HISTORY**
- A/HSF attached [NO buildings/structures identified]
 - A/HSF attached [potentially eligible buildings/structures identified.]


VII. EVALUATION COMPLETED-Documentation required for submittal to TSS

- Report attached [no arch site(s) eligible for NRHP]
- Report and DOE attached [arch site(s) eligible for NRHP]
- Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]
- DOE attached [no buildings/structure(s) eligible for NRHP]
- DOE attached [building/structure(s) eligible for NRHP]

VIII. COMMITMENTS

IX. PROJECT REVIEW

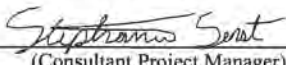
- No eligible properties in APE
- No effect on historic buildings and/or archaeological sites eligible for NRHP
- Eligible properties may be affected by project-go to Step 4 Assess effects and begin consultation



 (BOA Project Manager)

 12/4/2023

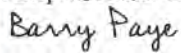
 (Date)



 (Consultant Project Manager)

 11/29/2023

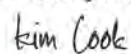
 (Date)



 (WisDOT Historic Preservation Officer)

 21 December 2023

 (Date)

DocuSigned by:


 (State Historic Preservation Officer)

 09 January 2024

 (Date)

2. Tribal Notification Letter

Stephanie Senst

From: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>
Sent: Tuesday, August 29, 2023 9:25 AM
To: DOT DL THPOs
Cc: MikeW; FCPGrantsChairman@fcp-nsn.gov; Greendeer, Jon - DNR; Louis Taylor; Johnson, J; Chairman-MITW; Shannon Holsey; Hill, Tehassi - DNR; Boyd, Nicole - DNR; Fowler, Thomas - DNR; VanZile, Robert - DNR; Levin, Austin T - DOT; Stephanie Senst
Subject: RE: WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (0715-40-11) | AMENDED
Attachments: 1 SiteLocationMap.pdf; 2 APE.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

WisDOT Project: SUE1002 (0715-40-11)
Airport: Door County Cherryland (SUE)
County: Door
Township, Range, Section: T27N, R25E, S02; T28N, R25E, S35

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Aviation Administration (FAA), is considering an undertaking located at Door County Cherryland Airport. The proposed undertaking will consist of the following:

- Rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, associated connectors, and an access road
- Lighting replacement for Runway 2/20 and Taxiway A including the electrical building
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacement
- Tree clearing
- Grading to address Runway Safety Area issues
- Borrow sites for fill material

Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Additionally, you may use this opportunity to request consultation pursuant to 36 CFR 800.3. WisDOT understands that your tribe is a sovereign nation and as such has the discretion to consult government to government with the FHWA directly. Also other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project’s effect upon cultural and natural resources. If WisDOT identifies the potential for historic properties to be affected, you will be provided more information.

To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please reply to this email or contact:

WisDOT Project Manager: Austin Levin

Phone: (608) 267-9371

Address: Wisconsin Department of Transportation – Bureau of Aeronautics, 4822 Madison Yards Way, 5th Floor South, Madison, WI 53705

Attachments: Site Location Map
Area of Potential Effects

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



From: Trimble, Andrew - DOT <Andrew.Trimble@dot.wi.gov>

Sent: Thursday, July 21, 2022 5:41 PM

To: DOT DL THPOs <DOTDLTHPOs@dot.wi.gov>

Cc: DOT BEES Cultural Resources <bees.cr@dot.wi.gov>; MikeW <Mikew@badriver-nsn.gov>; Daniels Jr. Ned <Ned.DanielsJr@fcpotawatomi-nsn.gov>; WhiteEagle, Marlon <Marlon.WhiteEagle@ho-chunk.com>; Louis Taylor <Louis.taylor@lco-nsn.gov>; Johnson, J <jjohnsonsr@ldftribe.com>; Chairman-MITW <chairman@mitw.org>; Shannon Holsley <shannon.holsley@mohican-nsn.gov>; 'thill7@oneidanation.org' <thill7@oneidanation.org>; Boyd, Chris <Chris.boyd@redcliff-nsn.gov>; William R <williamr@stcroixojibwe-nsn.gov>; 'robert.vanzile@scc-nsn.gov' <robert.vanzile@scc-nsn.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Jenna DeShaney <Jenna.Deshaney@westwoodps.com>; Aaron Stewart <Aaron.Stewart@westwoodps.com>

Subject: WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (AIP 3-55-0082-11)

WisDOT Project: 0715-41-11

Termini: Door County Cherryland Airport (SUE)

County: Door County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Aviation Administration (FAA), is considering an undertaking located at Door County Cherryland Airport. The proposed undertaking will consist of the following:

- Rehabilitation of Runway 2/20, Taxiway A, associated connectors, and an access road
- Lighting replacement for Runway 2/20 and Taxiway A
- Removal of pavement to the northwest of Runway 20 (road to former equipment building)
- Culvert replacement
- Grading to address Runway Safety Area issues

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

<< File: 1 SiteLocationMap.pdf >> << File: 2 APE.pdf >>

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Additionally, you may use this opportunity to request consultation pursuant to 36 CFR 800.3. WisDOT understands that your tribe is a sovereign nation and as such has the discretion to consult government to government with the FAA directly. Also, other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers

in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. If WisDOT identifies the potential for historic properties to be affected, you will be provided more information.

To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please reply to this email or contact:

WisDOT Project Manager: Andrew Trimble

Phone: 608-267-0454

Address: Wisconsin Department of Transportation - Bureau of Aeronautics
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

EC: bees.cr@dot.wi.gov

Regional Tribal Liaison

Tribal Leader

Planning Consultant

Attachment: Site Location Map
Area of Potential Effects

Andrew Trimble, P.E.

Airport Development Engineer

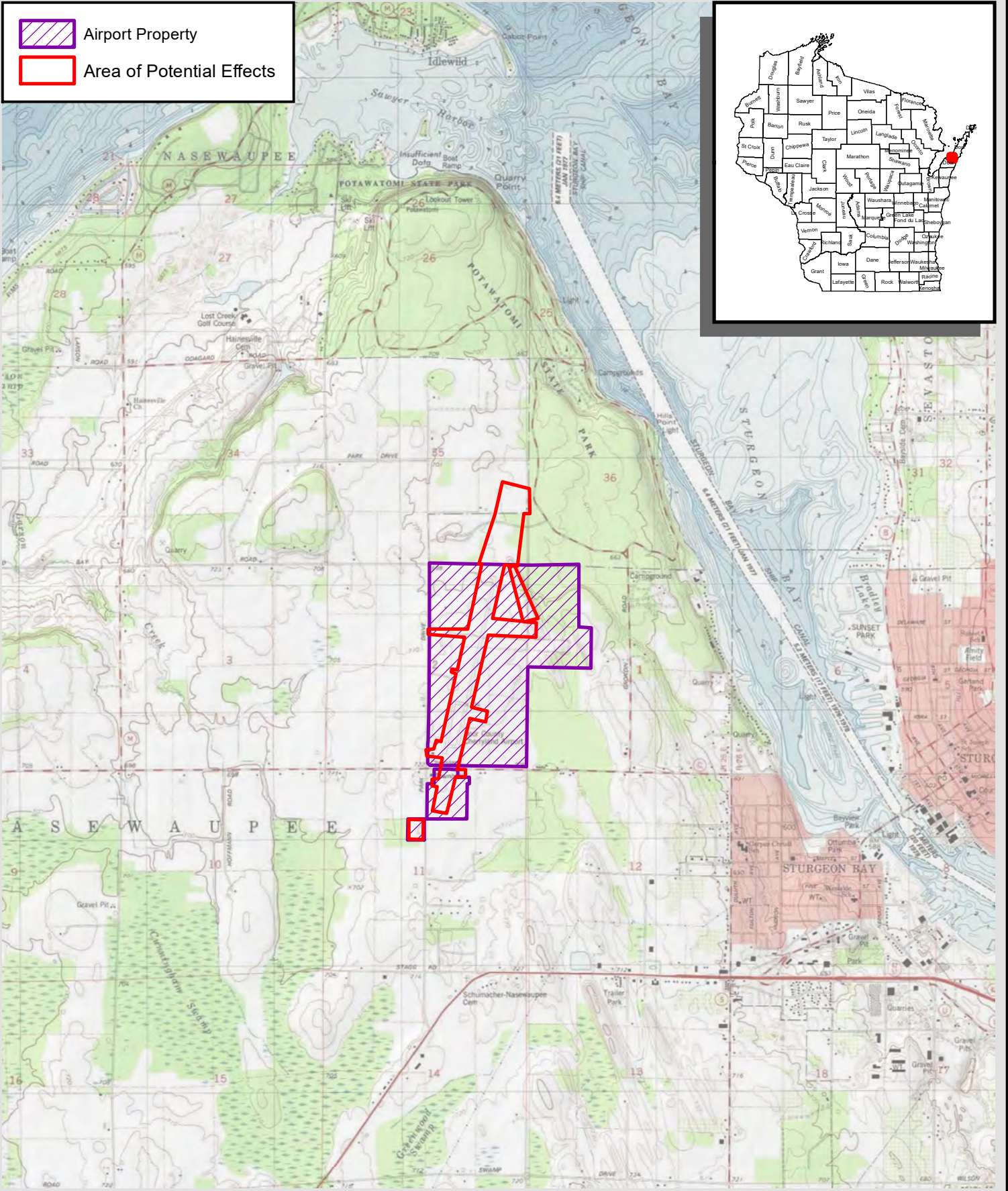
Andrew.Trimble@dot.wi.gov



P (608) 267-0454 | F (608) 267-6748

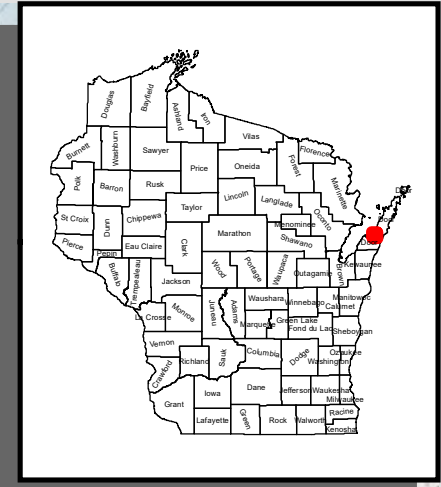
Wisconsin Department of Transportation - Bureau of Aeronautics

4822 Madison Yards Way, 5th Floor South

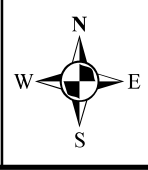
Madison, WI 53705



 Airport Property
 Area of Potential Effects



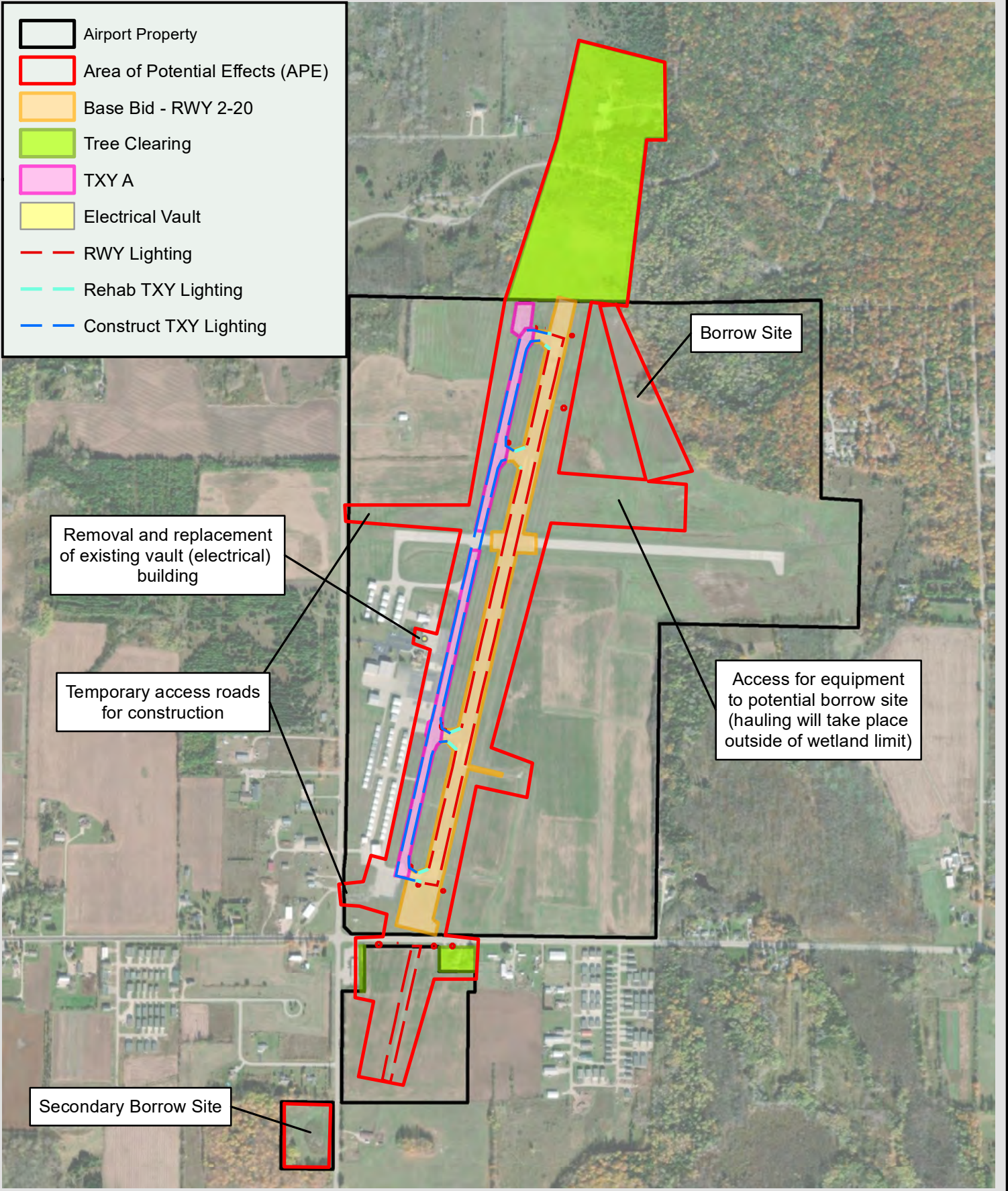
Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



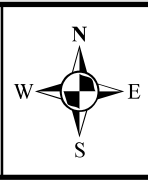
**SUE RUNWAY 2/20 REHABILITATION WITH
 PARTIAL RECONSTRUCTION
 SITE LOCATION MAP**
 CHERRYLAND AIRPORT (SUE)
 STURGEON BAY, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JMD
 Checked By:
 Date: 1/26/2023

SCALE:
 1" = 3,333'
 PROJECT NO.
R3001498.00
 FIGURE NO.
1



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



SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION
AREA OF POTENTIAL EFFECTS
 CHERRYLAND AIRPORT (SUE), STURGEON BAY, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JMW
 Checked By:
 Date: 5/17/2023

SCALE:
 1" = 1,058'
 PROJECT NO.
R3001498.00
 FIGURE NO.
2.a.

3. Historical Society Notification Letter

Stephanie Senst

From: Stephanie Senst
Sent: Tuesday, October 17, 2023 3:35 PM
To: office@doorcountyhistoricalsociety.org
Cc: DOT BOA Environmental; Palmer, Mallory K - DOT; Levin, Austin T - DOT
Subject: Door County Cherryland Airport, Proposed Development
Attachments: Door County Cherryland Airport - Historical Society Notification Letter.pdf

Good afternoon,

Attached is information about a proposed airport development at Door County Cherryland Airport. We are working on an environmental document for the proposed project and we are interested in your input. Please reach out if you have any questions or concerns.

Thank you,

Stephanie Senst

Project Engineer
stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

October 17, 2023

Door County Historical Society
Heritage Village at Big Creek
2041 Michigan St
Sturgeon Bay, WI 54235

Re: Door County Cherryland Airport, Proposed Airport Development

Dear Door County Historical Society:

The Wisconsin Department of Transportation, Bureau of Aeronautics, is beginning preliminary studies for improvements to the Door County Cherryland Airport (see Figure 1 – Site Location Map). The proposed undertaking will consist of the following: rehabilitation and partial reconstruction of Runway 2/20, Taxiway A, associated connectors, and an access road, lighting replacement for Runway 2/20 and Taxiway A including the electrical building, removal of pavement to the northwest of Runway 20 (road to former equipment building), culvert replacements, tree clearing, grading to address Runway Safety Area issues, and borrow sites for fill material.

The project area is located entirely within airport boundaries or airport aviation easements. The area of potential effects consists of land that is utilized by aircraft operations, except for wooded areas where the airport has aviation easements (see Figure 2 – Area of Potential Effects). The Wisconsin National Register of Historic Places online database was searched. No records in or near the proposed project area were identified.

We are requesting that the Door County Historical Society identify any concerns they may have regarding the proposed project or related information of the area. If you would like to receive additional information regarding this proposed project, please contact me at stephanie.senst@westwoodps.com or at 920-830-6128. Thank you for your assistance.

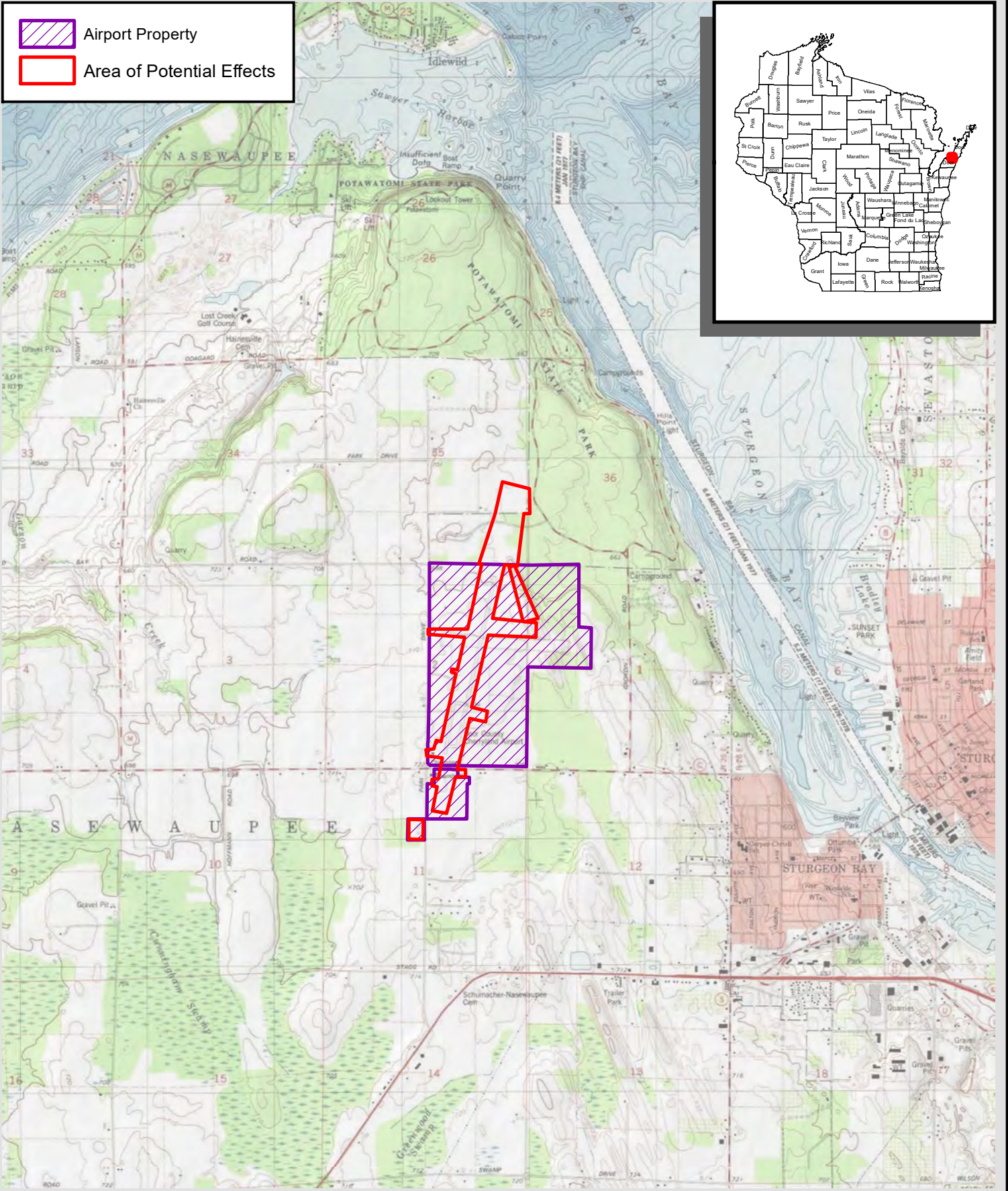
Sincerely,





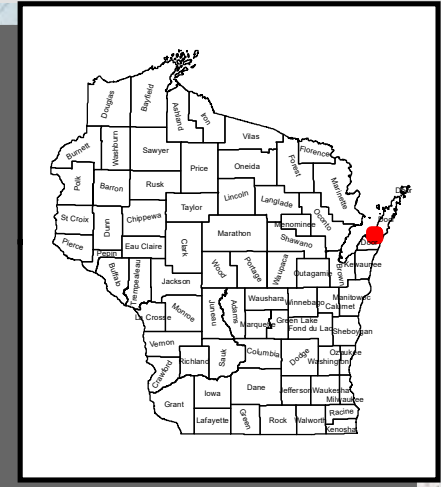
Stephanie Senst
Project Engineer

*Attachments: Site Location Map
Area of Potential Effects*

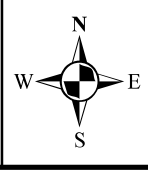
cc: Austin Levin, WisDOT BOA (by email)
Mallory Palmer, WisDOT BOA (by email)



 Airport Property
 Area of Potential Effects



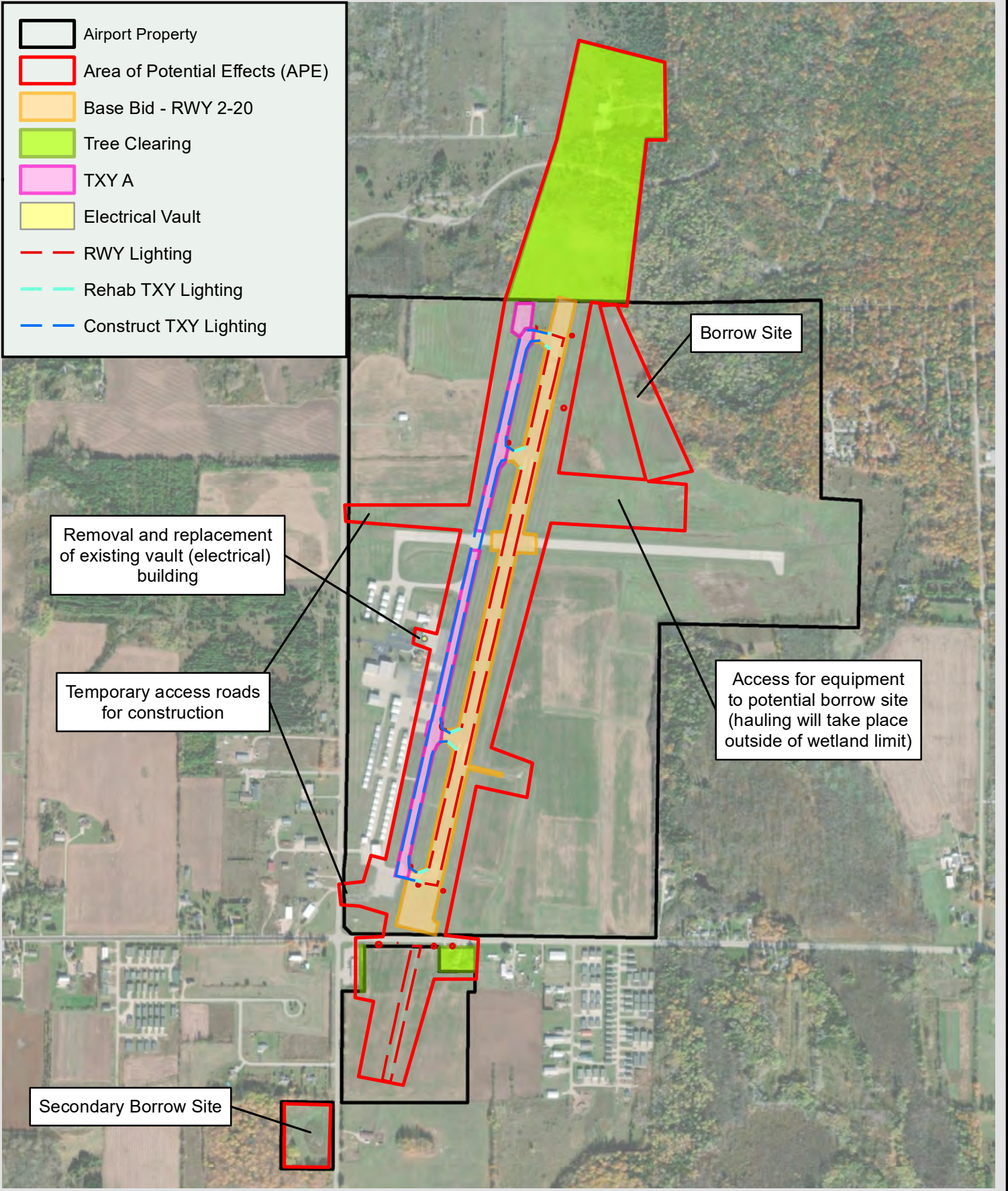
Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



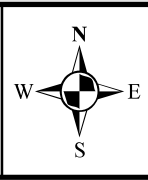
**SUE RUNWAY 2/20 REHABILITATION WITH
 PARTIAL RECONSTRUCTION
 SITE LOCATION MAP**
 CHERRYLAND AIRPORT (SUE)
 STURGEON BAY, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JMD
 Checked By:
 Date: 1/26/2023

SCALE:
 1" = 3,333'
 PROJECT NO.
R3001498.00
 FIGURE NO.
1



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



SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION
AREA OF POTENTIAL EFFECTS
 CHERRYLAND AIRPORT (SUE), STURGEON BAY, DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: JMW
 Checked By:
 Date: 5/17/2023

SCALE:
 1" = 1,058'
 PROJECT NO.
R3001498.00
 FIGURE NO.
2.a.

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EJScreen Community Report

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EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Door County, WI

Blockgroup: 550291008002

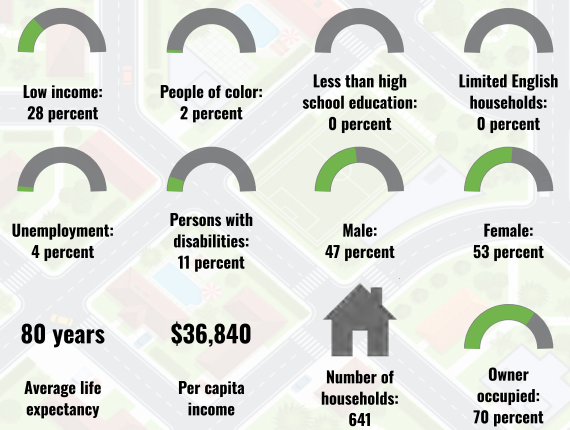
Population: 1,692

Area in square miles: 3.73

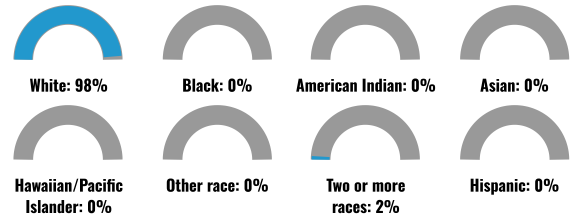
A3 Landscape



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	97%
Spanish	1%
Other Indo-European	1%
Total Non-English	3%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

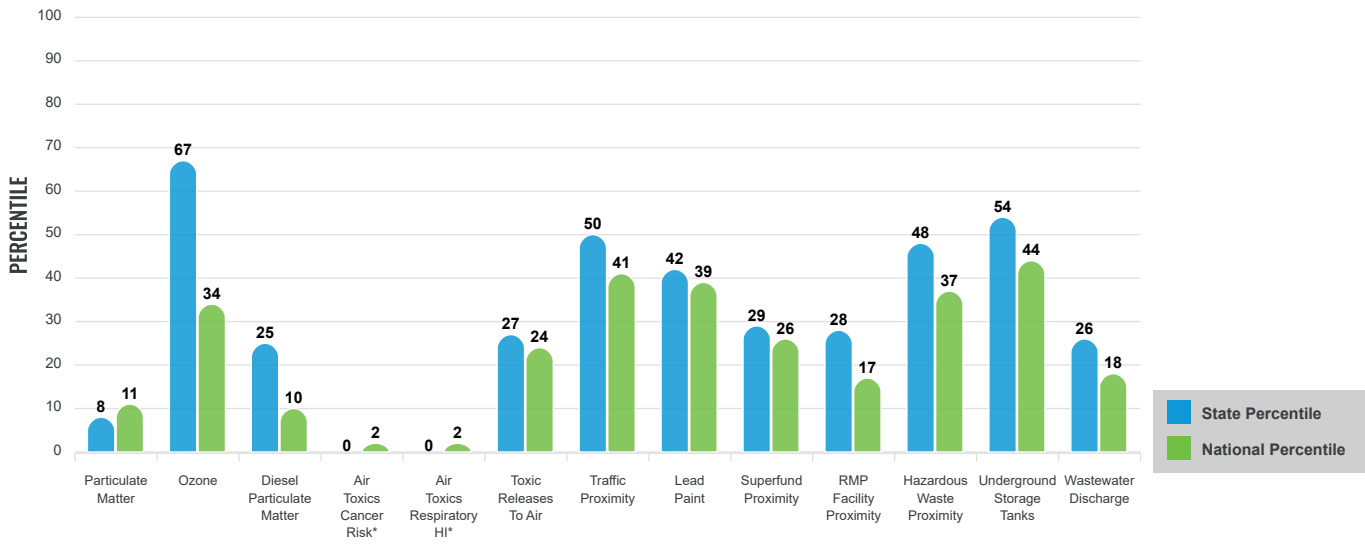
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

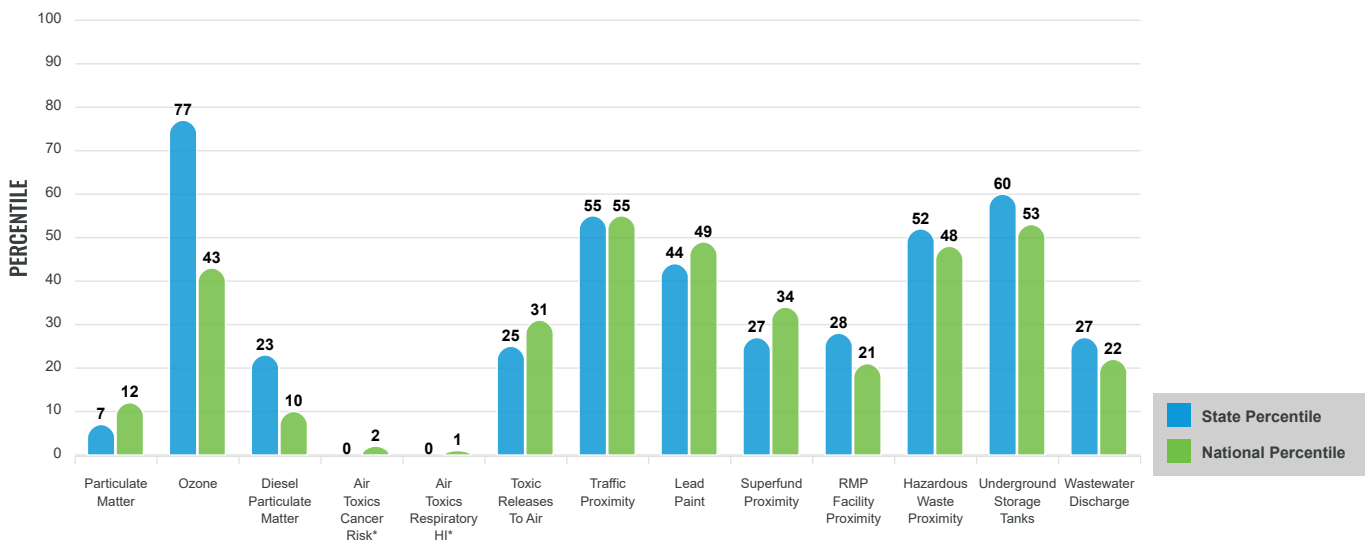
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 550291008002

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	6.35	7.98	7	8.08	11
Ozone (ppb)	60.7	58.6	84	61.6	46
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.085	0.179	19	0.261	11
Air Toxics Cancer Risk* (lifetime risk per million)	10	19	0	25	1
Air Toxics Respiratory HI*	0.1	0.21	0	0.31	1
Toxic Releases to Air	200	8,100	22	4,600	32
Traffic Proximity (daily traffic count/distance to road)	130	320	51	210	63
Lead Paint (% Pre-1960 Housing)	0.29	0.4	41	0.3	57
Superfund Proximity (site count/km distance)	0.037	0.12	24	0.13	34
RMP Facility Proximity (facility count/km distance)	0.076	0.59	21	0.43	20
Hazardous Waste Proximity (facility count/km distance)	0.51	1.4	46	1.9	50
Underground Storage Tanks (count/km ²)	1.9	3.3	60	3.9	58
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.5E-05	0.028	26	22	22
SOCIOECONOMIC INDICATORS					
Demographic Index	15%	24%	38	35%	20
Supplemental Demographic Index	10%	12%	46	14%	35
People of Color	2%	21%	9	39%	6
Low Income	28%	28%	58	31%	51
Unemployment Rate	4%	4%	67	6%	51
Limited English Speaking Households	0%	1%	0	5%	0
Less Than High School Education	0%	8%	0	12%	0
Under Age 5	5%	5%	54	6%	53
Over Age 64	16%	18%	44	17%	50
Low Life Expectancy	18%	19%	47	20%	40

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	1
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	0
Hospitals	0
Places of Worship	4

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	No

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	19%	47	20%	40
Heart Disease	6.2	5.8	62	6.1	54
Asthma	9.3	9.9	26	10	33
Cancer	7.8	6.6	83	6.1	86
Persons with Disabilities	13.4%	12.1%	65	13.4%	56

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	2%	9%	21	12%	24
Wildfire Risk	0%	0%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	3%	14%	11	14%	21
Lack of Health Insurance	6%	6%	67	9%	46
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 550291008002

Construction Emissions Calculations

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SUE RWY 2-20 and TWY A Rehabilitation Estimated Construction Emissions - Proposed Action Alternative

Major Construction Operations Tasks	Estimated Working Days (Days)	Estimated Equipment	Estimated Fuel Burn (gal/hr)	Hours per day (hr/day)	Estimated Diesel Fuel Consumed (gal)	MT CO₂	MT CH₄	MT N₂O
Excavation	25	4 Quads 2 Dozer 2 Excavator	56	10	14,000	142.520	0.0141400	0.0131600
Pulverize Asphalt	3	1 Pulverizer	12	10	360	3.665	0.0003636	0.0003384
Milling Asphalt	5	1 Mill 8 Quads	44	10	2,200	22.396	0.0022220	0.0020680
Salvaged Aggregate	15	2 Quads 2 Dozer 1 Excavator	36	10	5,400	54.972	0.0054540	0.0050760
Breaker Run	1	2 Quads 1 Excavator	20	10	200	2.036	0.0002020	0.0001880
Aggregate Base Course	10	2 Quads 1 Dozer	16	10	1,600	16.288	0.0016160	0.0015040
Fine Grading	2	1 Scraper 1 Quad	12	10	240	2.443	0.0002424	0.0002256
HMA Pavement	15	15 Quads 1 Paver 1 Transfer Buggy	84	11	13,860	141.095	0.0139986	0.0130284
Storm Sewer	2	1 Excavator	12	10	240	2.443	0.0002424	0.0002256
Tree Clearing	20	1 Truck 1 Trimmer (similar to excavator)	16	11	3,520	35.834	0.0035552	0.0033088
Underdrain	15	1 Quad 1 Excavator (small)	12	10	1,800	18.324	0.0018180	0.0016920
Totals					43,420	442.016	0.044	0.041

Estimated Construction Emissions Calculations Assumptions

Gallons of Diesel Consumed to CO₂

10180 grams of CO₂ = 1 gallon of diesel

10.180 x 10⁻³ metric tons CO₂ = 1 gallon of diesel

Source: <https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references>

CH₄ & N₂O Emissions for Non-Road Vehicles

	CH ₄ = 1.01 g/gallon
Diesel Equipment	N ₂ O = 0.94 g/gallon
Light Duty Trucks	CH ₄ = 0.0290 g/mile

Source: https://www.epa.gov/system/files/documents/2023-03/ghg_emission_factors_hub.pdf

Estimated Production Rates	Expected Production Range	
Milling Asphalt (2 inches +)	8,000-20,000 SY/Day	1,000 SY/Day, Typ.
Excavation (Truck)	250-1,300 CY/Day	14,000 SY/Day, Typ.
Base Course (Roadway)	350-1,300 Ton/Day	700 Ton/Day, Typ.
HMA Pavement	700-1,800 Ton/Day	1,300 Ton/Day, Typ.
Topsoil Placement	120-700 CY/Day	280 CY/Day, Typ.

Source: <https://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/tools/estimating/production-rate-table.pdf>

Equipment	Fuel Burn Per Hour
Dozer/Scraper	6-8 gal/hour
Quad Axle Dump	4 gal/hour
Excavator	10-12 gal/hour
Articulated Dump	8 gal/hour
Heavy Dozer	12 gal/hour
Paver (asphalt)	12 gal/hour

Wetland Delineation Report

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A REPORT FOR
WETLAND DELINEATION SERVICES

AIP 3-55-0082-11

SUE1002 Runway 2/20

Reconstruction

Door County, WI

NOVEMBER 10, 2022

PREPARED FOR:

Door County Cherryland Airport, SUE

3538 Park Drive, Sturgeon Bay, WI 54235

PREPARED BY:

Westwood

Westwood

Wetland Delineation Report

AIP 3-55-0082-11 / SUE1002 Runway 2/20 Reconstruction

Door County Cherryland Airport
Door County, Wisconsin

Prepared For:

Door County Cherryland Airport, SUE
3538 Park Drive
Sturgeon Bay, WI 54235
Door County

Prepared By:

Kimberly Kennedy, Wetland Delineator
Westwood Infrastructure, Inc.
1 Systems Drive
Appleton, WI 54914
(920) 735-6900

Westwood Project Number: R3001498.00
Date: November 10, 2022

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2.0 Methodology.....	1
3.0 Results and Discussion	2
4.0 Conclusion.....	4

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Table 2 – Summary of Wetlands Identified within the Survey Area	2

Appendices

Appendix A: Mapping

- Site Location and Topographic Map
- Wisconsin Wetland Inventory and NRCS Soil Survey Map
- Wetland Boundaries Map

Appendix B: Field Photographs

Appendix C: Wetland Determination Data Forms – NC/NE Region

Appendix D: Antecedent Precipitation Analysis

1.0 Project Description and Purpose

Westwood Infrastructure, Inc. (Westwood) conducted a wetland delineation for Door County Cherryland Airport Runway 2/20 Reconstruction project (Project). The legal location for the Project is the NE ¼ of Section 2, Township 27 North, Range 25 East, Door County, Wisconsin. (See site location and topographic map, Appendix A). The lead Federal agency for the Project is the Bureau of Aeronautics (BOA).

The purpose of the wetland delineation was to identify the proximity and extent of wetlands within the Project area to minimize wetland impacts to the maximum extent practicable.

1.1 Wetland Delineation

The field work and report narrative for the project were completed by Westwood Wetland Delineator Kimberly Kennedy. Field work was conducted on October 10, 2022. The field sheets and corresponding delineation map can be found in Appendices C and A, respectively.

2.0 Methodology

The wetland delineation consisted of a review of available maps and information followed by a site visit to document field conditions. The determination of wetland boundaries at the site was based upon the guidance and procedures provided in the USACE 1987 Wetland Delineation Manual, Regional Supplement to the 1987 Manual: Northcentral and Northeast Region (USACE ERDC, 2012), and Guidance for Submittal of Delineation Reports to the St. Paul District USACE and the WDNR (2015).

2.1 Field Survey Methods

On-site wetland determinations involved a detailed examination of vegetation, soils, and hydrologic indicators present. Wetland boundaries were established by transects, which included upland and wetland locations. Upland points are indicated by a last letter “U” in the point name, wetland points by a last letter “W”, and non-wetland points by a last letter “N”. The wetland boundaries and sample points were located with a Trimble Geo7x GPS unit with sub-meter or better accuracy.

2.2 Desktop Review

Historical aerial photography, topographic maps, WWI mapping, and soil survey mapping were reviewed for the survey area. (See mapping, Appendix A). Information from resources such as Door County Geographic Information Systems, Surface Water Data Viewer (SWDV), Google Earth, and the Natural Resource Conservation Service (NRCS) Web Soil Survey were used to gain understanding of the site’s wetland history, topography, and soils. Wisconsin Wetland Inventory (WWI) map indicates emergent/wet meadow classified wetlands and several wetlands too small to delineate within the Survey Area.

3.0 Results and Discussion

3.1 Antecedent precipitation

The wetland delineation was conducted in the middle of October. Based on the WETS Analysis Worksheet, overall precipitation was “normal” using the Sturgeon Bay Exp Farm, WI station. (See Antecedent Precipitation Analysis in Appendix D.)

3.2 NRCS Mapped soils

According to the Door County, Wisconsin, Soil Survey, the soils in the survey area consist of well drained Onaway, Kolberg, Longrie, and Summerville soils, somewhat poorly drained Bonduel and Solona soils, and poorly drained Bonduel soil. A list of the mapped soils can be found in *Table 1*.

Table 1 – NRCS Soil Survey of Door County, Wisconsin

Soil Unit Name (Map Symbol)	Hydric Status
Onaway fine sandy loam, moraine, 6 to 12 percent slopes, eroded (7201)	Non-hydric
Bonduel variant fine sandy loam, shallow (Bo)	Predominantly non-hydric
Bonduel variant loam, wet (Bp)	Predominantly hydric
Kolberg silt loam, 2 to 6 percent slopes (KoB)	Non-hydric
Kolberg variant loam, 1 to 6 percent slopes (KvB)	Non-hydric
Longrie loam, 0 to 2 percent slopes (LoA)	Non-hydric
Solona loam, 0 to 3 percent slopes (SoA)	Predominantly non-hydric
Summerville loam, 0 to 2 percent slopes (SvA)	Predominantly non-hydric
Summerville loam, 2 to 6 percent slopes (SvB)	Non-hydric

3.3 Field Investigation

All areas exhibiting wetland characteristics, within the survey area, were assessed. Four areas were delineated as wetlands. See view of wetland boundaries and survey points in Appendix A, as well as field photos in Appendix B. Corresponding field sheets are located in Appendix C. The wetlands are summarized in *Table 2*, followed by detailed descriptions of the delineated wetlands.

Table 2 – Summary of Wetlands Identified within the Survey Area

Wetland ID	Wetland Plant Community	Wisconsin Wetland Inventory (WWI)	Acreage within Survey Area
C01	Meadow (M)	E1Ka/E1Kv	4.471 acres
C02	Scrub/Shrub (SS)	Wetland too small to delin.	0.005 acre
C03	Meadow (M)	Wetland too small to delin.	0.167 acre
C05	Meadow (M)	E1Kv	1.635 acres

3.3.1 Wetland C01

Wetland C01 is a large wetland located in a mown lawn east of Runway 20. This wetland flows north toward Potawatomi State Park located at the north side of the airport property, is

dominated by Reed Canary grass, and is classified degraded meadow (M). (See Figure 3, Appendix A, and photos, Appendix B).

Secondary field indicators of hydrology included drainage patterns, geomorphic position, and FAC-neutral test.

According to the Door County Soil Survey, the soil in the wetland area consists of the well drained Onaway fine sandy loam, moraine, 6 to 12 percent slopes, eroded (7201), the poorly drained Bonduel variant loam, wet (Bp), and the well drained Kolberg variant loam, 1 to 6 percent slopes (KvB). Hydric soil indicators observed were depleted below dark surface (A11), depleted matrix (F3), and redox depressions (F8). No hydric soil indicators were observed in the surrounding upland areas.

3.3.2 Wetland C02

Wetland C02 is located in a depression on the edge of a wooded area and a mown field. This wetland is dominated by Reed Canary grass, sandbar willow, and peachleaf willow, and is classified scrub/shrub (SS). (See Figure 3, Appendix A, and photos, Appendix B).

Secondary field indicators of hydrology included drainage patterns, geomorphic position, and FAC-neutral test.

According to the Soil Survey, the soil in the area of the ditch consists of the well drained Onaway fine sandy loam, moraine, 6 to 12 percent slopes, eroded (7201). Hydric soil indicator observed was depleted below dark surface (A11). No hydric soil indicators were observed in the surrounding upland areas.

3.3.3 Wetland C03

Wetland C03 is located in a mown lawn east of Runway 20 and southeast of Wetland C01. This area is relatively flat, is dominated by almond willow, Reed Canary grass, and Kentucky bluegrass, and is classified degraded meadow (M). (See Figure 3, Appendix A, and photos, Appendix B).

Secondary field indicators of hydrology included drainage patterns, geomorphic position, and FAC-neutral test.

According to the Soil Survey, the soil in the wetland area consists of the poorly drained Bonduel variant loam, wet (Bp). Hydric soil indicators observed were redox dark surface (F6) and redox depressions (F8). No hydric soil indicators were observed in the surrounding upland areas.

3.3.4 Wetland C05

Wetland C05 is located in a mown field northwest of Runway 20. This area is relatively flat, is dominated by lesser paniced sedge, Kentucky bluegrass, sandbar willow and almond willow, and is classified degraded meadow (M). (See Figure 3, Appendix A, and photos, Appendix B).

Primary wetland hydrology indicators observed were high water table and saturation. Secondary field indicators of hydrology included drainage patterns and FAC-neutral test.

According to the Soil Survey, the soil in the wetland area consists of Longrie loam, 0 to 2 percent slopes (LoA), the somewhat poorly drained Solona loam, 0 to 3 percent slopes (SoA), and the well drained Summerville loam, 0 to 2 percent slopes (SvA). Hydric soil indicator observed was

redox dark surface (F6). No hydric soil indicators were observed in the surrounding upland areas.



4.0 Conclusion

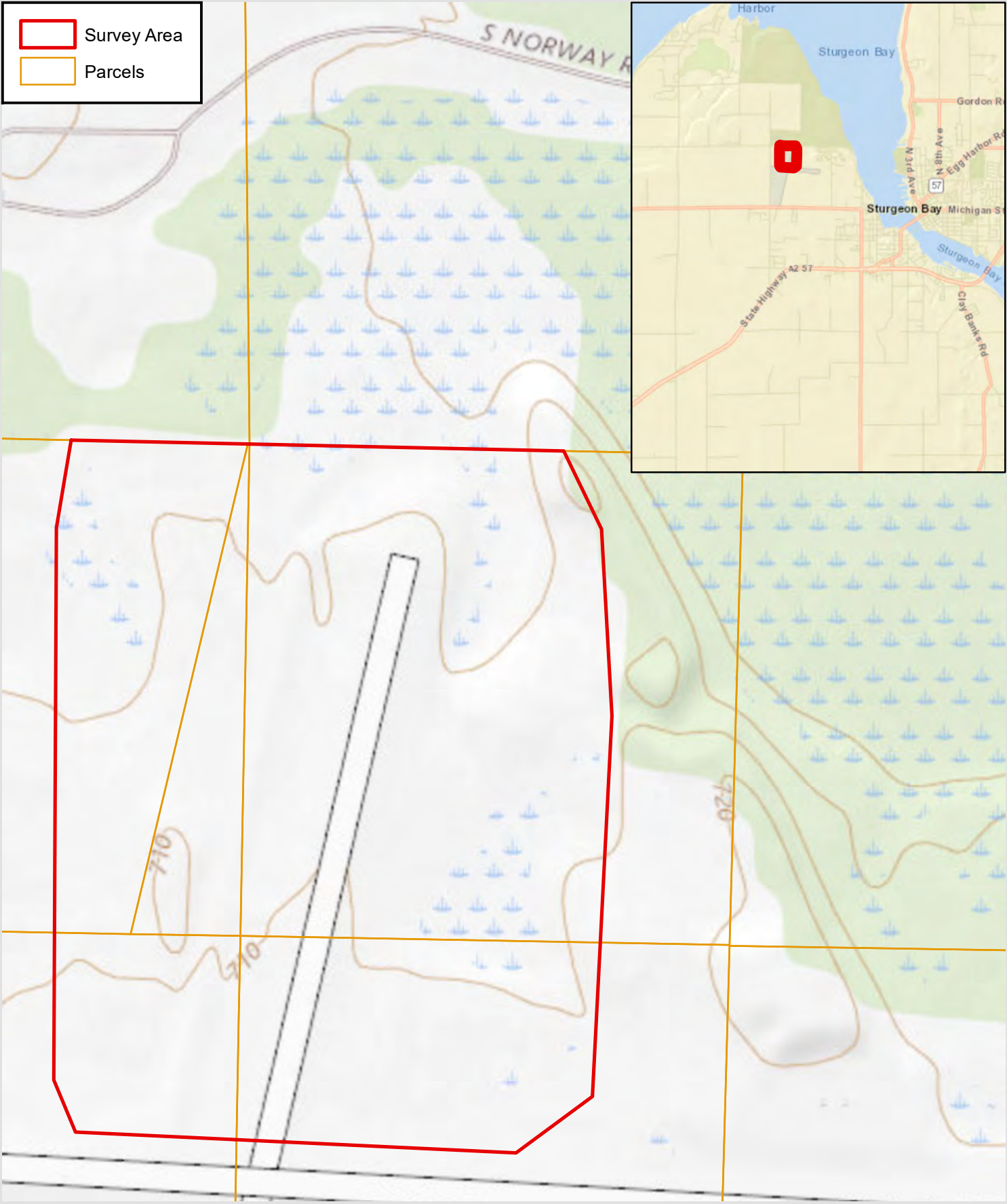
Westwood completed a wetland delineation of an approximate 62.6-acre survey area at Door County Cherryland Airport as part of the Runway 2/20 Reconstruction project. The purpose and objective of the wetland delineation was to identify the extent and spatial arrangement of wetlands within the survey area.

Based on Westwood's completed wetland assessment, four wetlands were identified and delineated within the survey area in accordance with state and federal guidelines. A total of 6.278 acres of wetland were identified within the survey area.

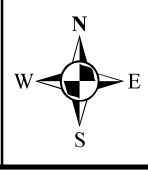
The information provided by Westwood regarding wetland boundaries was based on conditions present on the site at the time of the fieldwork. The wetland delineation was performed by a qualified professional according to current state and federal guidelines. The ultimate decision on wetland boundaries rests with the WDNR and USACE. As a result, there may be adjustments to boundaries based upon review by a regulatory agency. An agency determination can vary from time to time depending on various factors including, but not limited to, recent precipitation patterns and season of the year. In addition, the physical characteristics of the site can change over time, depending on weather, vegetation patterns, drainage activities on adjacent parcels, or other events. These factors can change the nature and extent of wetlands on the site.

Appendix A

 Survey Area
 Parcels



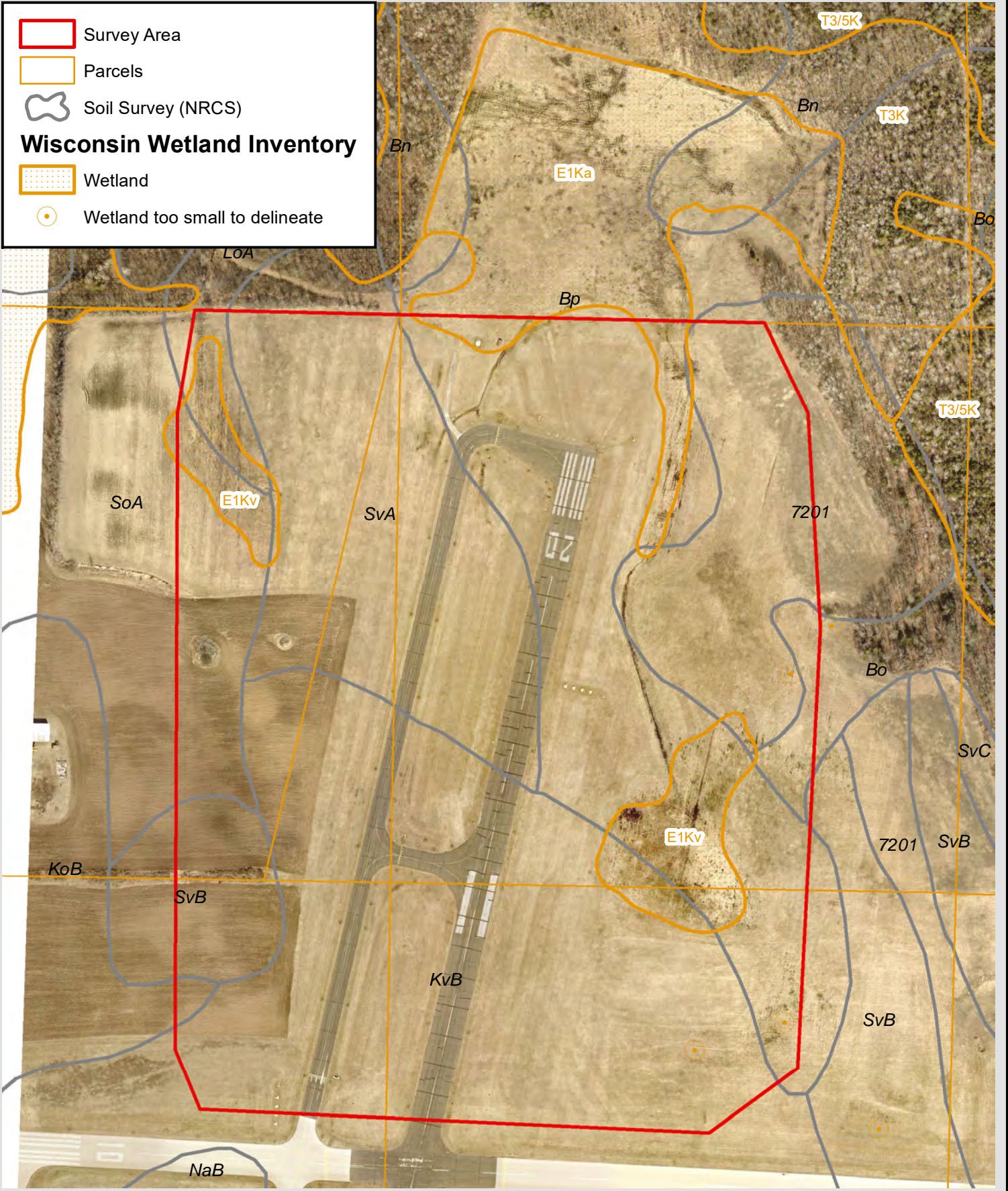
Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



DOOR COUNTY CHERRYLAND AIRPORT
SITE LOCATION AND
TOPOGRAPHIC MAP
 STURGEON BAY
 DOOR COUNTY, WISCONSIN

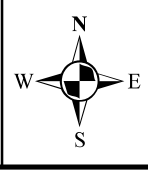
Project Manager:
 Project Engineer:
 Drawn By: KMK
 Checked By:
 Date: 10/18/2022

SCALE:
 1" = 350'
 PROJECT NO.
R3001498.00
 FIGURE NO.
1



Survey Area
 Parcels
 Soil Survey (NRCS)
Wisconsin Wetland Inventory
 Wetland
 Wetland too small to delineate

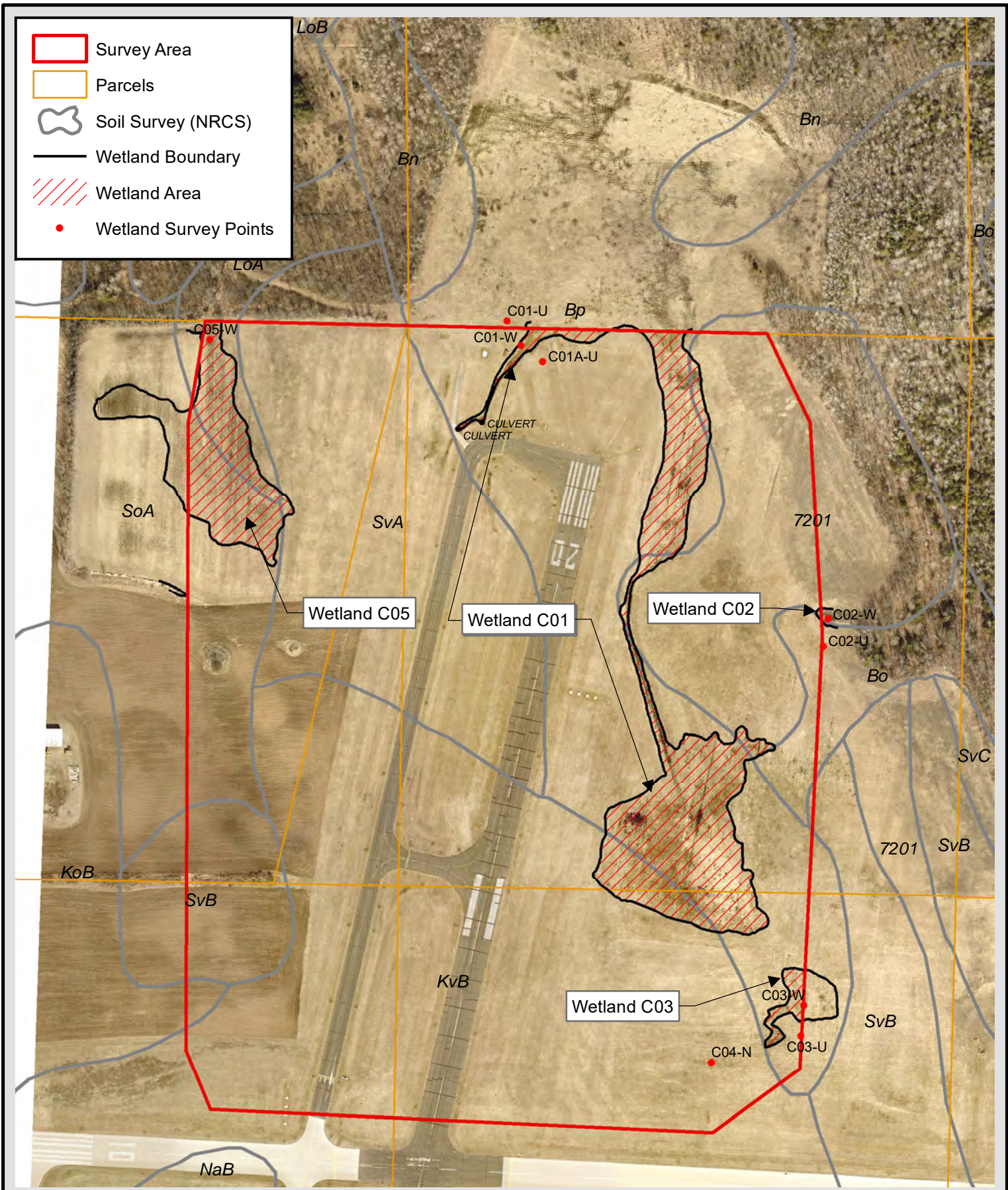
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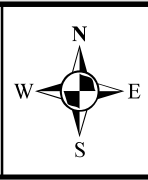
**DOOR COUNTY CHERRYLAND AIRPORT
 WISCONSIN WETLAND INVENTORY
 AND NRCS SOIL SURVEY MAP**
 STURGEON BAY
 DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: KMK
 Checked By:
 Date: 10/13/2022

SCALE:
 1" = 300'
 PROJECT NO.
R3001498.00
 FIGURE NO.
2



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 Appleton, WI 54914
 (920) 735-6900
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**DOOR COUNTY CHERRYLAND AIRPORT
 WETLAND BOUNDARIES MAP**

STURGEON BAY
 DOOR COUNTY, WISCONSIN

Project Manager:
 Project Engineer:
 Drawn By: KMK
 Checked By:
 Date: 10/13/2022

SCALE:
 1" = 300'
 PROJECT NO.
R3001498.00
 FIGURE NO.
3

Appendix B



Photo 1 – View looking southwest at the northwest portion of Wetland C01.



Photo 2 – View looking northeast at central portion of Wetland C01.



Photo 3 – View looking southeast at south portion of Wetland C01.



Photo 4 – View looking east at Wetland C02.



Photo 5 – View looking northeast at WWI mapped wetland point too small to delineate. No wetlands found at or near point.



Photo 6 – View looking southeast at Wetland C03.



Photo 7 – View looking east at upland point C04-N.



Photo 8 – View looking south at Wetland C05.



Photo 9 – View looking west at wetland area outside of Survey Area southwest of Wetland C05.

Appendix C

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C01-u
 Investigator(s): Kim Kennedy Section, Township, Range: sec 35 T028N R025E
 Landform (hillslope, terrace, etc.): Backslope Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.850090 Long: -87.421472 Datum: WGS84
 Soil Map Unit Name: Bonduel variant loam, wet NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Upland	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) ___ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: Area relatively flat.	

VEGETATION – Use scientific names of plants.

Sampling Point: C01-u

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u><i>Poa pratensis</i></u>	<u>25</u>	<u>Y</u>	<u>FACU</u>	
2. <u><i>Lolium perenne</i></u>	<u>15</u>	<u>Y</u>	<u>FACU</u>	
3. <u><i>Symphotrichum ericoides</i></u>	<u>15</u>	<u>Y</u>	<u>FACU</u>	
4. <u><i>Daucus carota</i></u>	<u>10</u>	<u>N</u>	<u>UPL</u>	
5. <u><i>Juncus tenuis</i></u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
6. <u><i>Lotus corniculatus</i></u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
7. <u><i>Rubus idaeus</i></u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
8. <u><i>Toxicodendron rydbergii</i></u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
9. <u><i>Alopecurus pratensis</i></u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>100</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
Remarks: (Include photo numbers here or on a separate sheet.) Vegetation ranges from UPL to FAC in vicinity of sample point.				

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0.00</u>	x 1 = <u>0.00</u>
FACW species <u>0.00</u>	x 2 = <u>0.00</u>
FAC species <u>25.00</u>	x 3 = <u>75.00</u>
FACU species <u>65.00</u>	x 4 = <u>260.00</u>
UPL species <u>10.00</u>	x 5 = <u>50.00</u>
Column Totals: <u>100.00</u> (A)	<u>385.00</u> (B)

Prevalence Index = B/A = 3.85

Hydrophytic Vegetation Indicators:

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No

SOIL

Sampling Point: C01-u

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 3/2	100					L	
8-13	7.5YR 5/6	100					SL	
13-24	7.5YR 5/4	45	7.5YR 5/8	10			SCL	With gravel
	7.5YR 5/6	45					SCL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)
- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

No hydric soil indicators observed.

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C01-w
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Toeslope Local relief (concave, convex, none): Concave Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.849960 Long: -87.421482 Datum: WGS84
 Soil Map Unit Name: Bonduel variant loam, wet NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Wetland is a drainage swale.	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply) <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	Secondary Indicators (minimum of two required) <input type="checkbox"/> Surface Soil Cracks (B6) <input checked="" type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: Remarks: In bottom of drainage swale.	

VEGETATION – Use scientific names of plants.

Sampling Point: C01-w

Tree Stratum (Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across All Strata: <u>1</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.00</u> (A/B)														
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
_____ = Total Cover				Prevalence Index worksheet: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>25.00</u></td> <td>x 1 = <u>25.00</u></td> </tr> <tr> <td>FACW species <u>75.00</u></td> <td>x 2 = <u>150.00</u></td> </tr> <tr> <td>FAC species <u>0.00</u></td> <td>x 3 = <u>0.00</u></td> </tr> <tr> <td>FACU species <u>0.00</u></td> <td>x 4 = <u>0.00</u></td> </tr> <tr> <td>UPL species <u>0.00</u></td> <td>x 5 = <u>0.00</u></td> </tr> <tr> <td>Column Totals: <u>100.00</u> (A)</td> <td><u>175.00</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>1.75</u>	Total % Cover of:	Multiply by:	OBL species <u>25.00</u>	x 1 = <u>25.00</u>	FACW species <u>75.00</u>	x 2 = <u>150.00</u>	FAC species <u>0.00</u>	x 3 = <u>0.00</u>	FACU species <u>0.00</u>	x 4 = <u>0.00</u>	UPL species <u>0.00</u>	x 5 = <u>0.00</u>	Column Totals: <u>100.00</u> (A)	<u>175.00</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>25.00</u>	x 1 = <u>25.00</u>																	
FACW species <u>75.00</u>	x 2 = <u>150.00</u>																	
FAC species <u>0.00</u>	x 3 = <u>0.00</u>																	
FACU species <u>0.00</u>	x 4 = <u>0.00</u>																	
UPL species <u>0.00</u>	x 5 = <u>0.00</u>																	
Column Totals: <u>100.00</u> (A)	<u>175.00</u> (B)																	
Sapling/Shrub Stratum (Plot size: <u>15</u>)	_____	_____	_____	Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)														
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
_____ = Total Cover				Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height. Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____														
Herb Stratum (Plot size: <u>5</u>)	_____	_____	_____															
1. <u>Phalaris arundinacea</u>	<u>75</u>	<u>Y</u>	<u>FACW</u>															
2. <u>Scirpus atrovirens</u>	<u>15</u>	<u>N</u>	<u>OBL</u>															
3. <u>Eleocharis obtusa</u>	<u>10</u>	<u>N</u>	<u>OBL</u>															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
8. _____	_____	_____	_____															
9. _____	_____	_____	_____															
10. _____	_____	_____	_____															
11. _____	_____	_____	_____															
12. _____	_____	_____	_____															
<u>100</u> = Total Cover																		
Woody Vine Stratum (Plot size: <u>30</u>)	_____	_____	_____															
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
_____ = Total Cover																		
Remarks: (Include photo numbers here or on a separate sheet.) FACW and OBL species observed.																		

SOIL

Sampling Point: C01-w

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 3/2	100					L	
4-15	7.5YR 4/2	90	10YR 4/6	10			CL	
15-20	7.5YR 4/2	70	10YR 4/6	20			CL	With some gravel
			7.5YR 3/1	10			CL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)
- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

Soils meet hydric indicators.

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C01a-u
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Baseslope Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.849875 Long: -87.421273 Datum: WGS84
 Soil Map Unit Name: Bonduel variant loam, wet NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation , Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Upland point located off runway end in mown field adjacent to State Park.	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) ___ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C01a-u

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Poa pratensis</u>	<u>80</u>	<u>Y</u>	<u>FACU</u>	
2. <u>Trifolium pratense</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>100</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
Remarks: (Include photo numbers here or on a separate sheet.) Regularly mown field.				

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0.00</u>	x 1 = <u>0.00</u>
FACW species <u>0.00</u>	x 2 = <u>0.00</u>
FAC species <u>0.00</u>	x 3 = <u>0.00</u>
FACU species <u>100.00</u>	x 4 = <u>400.00</u>
UPL species <u>0.00</u>	x 5 = <u>0.00</u>
Column Totals: <u>100.00</u> (A)	<u>400.00</u> (B)

Prevalence Index = B/A = 4.0

Hydrophytic Vegetation Indicators:

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No

SOIL

Sampling Point: C01a-u

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 3/2	100					L	
8-20	7.5YR 4/4	100					CL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (**LRR R, MLRA 149B**)

- Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- Loamy Mucky Mineral (F1) (**LRR K, L**)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- Coast Prairie Redox (A16) (**LRR K, L, R**)
- 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- Dark Surface (S7) (**LRR K, L**)
- Polyvalue Below Surface (S8) (**LRR K, L**)
- Thin Dark Surface (S9) (**LRR K, L**)
- Iron-Manganese Masses (F12) (**LRR K, L, R**)
- Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C02-u
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Backslope Local relief (concave, convex, none): Concave Slope (%): _____
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.847957 Long: -87.418610 Datum: WGS84
 Soil Map Unit Name: Bonduel variant fine sandy loam, shallow NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) 	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) ___ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: 	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C02-u

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Poa pratensis</u>	<u>70</u>	<u>Y</u>	<u>FACU</u>	
2. <u>Trifolium pratense</u>	<u>15</u>	<u>N</u>	<u>FACU</u>	
3. <u>Rubus idaeus</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
4. <u>Daucus carota</u>	<u>5</u>	<u>N</u>	<u>UPL</u>	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>100</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
<p>Remarks: (Include photo numbers here or on a separate sheet.)</p>				

Dominance Test worksheet:
 Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
 Total Number of Dominant Species Across All Strata: 1 (B)
 Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:
 Total % Cover of: _____ Multiply by: _____
 OBL species 0.00 x 1 = 0.00
 FACW species 0.00 x 2 = 0.00
 FAC species 10.00 x 3 = 30.00
 FACU species 85.00 x 4 = 340.00
 UPL species 5.00 x 5 = 25.00
 Column Totals: 100.00 (A) 395.00 (B)
 Prevalence Index = B/A = 3.95

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrophytic Vegetation
 2 - Dominance Test is >50%
 3 - Prevalence Index is ≤3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:
Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.
Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.
Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.
Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No

SOIL

Sampling Point: C02-u

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 3/2	100					L	
8-24	7.5YR 4/4	100					SL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)
- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C02-w
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Toeslope Local relief (concave, convex, none): Concave Slope (%): _____
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.848131 Long: -87.418582 Datum: WGS84
 Soil Map Unit Name: Bonduel variant fine sandy loam, shallow NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Sample point located in a depression.	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply) _____ <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	Secondary Indicators (minimum of two required) <input type="checkbox"/> Surface Soil Cracks (B6) <input checked="" type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C02-w

Tree Stratum (Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Salix amygdaloides</u>	<u>15</u>	<u>Y</u>	<u>FACW</u>	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.00</u> (A/B)
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
<u>15</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species <u>0.00</u> x 1 = <u>0.00</u> FACW species <u>95.00</u> x 2 = <u>190.00</u> FAC species <u>10.00</u> x 3 = <u>30.00</u> FACU species <u>0.00</u> x 4 = <u>0.00</u> UPL species <u>0.00</u> x 5 = <u>0.00</u> Column Totals: <u>105.00</u> (A) <u>220.00</u> (B) Prevalence Index = B/A = <u>2.1</u>
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. <u>Salix interior</u>	<u>55</u>	<u>Y</u>	<u>FACW</u>	
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
<u>55</u> = Total Cover				
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Phalaris arundinacea</u>	<u>25</u>	<u>Y</u>	<u>FACW</u>	Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
11. _____				
12. _____				
<u>25</u> = Total Cover				
Woody Vine Stratum (Plot size: <u>30</u>)				
1. <u>Vitis riparia</u>	<u>10</u>	<u>Y</u>	<u>FAC</u>	Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.
2. _____				
3. _____				
4. _____				
<u>10</u> = Total Cover				
Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Remarks: (Include photo numbers here or on a separate sheet.)				

SOIL

Sampling Point: C02-W

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 2/1	100					L	
4-10	10YR 4/2	95	10YR 4/6	5			CL	
10-24	7.5YR 4/4	100					SL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:	Indicators for Problematic Hydric Soils ³ :
<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> 2 cm Muck (A10) (LRR K, L, MLRA 149B)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Coast Prairie Redox (A16) (LRR K, L, R)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Dark Surface (S7) (LRR K, L)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Polyvalue Below Surface (S8) (LRR K, L)
<input checked="" type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Thin Dark Surface (S9) (LRR K, L)
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Iron-Manganese Masses (F12) (LRR K, L, R)
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Piedmont Floodplain Soils (F19) (MLRA 149B)
<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Red Parent Material (F21)
<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Dark Surface (S7) (LRR R, MLRA 149B)	<input type="checkbox"/> Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____
---	--

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C03-u
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Backslope Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.845473 Long: -87.418863 Datum: WGS84
 Soil Map Unit Name: Bonduel variant loam, wet NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) 	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) ___ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: 	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C03-u

Tree Stratum (Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0.00</u> (A/B)														
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
_____ = Total Cover				Prevalence Index worksheet: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>0.00</u></td> <td>x 1 = <u>0.00</u></td> </tr> <tr> <td>FACW species <u>0.00</u></td> <td>x 2 = <u>0.00</u></td> </tr> <tr> <td>FAC species <u>0.00</u></td> <td>x 3 = <u>0.00</u></td> </tr> <tr> <td>FACU species <u>100.00</u></td> <td>x 4 = <u>400.00</u></td> </tr> <tr> <td>UPL species <u>0.00</u></td> <td>x 5 = <u>0.00</u></td> </tr> <tr> <td>Column Totals: <u>100.00</u> (A)</td> <td><u>400.00</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>4.0</u>	Total % Cover of:	Multiply by:	OBL species <u>0.00</u>	x 1 = <u>0.00</u>	FACW species <u>0.00</u>	x 2 = <u>0.00</u>	FAC species <u>0.00</u>	x 3 = <u>0.00</u>	FACU species <u>100.00</u>	x 4 = <u>400.00</u>	UPL species <u>0.00</u>	x 5 = <u>0.00</u>	Column Totals: <u>100.00</u> (A)	<u>400.00</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>0.00</u>	x 1 = <u>0.00</u>																	
FACW species <u>0.00</u>	x 2 = <u>0.00</u>																	
FAC species <u>0.00</u>	x 3 = <u>0.00</u>																	
FACU species <u>100.00</u>	x 4 = <u>400.00</u>																	
UPL species <u>0.00</u>	x 5 = <u>0.00</u>																	
Column Totals: <u>100.00</u> (A)	<u>400.00</u> (B)																	
_____ = Total Cover																		
Sapling/Shrub Stratum (Plot size: <u>15</u>)																		
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
_____ = Total Cover																		
Herb Stratum (Plot size: <u>5</u>)																		
1. <u>Poa pratensis</u>	<u>50</u>	<u>Y</u>	<u>FACU</u>															
2. <u>Bromus arvensis</u>	<u>50</u>	<u>Y</u>	<u>FACU</u>															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
8. _____	_____	_____	_____															
9. _____	_____	_____	_____															
10. _____	_____	_____	_____															
11. _____	_____	_____	_____															
12. _____	_____	_____	_____															
<u>100</u> = Total Cover																		
Woody Vine Stratum (Plot size: <u>30</u>)																		
1. _____	_____	_____	_____															
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
_____ = Total Cover																		
Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/>																		
Remarks: (Include photo numbers here or on a separate sheet.) 																		

SOIL

Sampling Point: C03-u

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-9	10YR 3/2	100					L	
9-24	7.5YR 4/4	100					SL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)

- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C03-w
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Dip Local relief (concave, convex, none): Concave Slope (%): _____
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.845659 Long: -87.418852 Datum: WGS84
 Soil Map Unit Name: Bonduel variant loam, wet NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____ If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.)	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) <input checked="" type="checkbox"/> Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) <input checked="" type="checkbox"/> Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C03-w

Tree Stratum (Plot size: <u>30</u>)	Absolute % Cover	Dominant Species?	Indicator Status															
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>66.67</u> (A/B)														
2. _____	_____	_____	_____															
3. _____	_____	_____	_____															
4. _____	_____	_____	_____															
5. _____	_____	_____	_____															
6. _____	_____	_____	_____															
7. _____	_____	_____	_____															
_____ = Total Cover				Prevalence Index worksheet: <table style="width:100%; border:none;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species <u>0.00</u></td> <td>x 1 = <u>0.00</u></td> </tr> <tr> <td>FACW species <u>75.00</u></td> <td>x 2 = <u>150.00</u></td> </tr> <tr> <td>FAC species <u>0.00</u></td> <td>x 3 = <u>0.00</u></td> </tr> <tr> <td>FACU species <u>25.00</u></td> <td>x 4 = <u>100.00</u></td> </tr> <tr> <td>UPL species <u>0.00</u></td> <td>x 5 = <u>0.00</u></td> </tr> <tr> <td>Column Totals: <u>100.00</u> (A)</td> <td><u>250.00</u> (B)</td> </tr> </table> Prevalence Index = B/A = <u>2.5</u>	Total % Cover of:	Multiply by:	OBL species <u>0.00</u>	x 1 = <u>0.00</u>	FACW species <u>75.00</u>	x 2 = <u>150.00</u>	FAC species <u>0.00</u>	x 3 = <u>0.00</u>	FACU species <u>25.00</u>	x 4 = <u>100.00</u>	UPL species <u>0.00</u>	x 5 = <u>0.00</u>	Column Totals: <u>100.00</u> (A)	<u>250.00</u> (B)
Total % Cover of:	Multiply by:																	
OBL species <u>0.00</u>	x 1 = <u>0.00</u>																	
FACW species <u>75.00</u>	x 2 = <u>150.00</u>																	
FAC species <u>0.00</u>	x 3 = <u>0.00</u>																	
FACU species <u>25.00</u>	x 4 = <u>100.00</u>																	
UPL species <u>0.00</u>	x 5 = <u>0.00</u>																	
Column Totals: <u>100.00</u> (A)	<u>250.00</u> (B)																	
_____ = Total Cover																		
_____ = Total Cover				Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input checked="" type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)														
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover				Definitions of Vegetation Strata: Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height. Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall. Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall. Woody vines – All woody vines greater than 3.28 ft in height.														
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover				Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>														
_____ = Total Cover																		
_____ = Total Cover																		
_____ = Total Cover																		
Remarks: (Include photo numbers here or on a separate sheet.)																		

SOIL

Sampling Point: C03-W

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 3/1	90	10YR 4/6	10			L	
8-24	7.5YR 4/3	90	7.5YR 4/6	10			SL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)

- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C04-n
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Backslope Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.845442 Long: -87.419228 Datum: WGS84
 Soil Map Unit Name: Kolberg variant loam, 1 to 6 percent slopes NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation , Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.)	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Water-Stained Leaves (B9) ___ High Water Table (A2) ___ Aquatic Fauna (B13) ___ Saturation (A3) ___ Marl Deposits (B15) ___ Water Marks (B1) ___ Hydrogen Sulfide Odor (C1) ___ Sediment Deposits (B2) ___ Oxidized Rhizospheres on Living Roots (C3) ___ Drift Deposits (B3) ___ Presence of Reduced Iron (C4) ___ Algal Mat or Crust (B4) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Iron Deposits (B5) ___ Thin Muck Surface (C7) ___ Inundation Visible on Aerial Imagery (B7) ___ Other (Explain in Remarks) ___ Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Stunted or Stressed Plants (D1) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ Microtopographic Relief (D4) ___ FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C04-n

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Poa pratensis</u>	<u>40</u>	<u>Y</u>	<u>FACU</u>	
2. <u>Bromus arvensis</u>	<u>35</u>	<u>Y</u>	<u>FACU</u>	
3. <u>Equisetum arvense</u>	<u>15</u>	<u>N</u>	<u>FAC</u>	
4. <u>Salix triandra</u>	<u>10</u>	<u>N</u>	<u>FACW</u>	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>100</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
Remarks: (Include photo numbers here or on a separate sheet.) Area periodically mown.				

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0.00</u>	x 1 = <u>0.00</u>
FACW species <u>10.00</u>	x 2 = <u>20.00</u>
FAC species <u>15.00</u>	x 3 = <u>45.00</u>
FACU species <u>75.00</u>	x 4 = <u>300.00</u>
UPL species <u>0.00</u>	x 5 = <u>0.00</u>
Column Totals: <u>100.00</u> (A)	<u>365.00</u> (B)

Prevalence Index = B/A = 3.65

Hydrophytic Vegetation Indicators:

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No

SOIL

Sampling Point: C04-n

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-9	10YR 3/2	100					L	
9-11	7.5YR 4/4	95	7.5YR 4/3	5			SL	
11-24	7.5R 4/4	100						

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)
- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C05-u
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Backslope Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.849887 Long: -87.423930 Datum: WGS84
 Soil Map Unit Name: Summerville loam, 0 to 2 percent slopes NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation , Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No <input checked="" type="checkbox"/> Hydric Soil Present? Yes _____ No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes _____ No <input checked="" type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) Upland	

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply) <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	Secondary Indicators (minimum of two required) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No <input checked="" type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks: Area relatively flat.	

VEGETATION – Use scientific names of plants.

Sampling Point: C05-u

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Poa pratensis</u>	<u>25</u>	<u>Y</u>	<u>FACU</u>	
2. <u>Daucus carota</u>	<u>20</u>	<u>Y</u>	<u>UPL</u>	
3. <u>Trifolium pratense</u>	<u>15</u>	<u>Y</u>	<u>FACU</u>	
4. <u>Lolium perenne</u>	<u>15</u>	<u>Y</u>	<u>FACU</u>	
5. <u>Juncus tenuis</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
6. <u>Lotus corniculatus</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
7. <u>Rubus idaeus</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>100</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
<p>Remarks: (Include photo numbers here or on a separate sheet.)</p>				

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species <u>0.00</u>	x 1 = <u>0.00</u>
FACW species <u>0.00</u>	x 2 = <u>0.00</u>
FAC species <u>15.00</u>	x 3 = <u>45.00</u>
FACU species <u>65.00</u>	x 4 = <u>260.00</u>
UPL species <u>20.00</u>	x 5 = <u>100.00</u>
Column Totals: <u>100.00</u> (A)	<u>405.00</u> (B)

Prevalence Index = B/A = 4.05

Hydrophytic Vegetation Indicators:

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is ≤3.0¹

4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No

SOIL

Sampling Point: C05-u

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-8	10YR 3/2	100					L	
8-13	7.5YR 5/6	100					SL	
13-24	7.5YR 5/4	45	7.5YR 5/8	10			SCL	With gravel
	7.5YR 5/6	45					SCL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (LRR R, MLRA 149B)
- Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- Thin Dark Surface (S9) (LRR R, MLRA 149B)
- Loamy Mucky Mineral (F1) (LRR K, L)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- Coast Prairie Redox (A16) (LRR K, L, R)
- 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- Dark Surface (S7) (LRR K, L)
- Polyvalue Below Surface (S8) (LRR K, L)
- Thin Dark Surface (S9) (LRR K, L)
- Iron-Manganese Masses (F12) (LRR K, L, R)
- Piedmont Floodplain Soils (F19) (MLRA 149B)
- Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes _____ No

Remarks:

No hydric soil indicators observed.

WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: Door County Cherryland Airport City/County: Door County Sampling Date: 2022-10-10
 Applicant/Owner: WisDOT BOA State: Wisconsin Sampling Point: C05-w
 Investigator(s): Kim Kennedy Section, Township, Range: sec 02 T027N R025E
 Landform (hillslope, terrace, etc.): Talf Local relief (concave, convex, none): None Slope (%): 0-2
 Subregion (LRR or MLRA): LRR K, MLRA 95A Lat: 44.849979 Long: -87.424246 Datum: WGS84
 Soil Map Unit Name: Longrie Loam, 0 to 2 percent slopes NWI classification: PEM1C

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> If yes, optional Wetland Site ID: _____
Remarks: (Explain alternative procedures here or in a separate report.) 	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Water-Stained Leaves (B9) <input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<u>Secondary Indicators (minimum of two required)</u> <input type="checkbox"/> Surface Soil Cracks (B6) <input checked="" type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Moss Trim Lines (B16) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input checked="" type="checkbox"/> FAC-Neutral Test (D5)
Field Observations: Surface Water Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): <u>1</u> Saturation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): <u>0</u> (includes capillary fringe)	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available: 	
Remarks:	

VEGETATION – Use scientific names of plants.

Sampling Point: C05-w

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>15</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
	_____ = Total Cover			
Herb Stratum (Plot size: <u>5</u>)				
1. <u>Carex diandra</u>	<u>25</u>	<u>Y</u>	<u>OBL</u>	
2. <u>Poa pratensis</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
3. <u>Salix interior</u>	<u>15</u>	<u>Y</u>	<u>FACW</u>	
4. <u>Salix triandra</u>	<u>15</u>	<u>Y</u>	<u>FACW</u>	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
12. _____	_____	_____	_____	
	<u>75</u> = Total Cover			
Woody Vine Stratum (Plot size: <u>30</u>)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
	_____ = Total Cover			
Remarks: (Include photo numbers here or on a separate sheet.) Periodically mown field.				

Dominance Test worksheet:
 Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)
 Total Number of Dominant Species Across All Strata: 4 (B)
 Percent of Dominant Species That Are OBL, FACW, or FAC: 75.00 (A/B)

Prevalence Index worksheet:
 Total % Cover of: _____ Multiply by: _____
 OBL species 25.00 x 1 = 25.00
 FACW species 30.00 x 2 = 60.00
 FAC species 0.00 x 3 = 0.00
 FACU species 20.00 x 4 = 80.00
 UPL species 0.00 x 5 = 0.00
 Column Totals: 75.00 (A) 165.00 (B)
 Prevalence Index = B/A = 2.2

Hydrophytic Vegetation Indicators:
 1 - Rapid Test for Hydrophytic Vegetation
 2 - Dominance Test is >50%
 3 - Prevalence Index is ≤3.0¹
 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:
Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.
Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.
Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.
Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes No

SOIL

Sampling Point: C05-W

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-18	10YR 3/2	80	10YR 4/6	20			CL	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Dark Surface (S7) (**LRR R, MLRA 149B**)
- Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- Loamy Mucky Mineral (F1) (**LRR K, L**)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- Coast Prairie Redox (A16) (**LRR K, L, R**)
- 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- Dark Surface (S7) (**LRR K, L**)
- Polyvalue Below Surface (S8) (**LRR K, L**)
- Thin Dark Surface (S9) (**LRR K, L**)
- Iron-Manganese Masses (F12) (**LRR K, L, R**)
- Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- Red Parent Material (F21)
- Very Shallow Dark Surface (TF12)
- Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____
Depth (inches): _____

Hydric Soil Present? Yes No

Remarks:

Appendix D

WETS Analysis Worksheet

Project Name: Door County Cherryland Airport
 Project Number: 3001498
 Field delineation: October 10, 2022
 Period of Interest: July - September
 County: Door

Long-term precipitation records (from WETS table)					Site determination				
	Month	3 yrs in 10 less than	Normal	3 yrs in 10 greater than	Site Rainfall (in)	Condition Dry/Normal*/Wet	Condition Value** (A)	Month Weight (B)	Product (A × B)
1st month prior:	September	2.19	3.29	3.94	3.08	Normal	2	3	6
2nd month prior:	August	2.49	3.47	4.11	4.67	Wet	3	2	6
3rd month prior:	July	2.46	3.52	4.18	2.44	Dry	1	1	1
	<i>Sum=</i>	<i>7.14</i>	<i>10.28</i>	<i>12.23</i>	<i>10.19</i>			<i>Sum***=</i>	13

*Normal precipitation with 30% to 70% probability of occurrence

Determination: Wet
 X Normal
 Dry

**Condition Value:

 Dry = 1
 Normal = 2
 Wet = 3

***If sum is:

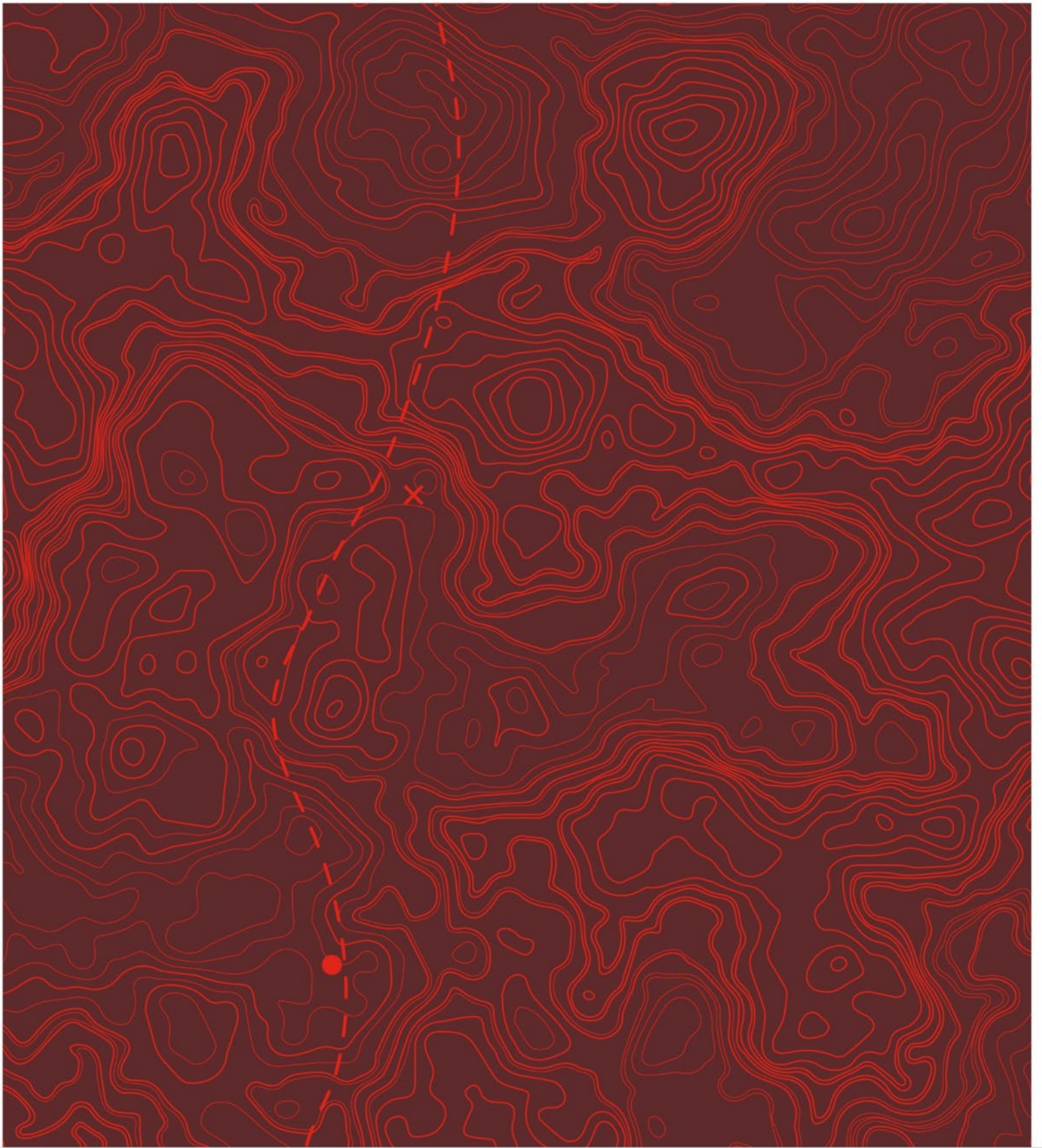
 6 to 9 then period has been drier than normal
 10 to 14 then period has been normal
 15 to 18 then period has been wetter than normal

Precipitation data source:

USDA Field Office Climate Data, WETS Table: STURGEON BAY EXP FARM, WI

Reference:

Donald E. Woodward, ed. 1997. *Hydrology Tools for Wetland Determination*, Chapter 19. Engineering Field Handbook. U.S. Department of Agriculture, Natural Resources conservation Service, Fort Worth, TX.



Westwood

westwoodps.com
(888) 937-5150

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Attachment 8

**Draft Condensed Environmental
Assessment Distribution**

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Draft Condensed Environmental Assessment Distribution Summary

The purpose of the Draft Condensed Environmental Assessment was to consider the economic, social, and environmental effects of the proposed action and its consistency with local planning goals and objectives. This attachment includes responses to comments received on the Preliminary Environmental Assessment through September 25, 2024.

A copy of the Preliminary Environmental Assessment was provided to the agencies/organizations listed in Table A8-1, Agency/Organization Preliminary Environmental Assessment Distribution, on June 7, 2024, an example distribution letter is provided in at the end of this attachment. On June 14, 2024, a notice of availability and a notice of public hearing was published in The Peninsula Pulse regarding the proposed improvements. A public information web site was also established that provided the Draft Condensed Environmental Assessment in a downloadable format. The web site allowed comments to be submitted electronically.

Table A8-1
Agency/Organization Preliminary Environmental Assessment Distribution

Agency	Date Comments Received
Federal Agencies	
United States Department of Agriculture – Natural Resources Conservation Service	None Received
United States Army Corps of Engineers	None Received
United States Department of Housing & Urban Development	None Received
United States Department of Interior – Fish and Wildlife Service	6/12/2024
United States Department of Transportation - Federal Aviation Administration	8/1/2024
United States Environmental Protection Agency	7/15/2024
State Agencies	
Wisconsin Department of Administration – Wisconsin Coastal Management Program	None Received
Wisconsin Department of Natural Resources	7/23/2024
Wisconsin Department of Transportation – Bureau of Aeronautics	None Received
Wisconsin Department of Transportation – Environmental Process & Documentation Section	9/25/2024
Wisconsin Historical Society	None Received
Local Governments/Agencies	
Door County Library	None Received
Door County Cherryland Airport	None Received
Door County Facilities & Parks Department	6/10/2024
Door County Highway Department	None Received

Comments have been broken down into the following categories:

- Comments Received From Agencies
- Comments Received From Public
- Comments Received Electronically

Copies of correspondence and the notice of availability and a notice offering the opportunity of a public hearing have been included at the end of this attachment.

Responses To Comments Received From Agencies

Agency Comment	Project Team Response
Wisconsin Department of Natural Resources – Matthew Schaeve	
<p>I wanted to let you know I was able to download the Preliminary EA successfully, and I'll begin reviewing it soon. I will also be sure to share this the other DNR staff that have been involved with this project, and if we have any comments we'll be sure to share with you prior to 7/25/24.</p>	<p>Comment noted.</p>
<p>I wanted to let you know that I was able to read through the above referenced Environmental Assessment (EA) for the Runway 2/20 and Reconstruction of Taxiway A project (SUE 1002). Overall the EA appears consistent with the summary of the DNR Section 4(f) Concurrence letter which was signed by Potawatomi State Park property manager, Erin Brown Stender, on 6/29/24. I only have a couple of comments on the EA below:</p> <p>Primary Borrow and/or Waste Site – The primary borrow site in the NE corner of the airport property may be overlapping into wetlands, and under the DNR/DOT CoA a selected site (for waste or borrow) can not have additional wetland or waterway impacts. It is unclear based on aerial images and surface water data viewer if this is the case, and selected sites are typically looked at during the ECIP phase of the project. In order to avoid project delays it may be prudent to have a wetland delineation done around the perimeter or the borrow/waste area well in advance of project letting, if that hasn't been done already. Otherwise a closer inspection and/or wetland delineation may be needed closer to construction, after the project is awarded.</p> <p>Park Coordination – As previously discussed, please continue to work with the Potawatomi State Park management and staff with any construction operations that may directly impact them, such as noise issues, tree removal (emphasis on white & red pines), snowmobile trail closures, etc.</p> <p>Otherwise I thought it was a well done, thorough document, and I do not have any other comments.</p>	<p>Thanks again for reviewing the Environmental Assessment (EA) for the Runway 2/20 and Reconstruction of Taxiway A project (SUE 1002).</p> <p>Here is the project team's response to your comments below:</p> <ol style="list-style-type: none"> 1. The proposed project does not anticipate impacting any proposed wetlands located or identified in the borrow area. Attached is a map detailing the previous delineation limits, Wisconsin Wetland Inventory mapping, and soil indicator information. The Final Condensed Environmental Assessment document will include language that no other wetlands will be impacted aside from what is discussed for the RSA grading. As design continues, the project team will coordinate with WDNR to identify any proposed wetlands in the proposed primary borrow site and avoid any impacts, including protection using Erosion Control BMPs. 2. Coordination with Potawatomi State Park management and staff will continue throughout the design and construction process, a commitment to this will be included in the Final Condensed Environmental Assessment.

<i>United States Environmental Protection Agency – Suse LaGory</i>	
Thank you for emailing the EPA Region 5 NEPA team. Your email has been received. If your correspondence is requesting review of a NEPA scoping document or an Environmental Assessment, your project request will be assigned to one of our NEPA staff for review and comment, and our program staff will be in touch. Please note that due to current staffing constraints, not all scoping documents and Environmental Assessments will be reviewed by the Region 5 NEPA program.	Comment noted.
The EPA provided comments focused on project design and alternatives; air quality; wetlands; terrestrial habitat; construction effects; noxious, non-native and invasive species; and energy efficiency and environmental best practices. A copy of the EPA comment letter is included in this attachment.	The project team responded to the EPA comments on August 28, 2024 and incorporated some recommendations into the Final Condensed Environmental Assessment. The project team response is included in this attachment. The EPA did not respond with any additional comments or concerns that were discussed in the August 28, 2024 response letter.
<i>United States Department of Interior – Fish and Wildlife Service – Darin Simpkins</i>	
The Service has no comments at this time.	Comment noted.
<i>Door County Facilities & Parks Department – Wane Spritka</i>	
I have this doc filled with our other program docs for this project. I skimmed it a little and everything seemed to be in order and concise.	Comment noted.
<i>Wisconsin Department of Transportation - Bureau of Technical Services</i>	
The WisDOT Bureau of Technical Services provided comments focused on the project alternatives and descriptions. A copy of the WisDOT Bureau of Technical Services comments is included in this attachment.	The project team responded to the WisDOT Bureau of Technical Services comments on September 30, 2024 and incorporated some recommendations into the Final Condensed Environmental Assessment. The project team response is included in this attachment.

Responses To Comments Received From Public.

No comments received.

Responses To Comments Received Electronically.

No comments received.

Public Notices

continued from page 3

To Whom It May Concern: I hereby certify that Three Gals One Guy LLC (Agent) Stephen J Homan residing in Sturgeon Bay, Door County, Wisconsin, has applied to the Common Council for a Class B Beer, Class C Wine for the period ending June 30, 2025...

APPLICATION FOR LIQUOR LICENSE To Whom It May Concern: I hereby certify that Old Mexico Mexican Bar and Grill (Agent) Veronica Ramirez residing in Sturgeon Bay, Door County, Wisconsin, has applied to the Common Council for a Class B Beer, Class B Liquor for the period ending June 30, 2025...

APPLICATION FOR LIQUOR LICENSE To Whom It May Concern: I hereby certify that Walgreen Co (Agent) Sarah J Olson residing in Sturgeon Bay, Door County, Wisconsin, has applied to the Common Council for a Class A Beer, Class A Liquor for the period ending June 30, 2025...

MINUTES

COMMON COUNCIL May 21, 2024 A meeting of the Common Council was called to order at 6:00 p.m. by Mayor Ward. The Pledge of Allegiance was recited. Roll call: Bacon, Huston, Williams, Gustafson, Naalt, Wiederanders, and Reeths/Nault were present.

- a. Approval of 5/7/24 regular Common Council minutes. b. Place the following minutes on file: 1) Finance/Purchasing & Building Committee - 4/30/24 c. Place the following report on file: (1) Police Department Report - April 2024 d. Consideration of Beverage Operator's license. e. Consideration of Approval of Class B Beer and Class C Wine license for Streamline Solutions. f. Consideration of Approval of Exception to Noise Ordinance for Kenly Gtetz, 1449 Cove Road. g. Consideration of Approval of Sidewalk Cafe Permit for Brick Lot Pub. h. Consideration of Approval of Sidewalk Cafe Permit for Pinky Proffee Coffee. i. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. j. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. k. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. l. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. m. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. n. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. o. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. p. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. q. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. r. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. s. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. t. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. u. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. v. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. w. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. x. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing. y. Consideration of Approval of Sidewalk Cafe Permit for Door County Candy. z. Consideration of Approval of Sidewalk Cafe Permit for Starboard Brewing.

Kirsten Reeths (to replace J. Spooner Gustafson) Carried RECOMMENDATION We, the Finance/Purchasing & Building Committee, hereby recommend to accept the WIPFLI CPAs and Consultants 2023 financial audit report for the City of Sturgeon Bay and place on the agenda the FINANCE/PURCHASING & BUILDING COMMITTEE By: Helen Bacon, Chr. Bacon/Wiederanders to adopt. Carried. Reeths/Gustafson to read in title only and adopt the second reading of ordinance re: Rezone Parcel #091-32-10028000 located at 148 N 8th Place. Carried. Williams/Nault to read in title only and adopt the second reading of ordinance re: Repeal and recreate Section 6.19 of the Municipal Code - Portable Fueling of Watercraft. Carried. Bacon/Gustafson to adopt the resolution supporting defederalization of the DCECD ATTILA MARY PALMER, 4622 MADISON YARDS WAY MADISON, WI 53705 WNAXLX

MUNICIPALITIES

LIQUOR LICENSES

EGG HARBOR

Application for Alcohol License

To Whom It May Concern: I hereby certify that Alpine Resort Acquisition Co LLC d/b/a Alpine Resort, 900 Higginson Ln, Winnetka, IL has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Ashbrooke Door County Inc d/b/a The Ashbrooke Hotel, 7942 State Hwy 42, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Zeus LLC d/b/a Butterscotch Coffee, 4121 Airport Rd. Fish Creek, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Casey's BBQ & Smokehouse, P O Box 611, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Silypants LLC d/b/a Cupola Cafe, 2307 Old Stage Rd, Sister Bay, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Silypants LLC d/b/a Daughters & Co, 2307 Old Stage Rd, Sister Bay, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

and the opportunity to speak with county personnel and their consultant. All interested persons are invited to attend and present concise, relevant oral and written statements concerning the economic, social, and environmental effects of the proposed development and its consistency with goals and objectives of each affected areas land use and planning strategy. Persons with an interest in or knowledge of historical and archaeological resources in the project area developed under this Condensed EA are invited to present such information at the public hearing. Additional written testimony may be filed with the Bureau of Aeronautics, if received within fourteen calendar days after the date of the public hearing. Such testimony should be directed to the following address: WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF AERONAUTICS ATTN: HAZELRY PALMER, 4622 MADISON YARDS WAY MADISON, WI 53705 WNAXLX

MUNICIPALITIES

LIQUOR LICENSES

EGG HARBOR

Application for Alcohol License

To Whom It May Concern: I hereby certify that Alpine Resort Acquisition Co LLC d/b/a Alpine Resort, 900 Higginson Ln, Winnetka, IL has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Ashbrooke Door County Inc d/b/a The Ashbrooke Hotel, 7942 State Hwy 42, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Zeus LLC d/b/a Butterscotch Coffee, 4121 Airport Rd. Fish Creek, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Casey's BBQ & Smokehouse, P O Box 611, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Silypants LLC d/b/a Cupola Cafe, 2307 Old Stage Rd, Sister Bay, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Application for Alcohol License

To Whom It May Concern: I hereby certify that Silypants LLC d/b/a Daughters & Co, 2307 Old Stage Rd, Sister Bay, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025...

Harbor for a Retail a Class 'A' Beer & 'Class A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7784 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Blind Dog Inc. d/b/a Olive Oil Co, P O Box 87 Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Beer & 'Class A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7810 & 7812 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Greens N Grains LLC, P O Box 225, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Beer & 'Class A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7755 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Double J Inc d/b/a Jimmy's, 2167 Scandia Rd, Sister Bay, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor (Wine Only) License to sell for the period ending June 30, 2025, at the premise of 7730 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that MSM Ltd d/b/a Main Street Market, 7770 State Hwy 42, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025, at the premise of 7770 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mazzeanine EH LLC, P O Box 329, Wausau, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class B' Liquor License to sell for the period ending June 30, 2025, at the premise of 7821 Horseshoe Bay Rd, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Newport Resort and Association, 7888 Church St, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7888 Church St, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Riverstone Soap Co. LLC d/b/a Riverstone Boutique & Wine, 5753 State Hwy 42 Unit H-32, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7828 State Hwy 42 Unit 14, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mojo Enterprises LLC d/b/a Salutes, P O Box 648, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor (Wine Only) License to sell for the period ending June 30, 2025, at the premise of 7778 State Hwy 42,

Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Conch Co Inc d/b/a Shipwrecked Brew Pub, P O Box 87, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class B' Liquor License to sell for the period ending June 30, 2025, at the premise of 7791 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that The Orchards at Egg Harbor LLC, 8125 Heritage Lake Rd, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class B' Liquor License to sell for the period ending June 30, 2025, at the premise of 8125 Heritage Lake Rd, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mojo Enterprises LLC d/b/a Village Cafe, P O Box 440, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025, at the premise of 7918 State Hwy 42, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mojo Enterprises III LLC d/b/a Villages, P O Box 698, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor License to sell for the period ending June 30, 2025, at the premise of 4655 County Rd E, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mazzeanine EH LLC, P O Box 329, Wausau, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class B' Liquor License to sell for the period ending June 30, 2025, at the premise of 7821 Horseshoe Bay Rd, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Newport Resort and Association, 7888 Church St, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7888 Church St, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Riverstone Soap Co. LLC d/b/a Riverstone Boutique & Wine, 5753 State Hwy 42 Unit H-32, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'A' Liquor License to sell for the period ending June 30, 2025, at the premise of 7828 State Hwy 42 Unit 14, Egg Harbor, WI. Dated: June 14, 2024 Lynn K. Ohnesorge Clerk-Treasurer WNAXLX

Application for Alcohol License

To Whom It May Concern: I hereby certify that Mojo Enterprises LLC d/b/a Salutes, P O Box 648, Egg Harbor, WI, has applied to the Village of Egg Harbor for a Retail a Class 'B' Beer & 'Class C' Liquor (Wine Only) License to sell for the period ending June 30, 2025, at the premise of 7778 State Hwy 42,

LIBERTY GROVE

TOWN OF LIBERTY GROVE Ordinances 4-24, 5-24, 8 & 6-24 Please be advised that the Town of Liberty Grove has enacted Ordinance 4-24: "Appointment of Alternate Members to the Board of Review." Ordinance 5-24, "Adopting Notice of Records Access," and Ordinance 6-24, "To Direct Refunding of Held Impact Fees." The full text of these ordinances may be obtained at the Town office at 11161 Old Stage Road Monday-Friday during normal office hours or on the town's website, www.libertygrove.gov. For additional information contact the Town office at 920-854-2934, Pamela Donart-Welcomes, Clerk/Treasurer WNAXLX

PUBLIC HEARING NOTICES

EGG HARBOR

PUBLIC HEARING NOTICE VILLAGE OF EGG HARBOR PLAN COMMISSION TUESDAY, JUNE 25TH, 2024 -1:00 PM.

PAUL J. BERTSCHINGER COMMUNITY CENTER 7860 5TH 42 EGG HARBOR, WI 54209 Members of the public may also join the meeting by video conference: https://libertygovegaharbor.zoom.us/j/850251514867291?pwd=Slh0YUoGaFh0eWp1dUk5d0ZlMzR1dDZkdz09

MEMBERS OF THE PUBLIC WITH LIMITED INTERNET ARE ENCOURAGED TO DIAL IN.

Call in Number: 312 826 6199 Meeting ID: 850 2515 1486

TO WHOM IT MAY CONCERN:

Notice is hereby given that at 1:00 P.M. on Tuesday, June 25th, 2024 the Village Plan Commission of the Village of Egg Harbor will hold a public hearing at the Paul J Bertschinger Community Center 7860 5TH 42 Egg Harbor, WI 54209 and on the Zoom meeting ID 850 2515 1486 to receive testimony from the public on the conditional use permit application filed by Dale Hanke. Said conditional use permit application pertains to property located at 7941 White Cliff Road in the Village of Egg Harbor, (Tax Parcel Numbers: 1801254602512L, 1180124302614F, 1180124302614G, & 1180124302614H) which is located in the Village's R-1 Residential Zoning District. Said application is required per Chapter 152 Zoning of the Village of Egg Harbor Municipal Code per section § 152.010 Use Requirements (C) Conditional Uses, (4) More than one principal structure per parcel. The applicant plans to combine parcels, in which two single family homes currently exist. All interested parties are invited to give testimony either in person or on zoom. In person testimony will be received first followed by those testifying by zoom. Members of the public testifying by zoom will need to do so using the video option. Deliberations will be made by the Village Plan Commission at their regular public meeting on June 25th, 2024, immediately following this public hearing. Dated June 6th, 2024 WNAXLX

SISTER BAY

PLAN COMMISSION PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN that the Sister Bay Plan Commission will hold a Public Hearing on Wednesday, June 26, 2024, at 5:30 PM at the Sister Bay-Liberty Grove Fire Station, Large Meeting Room, 2258 Mill Rd., Sister Bay, for the purpose of considering two ordinances: adopting two moratoriums. MORATORIUM 1 The Village proposes a six-month moratorium on accepting and processing all land use applications required under Chapter 66, Zoning, of the Municipal Code, that would also require the approval of a Development Agreement, in the Downtown Business (B-3) zoning district. The purpose of the moratorium is to allow the village adequate time to review the height limitations in the B-3 district and determine if they should be revised, draft regulations, attend public hearings and meetings on any proposals. MORATORIUM 2 The Village proposes a six-month moratorium on accepting and processing all land use applications required under Chapter 66, Zoning, of the Municipal Code, that would also require the approval of a Development Agreement, in that portion of the Downtown Business Transition (B-2) zoning district located west of Bay Shore Drive. The purpose of the moratorium is to allow the village adequate time to

ORDINANCES

GIBRALTAR

Please take notice that the Town of Gibraltar enacted Ordinance No. 2024-04, Waterfowl Feeding Prohibited, on June 5, 2024. The ordinance is to protect the public health, welfare, peace, and safety of its citizens. Feeding of migratory and non-migratory waterfowl poses a threat to the public health and the environment because such feeding attracts large numbers of waterfowl whose droppings pollute surface waters and contain pathogens that can cause intestinal disorders and respiratory problems in persons frequenting the areas. The ordinance establishes general rules and regulations, fees for non-compliance and provides for public safety in the Town of Gibraltar. The ordinance shall repeal and replace any Ordinance(s) in whole or part, or any other Ordinance(s) contradicting this ordinance. The full text of Ordinance 2024-04 may be obtained at the Town Clerk's Office at 4097 Main St Fish Creek, WI or through the Town's website: www.gibraltartown.gov. For additional information contact the Town Clerk, Laura Reetz at 920-868-1714. WNAXLX

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Wisconsin Department Of Transportation
Bureau Of Aeronautics
4822 Madison Yards Way
Madison, Wi 53705

Being duly sworn, doth depose and say that she/he is an authorized representative of the Peninsula Pulse, a newspaper published in Baileys Harbor, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:

Total cost of ad(s): \$90.68 (Public notice-Cherryland Airport, Sturgeon Bay)
Published Date(s): 06/14/24

(Signed)  (Date) 6/14/24
Office Representative

Signed and sworn before me



My commission expires 5/12/27

KATHRYN SHANKS
Notary Public, State of Wisconsin

June 7, 2024

Darin Simpkins
U.S. Fish and Wildlife Service Area Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Via Electronic Mail Only to darin_simpkins@fws.gov

**Re: Door County Cherryland Airport, Sturgeon Bay, Wisconsin
Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A
Preliminary Condensed Environmental Assessment**

Dear Darin Simpkins:

The Door County Cherryland Airport, in cooperation with the Federal Aviation Administration and the Wisconsin Department of Transportation Bureau of Aeronautics, is soliciting comments on a Preliminary Condensed Environmental Assessment for a proposed rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A project.

Enclosed for your review and comment is a copy of the Preliminary Condensed Environmental Assessment. We are requesting that you submit your comments on the Preliminary Condensed Environmental Assessment to Mallory Palmer, WisDOT Bureau of Aeronautics, 4822 Madison Yards Way, 5th Floor South, Madison, WI 53705 or DOTBOAEnvironmental@dot.wi.gov by July 25th, 2024, so that they may be incorporated into the Final Environmental Assessment. If comments are not received by this date, it will be assumed that you have no comments.

A Notice of Public Hearing and Notice of Availability of the Preliminary Condensed Environmental Assessment for the proposed project will be published in the *Door County Pulse*.

If you have any questions or would like a paper copy of the Preliminary Environmental Assessment mailed, please contact Kaitlyn Wehner at 920-830-6183 or at Kaitlyn.Wehner@westwoodps.com.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES, INC.



Stephanie Senst
Airport Engineer

cc: Craig Ross, Door County Cherryland Airport (via email)
Austin Levin, WisDOT Bureau of Aeronautics (via email)
Mallory Palmer, WisDOT Bureau of Aeronautics (via email)
Kaitlyn Wehner, Westwood (via email)

Kaitlyn Wehner

From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Monday, June 10, 2024 1:14 PM
To: Stephanie Senst
Cc: Craig Ross (cross@co.door.wi.us); DOT BOA Environmental; Levin, Austin T - DOT; Kaitlyn Wehner
Subject: RE: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hello Stephanie,

I wanted to let you know I was able to download the Preliminary EA successfully, and I'll begin reviewing it soon. I will also be sure to share this the other DNR staff that have been involved with this project, and if we have any comments we'll be sure to share with you prior to 7/25/24.

Thank you,

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: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, June 7, 2024 1:42 PM
To: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Cc: Craig Ross (cross@co.door.wi.us) <cross@co.door.wi.us>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Kaitlyn Wehner <Kaitlyn.Wehner@westwoodps.com>
Subject: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Hi Matt,

Since you have been the main point of contact for coordination with Potawatomi State Park, we anticipate that you will share following information with their staff if needed.

The Door County Cherryland Airport, in cooperation with the Federal Aviation Administration and the Wisconsin Department of Transportation Bureau of Aeronautics, is soliciting comments on a Preliminary Condensed Environmental Assessment for a proposed rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A project. Additional information can be found in the attached correspondence.

A PDF copy of the Preliminary Condensed Environmental Assessment can be downloaded from the project website link:

[Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2-20 and Taxiway A.pdf \(westwoodps.com\)](#).

If you would prefer a paper copy, please let me know and one will be mailed to you. If you have any questions, please contact Kaitlyn Wehner at 920-830-6183 or at kaitlyn.wehner@westwoodps.com.

Have a great weekend!

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128

main (920) 735-6900

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

Kaitlyn Wehner

From: Kaitlyn Wehner
Sent: Wednesday, August 14, 2024 12:11 PM
To: Palmer, Mallory K - DOT; Schaeve, Matthew D - DNR
Cc: Levin, Austin T - DOT; Messina, Matthew R - DOT; Stephanie Senst
Subject: RE: Comments on Preliminary Condensed EA - Door County Cherryland Airport - Runway 2/20
Attachments: WI Wetland Inventory_SUE Borrow Site.pdf

Thank you, Mallory and Matt!

Mallory, you are correct the future design plans will show the avoidance and protection of wetlands in the proposed borrow area as shown in the map provided (attached for reference). Please let us know if you have any other questions or concerns! We will continue coordinating through Mallory and the BOA as plans are developed.

Thank you,
Kaitlyn

Kaitlyn Wehner

Airport Engineer
kaitlyn.wehner@westwoodps.com

main (920)-735-6900
office (920)-830-6183
cell (920)-238-1164

Westwood
1 Systems Drive
Appleton, WI 54914

westwoodps.com
(888) 937-5150

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Friday, August 9, 2024 8:54 AM
To: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Cc: Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Kaitlyn Wehner <Kaitlyn.Wehner@westwoodps.com>
Subject: RE: Comments on Preliminary Condensed EA - Door County Cherryland Airport - Runway 2/20

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Thanks Ma4,

You are correct, that horseshoe area is a wetland but is truncated due to the delineation area. Thanks for sharing the latest WWI information that shows where that wetland extends to in the area.

The borrow area shown in the EA drawings does overlap that wetland, but that area will be avoided and BMPs will be used to protect it. This information is detailed in the final version of the EA. Kaitlyn – do you have anything to add here? Will this be reflected in future plan sets (design phase)?

Best,

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



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

Sent: Thursday, August 8, 2024 3:59 PM

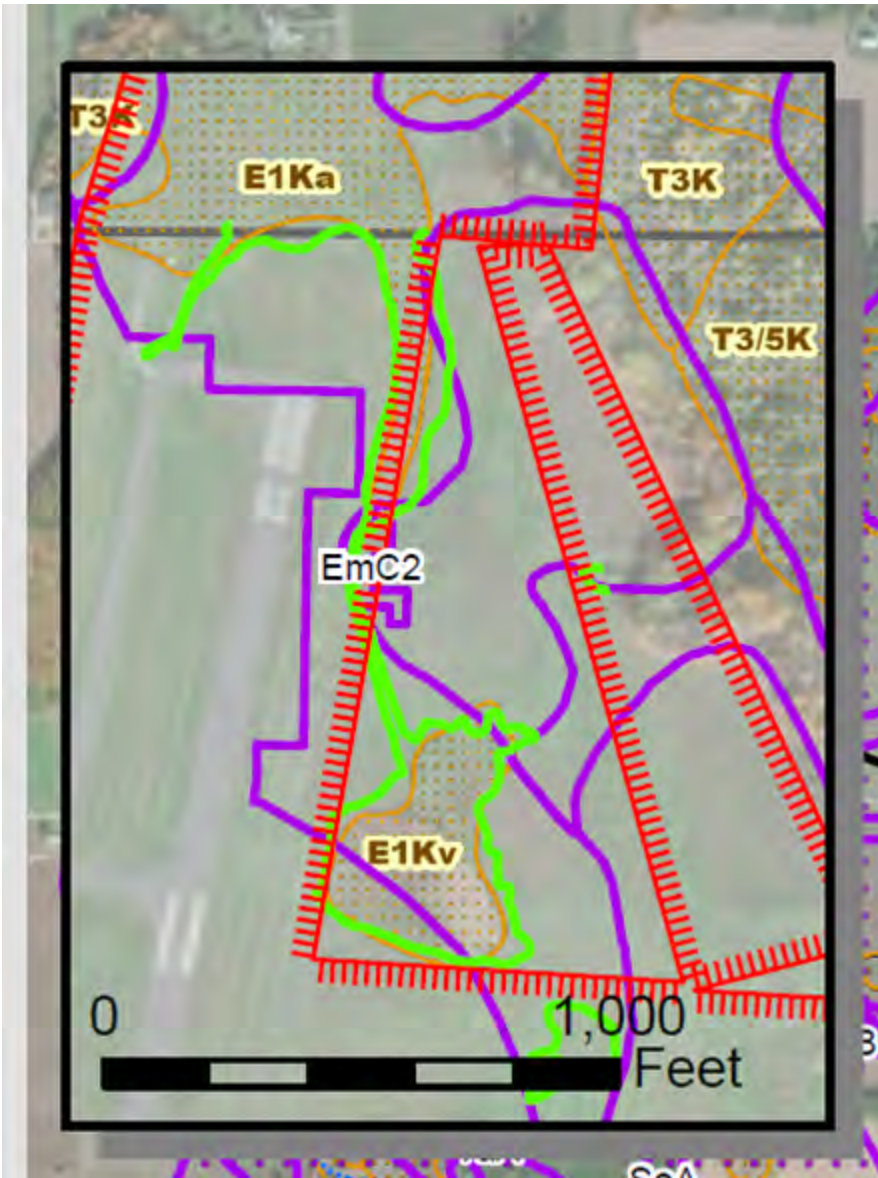
To: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>

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

Subject: RE: Comments on Preliminary Condensed EA - Door County Cherryland Airport - Runway 2/20

Mallory,

That all sounds good to me. I do have one question though on the attached APE image. There is a small area of wetland delineation lines (green) within the APE for the primary borrow site, which looks like a small horseshoe shape. Is that a formatting glitch, or is that actually wetland? If it is wetland, does it extend? If so, the borrow area would need to be modified to avoid impacts to that area. I also attached a map from our new Wisconsin Wetland Inventory (new mapping effort by DNR), because Door County was the first county to be completed. It actually matches up close to the on-the-ground delineation, but both are showing small wetland area within the primary borrow site. Might need a closer look, or maybe you can confirm with the delineation.



Thank you,

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

Sent: Tuesday, August 6, 2024 1:14 PM

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

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

Subject: RE: Comments on Preliminary Condensed EA - Door County Cherryland Airport - Runway 2/20

Hi Ma4,

Thanks again for reviewing the Environmental Assessment (EA) for the Runway 2/20 and Reconstruction of Taxiway A project (SUE 1002).

Here is the project team’s response to your comments below:

1. The proposed project does not anticipate impacting any proposed wetlands located or identified in the borrow area. Attached is a map detailing the previous delineation limits, Wisconsin Wetland Inventory mapping, and soil indicator information. The Final Condensed Environmental Assessment document will include language that no other wetlands will be impacted aside from what is discussed for the RSA grading. As design continues, the project team will coordinate with WDNR to identify any proposed wetlands in the proposed primary borrow site and avoid any impacts, including protection using Erosion Control BMPs.
2. Coordination with Potawatomi State Park management and staff will continue throughout the design and construction process, a commitment to this will be included in the Final Condensed Environmental Assessment.

If you have any additional concerns or questions, please let me know!

Best,
Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics
malloryk.palmer@dot.wi.gov | 608.261.5861



From: Schaeve, Matthew D - DNR <Matthew.Schaeve@wisconsin.gov>
Sent: Tuesday, July 23, 2024 9:53 AM
To: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Cc: DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>
Subject: Comments on Preliminary Condensed EA - Door County Cherryland Airport - Runway 2/20

Good afternoon Mallory,

I wanted to let you know that I was able to read through the above referenced Environmental Assessment (EA) for the Runway 2/20 and Reconstruction of Taxiway A project (SUE 1002). Overall the EA appears consistent with the summary of the DNR Section 4(f) Concurrence letter which was signed by Potawatomi State Park property manager, Erin Brown Stender, on 6/29/24. I only have a couple of comments on the EA below:

Primary Borrow and/or Waste Site – The primary borrow site in the NE corner of the airport property may be overlapping into wetlands, and under the DNR/DOT CoA a selected site (for waste or borrow) can not have additional wetland or waterway impacts. It is unclear based on aerial images and surface water data viewer if this is the case, and selected sites are typically looked at during the ECIP phase of the project. In order to avoid project delays it may be prudent to have a wetland delineation done around the perimeter or the borrow/waste area well in advance of project letting, if that hasn’t been done already. Otherwise a closer inspection and/or wetland delineation may be needed closer to construction, after the project is awarded.

Park Coordination – As previously discussed, please continue to work with the Potawatomi State Park management and staff with any construction operations that may directly impact them, such as noise issues, tree removal (emphasis on white & red pines), snowmobile trail closures, etc.

Otherwise I thought it was a well done, thorough document, and I do not have any other comments.

Thank you,

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



dnr.wi.gov



Kaitlyn Wehner

From: EPA Region 5 NEPA Program <R5NEPA@epa.gov>
Sent: Friday, June 7, 2024 3:20 PM
To: Stephanie Senst
Subject: Automatic reply: Preliminary Condensed Environmental Assessment - Door County
Cherryland Airport Runway 2/20 & Taxiway A

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Thank you for emailing the EPA Region 5 NEPA team. Your email has been received.

If your correspondence is requesting review of a NEPA scoping document or an Environmental Assessment, your project request will be assigned to one of our NEPA staff for review and comment, and our program staff will be in touch.

Please note that due to current staffing constraints, not all scoping documents and Environmental Assessments will be reviewed by the Region 5 NEPA program.

Thanks for contacting us.

-The EPA Region 5 NEPA team

<https://www.epa.gov/nepa/forms/contact-us-about-national-environmental-policy-act>

Kaitlyn Wehner

From: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>
Sent: Monday, July 15, 2024 8:28 AM
To: Emma.A.Lienau@faa.gov; Kaitlyn Wehner
Cc: Bobb.Beauchamp@faa.gov; 'ARP-AGL-CHI-ADO-EPS-Team'; Levin, Austin T - DOT; Stephanie Senst
Subject: FW: Door County Cherryland Airport Rehabilitation and Improvements
Attachments: EPA comments - Cherryland Airport EA 070824.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Mallory K. Palmer

Aeronautical Environmental Coordinator

Wisconsin Department of Transportation | Bureau of Aeronautics

malloryk.palmer@dot.wi.gov | 608.261.5861



From: La Gory, Suse (she/her/hers) <Lagory.Susanna@epa.gov>
Sent: Monday, July 15, 2024 8:26 AM
To: Bobb Beauchamp (bobb.beauchamp@faa.gov) <bobb.beauchamp@faa.gov>
Cc: Palmer, Mallory K - DOT <malloryk.palmer@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>
Subject: Door County Cherryland Airport Rehabilitation and Improvements

**CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good morning,

Please see the attached letter for EPA's comments regarding the above-mentioned project, and let me know if you have any questions or comments.

Please send electronic copies of future NEPA documents pertaining to this project, including the FONSI, to R5NEPA@epa.gov.

Thank you,
Suse

Suse LaGory (she/her/hers) | NEPA Reviewer
Environmental Justice, Community Health, and Environmental Reviews Division
U.S. Environmental Protection Agency | Region 5

EPA Comments

77 W Jackson Blvd (RM-19J), Chicago, IL

Email: LaGory.Susanna@epa.gov | Phone: (312) 886-5253



REGION 5

CHICAGO, IL 60604

July 8, 2024

VIA ELECTRONIC MAIL ONLY

Bobb Beauchamp
Federal Aviation Administration
Chicago Airports District Office, CHI-ADO-600
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: EPA Comments – Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A; Cherryland Airport, Sturgeon Bay, Door County, Wisconsin

Dear Mr. Beauchamp:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Aviation Administration's (FAA) Draft Environmental Assessment (Draft EA) dated June 7, 2024, concerning the above-mentioned project. This letter provides EPA's comments, pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The Door County Cherryland Airport (Airport), owned and maintained by Door County, is situated approximately one mile west of the City of Sturgeon Bay, Wisconsin, and adjacent to the south of Potawatomi State Park (State Park). The existing airfield configuration consists of two runways – Runway 2/20 (4,599 feet long and 75 feet wide) and Runway 10/28, which serves as a crosswind runway (3,200 feet long and 75 feet wide). The Draft EA indicates the proposed improvements are necessary to address deteriorating airfield pavements and airfield compliance issues and to improve airfield safety for future use.

The Draft EA identifies the following key components of the Preferred Alternative:

- rehabilitating and partially reconstructing Runway 2/20, Taxiway A, and associated connectors;
- rehabilitating service roads for the Automated Weather Observing System and primary wind cone;
- replacing runway and taxiway lighting, obstruction lighting, and other navigational aids;
- replacing the airfield electrical vault;
- grading and improving Runway Safety Area (RSA) to meet FAA standards;
- selective tree clearing to remove 10 acres of obstructions; and

- creating borrow/waste sites for grading fill material.

Other alternatives were investigated, including a No Action alternative. The Action alternatives considered multiple variations to both the RSA grading and obstruction removal components of the proposed project. These alternatives were removed from consideration because they either did not satisfy the project's purpose and need or would result in non-compliance with FAA safety standards.

EPA's detailed comments on the Draft EA are enclosed with this letter and focus on project design and alternatives; air quality; wetlands; terrestrial habitat; construction effects; noxious, non-native and invasive species; and energy efficiency and environmental best practices.

Thank you for the opportunity to review and provide comments on this project. When the NEPA documentation is finalized, please notify our office electronically at R5NEPA@epa.gov. If you have any questions about this letter, please contact the lead NEPA Reviewer, Suse LaGory (she/her), via email at lagory.susanna@epa.gov or by phone at 312-886-5253.

Sincerely,

Krystle Z. McClain, P.E.
NEPA Program Supervisor
Environmental Justice, Community Health, and Environmental
Review Division

Enclosures:

EPA's Detailed Comments
Construction Emission Control Checklist

CC: Austin Levin, WisDOT BOA (austin.levin@dot.wi.gov)
Mallory Palmer, WisDOT BOA (malloryk.palmer@dot.wi.gov)

EPA's Detailed Comments

Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A;
Cherryland Airport, Sturgeon Bay, Door County, Wisconsin

July 8, 2024

1. **PROJECT DESIGN / ALTERNATIVES**

- A. As indicated by the cumulative impacts analysis in the Draft EA, rehabilitation of taxilanes is a reasonably foreseeable future improvement to the Airport. It does not appear that rehabilitation of taxilanes is included in this project.

Recommendations for FAA before finalizing the NEPA document:

1. Explain why rehabilitation of taxilanes was not included as a component of the proposed rehabilitation project.
- B. Figure 14 in the Draft EA depicts the proposed RSA modifications and grading limits from the Preferred Alternative. It appears that approximately 2/3 of the proposed grading limit is outside of the RSA in an area that is both delineated wetland and Section 4(f) designated land.

Recommendations for FAA before finalizing the NEPA document:

1. Justify the need to affect this area and explain why this particular design was selected for the proposed project. We acknowledge the area of wetland loss is relatively small (0.05 acres) but recommend clarifying why the entire area shown in Figure 14 needs to be affected to create an FAA-compliant RSA.

2. **AIR QUALITY**

- A. The Draft EA indicates that the primary effects on air quality will be short-term emissions from construction equipment, and contractors will be required to prevent fugitive dust from leaving the project area.

Recommendations before finalizing the NEPA document:

1. Commit to including applicable measures identified in the enclosed Construction Emission Control Checklist to reduce air quality effects.

3. **WETLANDS**

- A. The RSA grading work proposed in the Preferred Alternative will result in permanent fill of approximately 0.05 acres of wetland on the airport property.

Recommendations for FAA before finalizing the NEPA document:

1. Include information on the habitat type present in the wetland area slated to be filled (e.g., forested, shrub/scrub, etc.); and

2. Include information on wetland mitigation decisions (e.g., location of Wetland Mitigation Bank, mitigation ratio, etc.) if available at the time of publishing the Final EA or Finding of No Significant Impact (FONSI).

4. **TERRESTRIAL HABITAT**

- A. The obstruction removal plan described in the Draft EA indicates that trees will be selectively cleared to 1 foot above ground level within a 10-acre area of the Airport's easement within the State Park.

Recommendations for FAA before finalizing the NEPA document:

1. Please clarify if the yellow polygons in Figure 17 denote trees that protrude into the Runway Protection Zone and will, therefore, be selected for clearing;
2. Provide details about the trees planned for clearing (e.g., quantity, species);
3. Consider committing to voluntary tree mitigation on a one-to-one basis for native trees removed during construction. Consultation with the Wisconsin Department of Natural Resources or local park districts would likely provide options for tree planting; and
4. Describe how cleared trees will be disposed of if they are not chipped; and
5. Consider committing to alternative beneficial reuse of timber from cleared trees (e.g., repurpose for firewood in the State Park campground).

5. **CONSTRUCTION EFFECTS**

- A. The Draft EA indicates that construction for the proposed project will be completed in three phases (obstruction removal, runway and taxiway improvements, RSA grading) across multiple years.

Recommendations for FAA before finalizing the NEPA document:

1. Describe how construction will affect regular airport operations, including anticipated timing and duration of airport closures;
2. Include information regarding where inbound planes will be rerouted for landing during Airport or runway closures;
3. If inbound traffic will be rerouted to another airport, please describe anticipated effects to said airport and indicate whether or not there is capacity to support the additional air traffic; and
4. Describe communication plans for providing updates to the public and Airport users regarding any facility closures or anticipated changes to air traffic.

6. **NOXIOUS, NON-NATIVE, AND INVASIVE SPECIES**

- A. The summary of mitigation measures in the Draft EA includes a discussion of invasive species risk and prevention measures relevant to the proposed project.

Recommendations for FAA before finalizing the NEPA document:

1. Commit to adopting best management practices (BMPs) for preventing the spread of the invasive Emerald Ash Borer beetle included in the Draft EA;
2. Consider the potential for invasive species in soils from the designated borrow areas and commit to applicable BMPs to prevent accidental spread of non-native or invasive species carried in soils; and
3. Explain how acreage that will be selectively cleared will be stabilized to prevent erosion and the encroachment of opportunistic non-native invasive species.

7. **ENERGY EFFICIENCY AND ENVIRONMENTAL BEST PRACTICES**

- A. Energy efficient design and material selection could reduce operations costs and promote a high-quality work environment, while also better protecting the environment. The Draft EA indicates that runway connectors will be rehabilitated as part of the proposed project.

Recommendations for FAA before finalizing the NEPA document:

1. Consider committing to the following:
 - a) Rehabilitating runway connectors using permeable pavement or porous pavers to reduce runoff;
 - b) Replacing raw materials with recycled materials for infrastructure components. Options include, but are not limited to:
 1. Using recycled materials to replace carbon-intensive Portland Cement in concrete as “supplementary cementitious material;” and
 2. Using recycled materials in pavement applications, such as crushed recycled concrete, recycled asphalt pavement, etc. Also, in some circumstances, demolished onsite asphalt can be re-used (e.g., cold in-place recycling or full depth reclamation).

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ We recommend FAA consider the following protective measures and commit to applicable measures in the Final EA.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary

¹ Benbrahim-Tallaa, L, Baan, RA, Grosse, Y, Lauby-Secretan, B, El Ghissassi, F, Bouvard, V, Guha, N, Loomis, D, Straif, K & International Agency for Research on Cancer Monograph Working Group (2012). Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. *The Lancet. Oncology*, vol. 13, no. 7, pp. 663-4. Accessed online from:

https://kclpure.kcl.ac.uk/portal/files/6492297/coverBenbrahim_Tallaa_2012_Lancet_Oncology.pdf

² <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>

³ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

Kaitlyn Wehner

From: Lienau, Emma A (FAA) <Emma.A.Lienau@faa.gov>
Sent: Wednesday, August 28, 2024 4:45 PM
To: La Gory, Suse (she/her/hers); McClain, Krystle
Cc: Messina, Matthew R - DOT; Palmer, Mallory K - DOT; Kaitlyn Wehner; 'ARP-AGL-CHI-ADO-EPS-Team'
Subject: EPA Comments – Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A; Cherryland Airport, Sturgeon Bay, Door County, Wisconsin
Attachments: EA - SUE RWY 2-20 -EPA Response Letter_20240828_Signed.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Good afternoon,
Thank you for your comments on the Draft Environmental Assessment for the Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A at the Cherryland Airport in Door County, Wisconsin. Attached I have provided a response letter for your review. If you have any questions or concerns we ask that you respond within 14 calendar days.

Thank you.

Respectfully,
Emma Lienau, R.G.
(Registered Professional Geologist in MO)
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
O: 847-294-7551
Emma.A.Lienau@faa.gov



U.S. Department
of Transportation
**Federal Aviation
Administration**

Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018
Phone: (847) 294-7336
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August 28, 2024

Suse LaGory
Lead NEPA Reviewer
US EPA Region 5
77 W. Jackson Blvd
Chicago, IL 60604

RE: EPA Comments – Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A; Cherryland Airport, Sturgeon Bay, Door County, Wisconsin

Dear Ms. LaGory:

Thank you for your review and detailed comments on the Draft Condensed Environmental Assessment for the Proposed Rehabilitation/Partial Reconstruction of Runway 2/20 and Reconstruction of Taxiway A at the Door County Cherryland Airport. Your comments focused on project design and alternatives; air quality; wetlands; terrestrial habitat; construction effects; noxious, non-native and invasive species; and energy efficiency and environmental best practices. Below is a summary of how and where the recommendations provided by the EPA will be incorporated into the Final Condensed Environmental Assessment. If you have any questions or concerns, please respond within 14 calendar days upon receipt of this letter.

1. Project Design / Alternatives

A. *EPA Recommendation: “Explain why rehabilitation of taxilanes was not included as a component of the proposed rehabilitation project.”*

FAA Response: Currently, there is not a need for the rehabilitation of the taxilanes however the pavement condition will need to be addressed in the foreseeable future, and is included on the Airport Capital Improvement Plan (CIP) for future construction. The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Cumulative Impacts section:

“Future improvements to the Airport would be related to meeting the needs of the users and surrounding community. These improvements are anticipated to take place on existing Airport property. Potential upcoming projects include:

- Rehabilitation of taxilanes. **Currently, there is not a need for the rehabilitation of the taxilanes however the pavement condition will need to be addressed in the foreseeable future, and is included on the Airport Capital Improvement Plan (CIP) for future construction.**
- This proposed Runway 2/20 and Taxiway A rehabilitation and partial reconstruction project.”

B. *EPA Recommendation: “Justify the need to affect this area and explain why this particular design was selected for the proposed project. We acknowledge the area of wetland loss is relatively small (0.05 acres) but recommend clarifying why the entire area shown in Figure 14 needs to be affected to create an FAA-compliant RSA.”*

FAA Response: The additional grading outside of the RSA is shown to gradually tie-in the proposed future ground elevation to the existing ground elevation. Currently depicted is a 5:1 or 20% slope which is beneficial for future maintenance, constructability, and slope stability. The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Proposed Action section:

“IMPROVE RSA TO MEET FAA STANDARDS:

This proposed project includes improving the RSA to meet current FAA standards. To meet current FAA standards for **maximum allowable slopes in 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 grading includes raising the existing ground elevation to meet FAA maximum slope standards. Grading beyond the limits of the RSA needed tie-in the raised RSA ground elevation to the existing turf that is not being disturbed. For future maintenance, constructability, and slope stability a 5:1 or 20% slope in tie-in areas is anticipated.** Once the proposed project is complete, the area would be restored. **Preliminary plans, as shown in Figure 14 and Figure 15 display the anticipated grading limits within Potawatomi State Park.”**

2. Air Quality

A. *EPA Recommendation: “Commit to including applicable measures identified in the enclosed Construction Emission Control Checklist to reduce air quality effects”*

FAA Response: The Construction Emission Control Checklist was reviewed. The Final Condensed Environmental Assessment includes recommendations as practicable in the Construction Impacts and Permits/Mitigation sections. Examples of such recommendations for BMPs include requiring compliance with all applicable local, state, and federal laws and regulations, minimizing fugitive dust by watering or other approved measures, and limiting the speeds of equipment.

3. Wetlands

A. *EPA Recommendation: “Include information on the habitat type present in the wetland area slated to be filled (e.g., forested, shrub/scrub, etc.)”*

FAA Response: The proposed fill area of 0.05 acres is within the Westwood Wetland Delineation limits and included in Wetland C01 with an identified wetland plant community of Meadow (M). The Final Condensed Environmental Assessment displays the above information in “Table 3” of the Wetland section. The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Wetlands section:

“The proposed project would have approximately 0.05 acres of anticipated permanent wetland fill impacts. **Specifically, the permanent wetland impacts would occur in Delineated Wetland C01 and have been identified as a Meadow Wetland Plan Community as shown in Table 3.** No permanent impacts are associated with the proposed tree clearing as no grubbing operations are proposed with the project. The majority of these wetland impacts would occur on Airport property; however, some wetland impacts also occur off Airport property. There are no anticipated temporary impacts associated with selective tree clearing due to the proposed project work scheduled to occur with winter operations.”

B. EPA Recommendation: “Include information on wetland mitigation decisions (e.g., location of Wetland Mitigation Bank, mitigation ratio, etc.) if available at the time of publishing the Final EA or Finding of No Significant Impact (FONSI).”

FAA Response: Preliminary coordination with the WDNR Regional Environmental Coordinator was initiated. A draft Wetland Impact Tracking Form was provided to coordinate potential wetland mitigation bank and mitigation ratios, this documentation is included in the Final Condensed Environmental Assessment. The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Wetland section:

“As noted in the WDNR Initial Review Letter in Attachment 2, further coordination with WDNR to determine mitigation ratios and specific WisDOT wetland mitigation bank information would need to be completed later in the proposed project design process. Typically, a 1:1 mitigation ratio for unavoidable wetland losses is assigned at the nearest WisDOT wetland mitigation bank with a similar wetland community type using the Wetland Impact Tracking Form. **Preliminary coordination with the WisDOT Regional Environmental Coordinator was initiated. The coordinator was provided a preliminary Wetland Impact Tracking Form identifying the potential impacts and request for reserving wetland credit areas near the project area. On August 12, 2024, the preliminary Wetland Impact Tracking Form was approved indicating a preliminary debit ratio of 1.00 for mitigated Meadow wetlands. The preliminary form indicates wetland credits being debited to the Peshtigo Brook – Phase 1 mitigation bank. Final credit determination will be obtained later in the proposed project design process. (See Appendix 2 – Preliminary Coordination Documentation, WisDOT REC Correspondence)”**

4. Terrestrial Habitat

A. EPA Recommendation: “Please clarify if the yellow polygons in Figure 17 denote trees that protrude into the Runway Protection Zone and will, therefore, be selected for clearing.

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by modifying the below red text of the Proposed Action, Obstruction Removal section:

“OBSTRUCTION REMOVAL:

- Obstruction Removal (Runway 2/20 Approaches)

The proposed project includes selective tree removal off-airport within Airport-owned easement rights as depicted in Figure 16 – Airport Easements. Selective tree clearing is proposed for any identified obstructions that were surveyed to be within 10-feet of the FAA Approach Surfaces, NAVAID clearance surfaces, and runway protective zones (RPZ) for Runway 2/20. Figure 17 and Figure 18 are preliminary design plans display yellow polygons that indicate obstructions that are within 10-feet of the surfaces and would be selectively cleared. Preliminary design indicates 10 acres of selective tree clearing work throughout approximately 43 acres of easement area associated with Runway 2/20. Final selective clearing limits would be coordinated with the WDNR and confirmed during removal operations.

During alternative development and consideration, options were presented to the WDNR in conjunction with the FAA. These alternatives were considered as a means to avoid impacts to Park property. Reasoning for eliminating each non-preferred alternative is discussed further in the next section.”

B. EPA Recommendation: “Provide details about the trees planned for clearing (e.g., quantity, species)”

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Ecological Resources section:

“Northern Lake Michigan Coastal ecological landscape consists of more than 64% is non-forested. Most of this land is now in agricultural crops (51%), with smaller amounts of grassland (5.6%), non-forested wetlands (6.1%), shrubland 0.1%), and urbanized areas (0.8%) (Wisconsin Department of Natural Resources, 2015). On the Airport property, many of the forested areas have been disturbed by previous human activities. Most areas on the Airport are mowed at least annually to control trees and shrub species from colonizing. Trees are normally not allowed to grow substantial heights on Airport property in order to keep aircraft approach surfaces and safety zones clear and to prevent concentrations of wildlife that could be hazardous to aircraft operations.

The proposed obstruction clearing action would include approximately 10 acres of selective tree clearing. Preliminary coordination with the WDNR included meeting with a WDNR forester who discussed the species and provided guidance on tree clearing operations. Tree species identified included red and white pines with other species present. Tree species present in the project area are typical of species present in Potawatomi State Park, Airport property, and the surrounding area. No formal survey on the species of impacted trees was performed or documented.”

C. EPA Recommendation: “Consider committing to voluntary tree mitigation on a one-to-one basis for native trees removed during construction. Consultation with the Wisconsin Department of Natural Resources or local park districts would likely provide options for tree planting.”

FAA Response: In the future, the Airport may elect to coordinate with the WDNR and Potawatomi State Park to discuss voluntary tree mitigation if practicable. The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the Section 4(f) section:

“The proposed action includes selective tree clearing within Airport-owned clear zone and avigation easement rights in Potawatomi State Park described in the Land Acquisition remarks (reference Figure 16 – Airport Easements, Attachment 1). In an effort to be good stewards of the Park and in coordination with the WDNR, the proposed action minimized the selective tree clearing efforts to those necessary to protect the airspace associated with Runway 2/20 approaches with a 10-foot growth buffer. **To further efforts to be good stewards of the Park, in the future the Airport may elect to coordinate with the WDNR to include voluntary tree mitigation if practicable.** The proposed project 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. While the proposed action is on Section 4(f) land, the Airport retains the easement rights; therefore, there is no Section 4(f) impact with the associated selective tree clearing work.”

D. EPA Recommendation: “Describe how cleared trees will be disposed of if they are not chipped”

FAA Response: Unless specified or coordinated with the WDNR, the timber will become property of the bid contractor. The Permits/Mitigation of the Condensed Environmental Assessment provides guidance that plans and specifications should include requirements for contractor tree clearing coordination and maintain best management practices for mitigating invasive species as appropriate and practicable.

E. EPA Recommendation: “Consider committing to alternative beneficial reuse of timber from cleared trees (e.g., repurpose for firewood in the State Park campground).”

FAA Response: Unless specified or coordinated with the WDNR, the timber will become property of the bid contractor and beneficial reuse may be implemented as practicable. The Permits/Mitigation of the Condensed Environmental Assessment provides guidance that plans and specifications should include requirements for contractor tree clearing coordination and maintain best management practices for mitigating invasive species as appropriate and practicable. The Park may request timber be salvaged for repurposing, but it has not been requested to date.

5. Construction Effects

A. EPA Recommendation: “Describe how construction will affect regular airport operations, including anticipated timing and duration of airport closures”

FAA Response The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the end of the Construction Impacts section:

“Construction traffic on public roads off-site shall haul in compliance with all applicable local, state, and federal laws and regulations, which may include truck routing and oversize-overweight vehicle permitting. Construction activities may cause temporary, localized increased road congestion. No off-site road closures are anticipated for the proposed project.

The proposed project would close the Runway 2-20 and Taxiway A for an extended period of time as construction operations are being performed. It is estimated that Runway 2-20 and Taxiway A would be closed for approximately 3 to 5 months depending on final project phasing, site conditions, and weather conditions. During the closure of Runway 2-20, the crosswind Runway 10-28 would remain open. Both runways would be closed for approximately 2-3 weeks when construction operations will be commencing on where Runway 2-20 and Runway 10-28 intersect. The proposed obstruction removal and RSA grading projects may result in temporary runway closures for construction operations. Due to runway closures associated with the proposed project, standard aircraft operations may be altered. Currently, the Airport does not have any scheduled flights thus the potential impacts or deviations of inbound aircraft is unknown. Due to the size of the airport, absence of commercial service, and the ability to utilize the crosswind runway for the majority of construction operations significant re-routing of aircraft is not anticipated. Any deviations as a result of runway closures would be up to the discretion of the crews of any inbound aircraft.

During construction operations of the proposed project, runway closures or construction impacts would be communicated to airport tenants through the airport manager. Additional public notification of construction impacts and closures would utilize the FAA's Notice to Air Missions (NOTAM) system."

B. EPA Recommendation: "Include information regarding where inbound planes will be rerouted for landing during Airport or runway closures"

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the end of the Construction Impacts section:

"Construction traffic on public roads off-site shall haul in compliance with all applicable local, state, and federal laws and regulations, which may include truck routing and oversize-overweight vehicle permitting. Construction activities may cause temporary, localized increased road congestion. No off-site road closures are anticipated for the proposed project.

The proposed project would close the Runway 2-20 and Taxiway A for an extended period of time as construction operations are being performed. It is estimated that Runway 2-20 and Taxiway A would be closed for approximately 3 to 5 months depending on final project phasing, site conditions, and weather conditions. During the closure of Runway 2-20, the crosswind Runway 10-28 would remain open. Both runways would be closed for approximately 2-3 weeks when construction operations will be commencing on where Runway 2-20 and Runway 10-28 intersect. The proposed obstruction removal and RSA grading projects may result in temporary runway closures for construction operations. Due to runway closers associated with the proposed project, standard aircraft operations may be altered. **Currently, the Airport does not have any scheduled flights thus the potential impacts or deviations of inbound aircraft is unknown. Due to the size of the airport, absence of commercial service, and the ability to utilize the crosswind runway for the majority of construction operations significant re-routing of aircraft is not anticipated. Any deviations as a result of runway closures would be up to the discretion of the crews of any inbound aircraft.**

During construction operations of the proposed project, runway closures or construction impacts would be communicated to airport tenants through the airport manager. Additional public notification of construction impacts and closures would utilize the FAA's Notice to Air Missions (NOTAM) system."

C. EPA Recommendation: "If inbound traffic will be rerouted to another airport, please describe anticipated effects to said airport and indicate whether or not there is capacity to support the additional air traffic"

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the end of the Construction Impacts section:

"Construction traffic on public roads off-site shall haul in compliance with all applicable local, state, and federal laws and regulations, which may include truck routing and oversize-overweight vehicle permitting. Construction activities may cause temporary, localized increased road congestion. No off-site road closures are anticipated for the proposed project.

The proposed project would close the Runway 2-20 and Taxiway A for an extended period of time as construction operations are being performed. It is estimated that Runway 2-20 and Taxiway A would be closed for approximately 3 to 5 months depending on final project phasing, site conditions, and weather conditions. During the closure of Runway 2-20, the crosswind Runway 10-28 would remain open. Both runways would be closed for approximately 2-3 weeks when construction operations will be commencing on where Runway 2-20 and Runway 10-28 intersect. The proposed obstruction removal and RSA grading projects may result in temporary runway closures for construction operations. Due to runway closers associated with the proposed project, standard aircraft operations may be altered. **Currently, the Airport does not have any scheduled flights thus the potential impacts or deviations of inbound aircraft is unknown. Due to the size of the airport, absence of commercial service, and the ability to utilize the crosswind runway for the majority of construction operations significant re-routing of aircraft is not anticipated. Any deviations as a result of runway closures would be up to the discretion of the crews of any inbound aircraft.**

During construction operations of the proposed project, runway closures or construction impacts would be communicated to airport tenants through the airport manager. Additional public notification of construction impacts and closures would utilize the FAA's Notice to Air Missions (NOTAM) system."

D. EPA Recommendation: "Describe communication plans for providing updates to the public and Airport users regarding any facility closures or anticipated changes to air traffic"

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below explanation to the Construction Impacts section:

"Construction traffic on public roads off-site shall haul in compliance with all applicable local, state, and federal laws and regulations, which may include truck routing and oversize-overweight vehicle permitting. Construction activities may cause temporary, localized increased road congestion. No off-site road closures are anticipated for the proposed project.

The proposed project would close the Runway 2-20 and Taxiway A for an extended period of time as construction operations are being performed. It is estimated that Runway 2-20 and Taxiway A would be closed for approximately 3 to 5 months depending on final project phasing, site conditions, and weather conditions. During the closure of Runway 2-20, the crosswind Runway 10-28 would remain open. Both runways would be closed for approximately 2-3 weeks when construction operations will be commencing on where Runway 2-20 and Runway 10-28 intersect. The proposed obstruction removal and RSA grading projects may result in temporary runway closures for construction operations. Due to runway closures associated with the proposed project, standard aircraft operations may be altered. Currently, the Airport does not have any scheduled flights thus the potential impacts or deviations of inbound aircraft is unknown. Due to the size of the airport, absence of commercial service, and the ability to utilize the crosswind runway for the majority of construction operations significant re-routing of aircraft is not anticipated. Any deviations as a result of runway closures would be up to the discretion of the crews of any inbound aircraft.

During construction operations of the proposed project, runway closures or construction impacts would be communicated to airport tenants through the airport manager. Additional public notification of construction impacts and closures would utilize the FAA's Notice to Air Missions (NOTAM) system."

6. Noxious, Non-Native, and Invasive Species

A. *EPA Recommendation: "Commit to adopting best management practices (BMPs) for preventing the spread of the invasive Emerald Ash Borer beetle included in the Draft EA"*

FAA Response: The Condensed Environmental Assessment provides guidance that plans and specifications should include requirements for best management practices for mitigating invasive species, including Emerald Ash Borer, as appropriate and practicable.

B. *EPA Recommendation: "Consider the potential for invasive species in soils from the designated borrow areas and commit to applicable BMPs to prevent accidental spread of non-native or invasive species carried in soils"*

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the end of the Mitigation Section:

"In addition to WDNR recommendation the below mitigation efforts may be implemented as appropriate and practicable.

Invasive Species:

- It is recommended that selective tree clearing will occur during the winter season during colder and frozen conditions. During periods of frozen conditions, equipment tracking is anticipated to produce minimal soil disturbance. If soft ground conditions are encountered the use of tracking mats can limit soil disturbance. Clearing during the winter season limits the potential

for erosion and encroachment of opportunistic non-native invasive species during selective clearing operations due to minimal ground disturbance.

- **Examples of BMPs are provided in the USDA Best Management Practices to Prevent the Introduction and Spread of Invasive Species. (<https://www.invasivespeciesinfo.gov/subject/best-management-practices>)**

C. EPA Recommendation: “Explain how acreage that will be selectively cleared will be stabilized to prevent erosion and the encroachment of opportunistic non-native invasive species.”

FAA Response: The Final Condensed Environmental Assessment incorporates this recommendation by adding the below red text to the end of the Mitigation Section:

“In addition to WDNR recommendation the below mitigation efforts may be implemented as appropriate and practicable.

Invasive Species:

- **It is recommended that selective tree clearing will occur during the winter season during colder and frozen conditions. During periods of frozen conditions, equipment tracking is anticipated to produce minimal soil disturbance. If soft ground conditions are encountered the use of tracking mats can limit soil disturbance. Clearing during the winter season limits the potential for erosion and encroachment of opportunistic non-native invasive species during selective clearing operations due to minimal ground disturbance.**

- **Examples of BMPs are provided in the USDA Best Management Practices to Prevent the Introduction and Spread of Invasive Species. (<https://www.invasivespeciesinfo.gov/subject/best-management-practices>)**

7. Energy Efficiency and Environmental Best Practices

A. EPA Recommendation: “Rehabilitating runway connectors using permeable pavement or porous pavers to reduce runoff”

FAA Response: The FAA provides strict pavement requirements per Advisory Circular Design Criteria. The proposed project adheres to FAA standards as outlined in the Advisory Circular Design Criteria.

B. EPA Recommendation: “Replacing raw materials with recycled materials for infrastructure components. Options include, but are not limited to:

i. Using recycled materials to replace carbon-intensive Portland Cement in concrete as “supplementary cementitious material;” and

ii. Using recycled materials in pavement applications, such as crushed recycled concrete, recycled asphalt pavement, etc. Also, in some circumstances, demolished onsite asphalt can be re-used (e.g., cold in-place recycling or full depth reclamation).”

FAA Response: The proposed project reconstruction areas are anticipated to recycle the asphalt pavement as base course through pulverizing the existing pavement where appropriate. The proposed project also includes areas of rehabilitation that would be milled. Due to FAA requirements areas of rehabilitation are typically not permitted to be pulverized, thus are required to be milled. Asphalt material may be used as Recycled Asphalt Pavement (RAP) for new HMA Pavement. Per the standard specifications the use of RAP is up to the discretion of the contractor. If the contractor elects to use RAP, standard specifications require limited RAP in binder course asphalt (lower lift) and no RAP is permitted in surface course asphalt (upper lift). Ultimately, materials are to be used and recycled in a way that meet FAA design requirements. The use of materials and the design standards are identified through FAA Advisory Circulars.

If you have any questions, please contact me at 847-294-7551 or emma.a.lienau@faa.gov.

Sincerely,

 Date:
2024.08.28
16:42:02 -05'00'

Emma Lienau
Environmental Protection Specialist
Chicago Airports District Office

CC:

Krystle McClain, EPA (mcclain.krystle@epa.gov)
Matt Messina, WisDOT BOA (Matthew.Messina@dot.wi.gov)
Mallory Palmer, WisDOT BOA (malloryk.palmer@dot.wi.gov)
Kaitlyn Wehner, Westwood (Kaitlyn.Wehner@westwoodps.com)

Kaitlyn Wehner

From: Simpkins, Darin <Darin_Simpkins@fws.gov>
Sent: Wednesday, June 12, 2024 1:45 PM
To: Stephanie Senst
Cc: Craig Ross (cross@co.door.wi.us); DOT BOA Environmental; Levin, Austin T - DOT; Kaitlyn Wehner
Subject: Re: [EXTERNAL] Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

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Hi Stephanie -

The Service has no comments at this time.

Best,

Darin Simpkins

From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Friday, June 7, 2024 3:10 PM
To: Simpkins, Darin <Darin_Simpkins@fws.gov>
Cc: Craig Ross (cross@co.door.wi.us) <cross@co.door.wi.us>; DOT BOA Environmental <DOTBOAEnvironmental@dot.wi.gov>; Levin, Austin T - DOT <austin.levin@dot.wi.gov>; Kaitlyn Wehner <Kaitlyn.Wehner@westwoodps.com>
Subject: [EXTERNAL] Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

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Hello,

The Door County Cherryland Airport, in cooperation with the Federal Aviation Administration and the Wisconsin Department of Transportation Bureau of Aeronautics, is soliciting comments on a Preliminary Condensed Environmental Assessment for a proposed rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A project. Additional information can be found in the attached correspondence.

A PDF copy of the Preliminary Condensed Environmental Assessment can be downloaded from the project website link:

[Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2-20 and Taxiway A.pdf \(westwoodps.com\)](#).

If you would prefer a paper copy, please let me know and one will be mailed to you. If you have any questions, please contact Kaitlyn Wehner at 920-830-6183 or at kaitlyn.wehner@westwoodps.com.

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128

main (920) 735-6900

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

Kaitlyn Wehner

From: SPRITKA, WAYNE <wspritka@co.door.wi.us>
Sent: Monday, June 10, 2024 4:27 PM
To: Stephanie Senst
Cc: Ross, Craig; ASH, THAD
Subject: RE: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

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Thankyou Stephanie for the clarification.
I have this doc filled with our other program docs for this project. I skimmed it a little and everything seemed to be in order and concise.
v/r,

Wayne J. Spritka
Door County Facilities and Parks Director
421 Nebraska St
Sturgeon Bay, WI 54235
920-746-2211



From: Stephanie Senst <Stephanie.Senst@westwoodps.com>
Sent: Monday, June 10, 2024 11:51 AM
To: SPRITKA, WAYNE <wspritka@co.door.wi.us>
Cc: Ross, Craig <cross@co.door.wi.us>; ASH, THAD <tash@co.door.wi.us>
Subject: RE: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

Hi Wayne,

I believe Craig is out for the next week or so on Coast Guard duty. To provide further clarification, the document was heavily reviewed by the Bureau of Aeronautics and Federal Aviation Administration prior to this public release. The cover letter noting availability for comment is really intended for public comments. You are certainly welcome to comment if you would like. However, the purpose of sharing the document was to make you aware of the project and document in the event you received any questions from the public due to your role with the county.

I mailed a hard copy out to Thad (at Craig's request) on Friday to make the document publicly available at the county building. Hope that helps!

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900
cell (608) 921-7212

Westwood

1 Systems Drive
Appleton, WI 54914

westwoodps.com

(888) 937-5150

Upcoming Leave: I will be out of the office starting mid-June through early September. When firm dates are available, an out of office reply will be updated. Please contact Aaron Stewart at Aaron.Stewart@westwoodps.com for assistance during my leave.

From: SPRITKA, WAYNE <wspritka@co.door.wi.us>

Sent: Monday, June 10, 2024 9:18 AM

To: Stephanie Senst <Stephanie.Senst@westwoodps.com>; Ross, Craig <cross@co.door.wi.us>; ASH, THAD <tash@co.door.wi.us>

Subject: RE: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

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Craig, Thad,
Have you read the documents and or have any comments?

Wayne J. Spritka
Door County Facilities and Parks Director
421 Nebraska St
Sturgeon Bay, WI 54235
920-746-2211



From: Stephanie Senst <Stephanie.Senst@westwoodps.com>

Sent: Monday, June 10, 2024 9:09 AM

To: SPRITKA, WAYNE <wspritka@co.door.wi.us>

Cc: Ross, Craig <cross@co.door.wi.us>

Subject: Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2/20 & Taxiway A

Good morning Wayne,

Airport Manager, Craig Ross asked that I share the following with you to keep you informed on a proposed project at the airport and the environmental document tied to it due to the coordination efforts with Potawatomi State Park for the obstruction (selective tree) clearing efforts.

The Door County Cherryland Airport, in cooperation with the Federal Aviation Administration and the Wisconsin Department of Transportation Bureau of Aeronautics, is soliciting comments on a Preliminary Condensed Environmental Assessment for a proposed rehabilitation/partial reconstruction of Runway 2/20 and reconstruction of Taxiway A project. Additional information can be found in the attached correspondence.

A PDF copy of the Preliminary Condensed Environmental Assessment can be downloaded from the project website link:

[Preliminary Condensed Environmental Assessment - Door County Cherryland Airport Runway 2-20 and Taxiway A.pdf \(westwoodps.com\)](#).

If you would prefer a paper copy, please let me know and one will be mailed to you. If you have any questions, please contact Kaitlyn Wehner at 920-830-6183 or at kaitlyn.wehner@westwoodps.com.

Thank you,

Stephanie Senst

Project Engineer

stephanie.senst@westwoodps.com

direct (920) 830-6128
main (920) 735-6900

Westwood

1 Systems Drive
Appleton, WI 54914

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(888) 937-5150

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Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

Palmer, Mallory K - DOT

From: Egger, Christopher R - DOT
Sent: Wednesday, September 25, 2024 11:35 PM
To: Palmer, Mallory K - DOT
Cc: Greene, David - DOT; Waldschmidt, Jay - DOT; Platts, Thomas S - DOT (Max); Paye, Barry - DOT
Subject: RE: Door County Cherryland Airport EA Question

Hi Mallory,

Thank you for the opportunity to review the EA for the Door County Cherryland Airport, Taxiway A project.

Given the short turn around and my rusty knowledge of FAA requirements, here are my comments that I'll leave up to the document approvers if they need to be addressed for the document to be signed or not:

- Page 4 – The use of the word ‘upgrade’ with regards lighting, NAVAIDs and other electrical work is a poor choice of wording. It would be more appropriate to say the project ‘replace with current technology’ or ‘remove lighting/NAVAIDS’ as I don’t believe ‘upgrades’ have been substantiated in this needs section. Examples to substantiate the need for ‘upgrades’ would be increased air traffic, changing fleet mix using the airport, updated FAA requirements, etc. Equipment ending its useful life substantiates a replacement need, not an upgrade need.
- Page 7; Implement Declared Distances – Would be helpful if actual distances of offset thresholds were discussed/included.
- Page 8; No action alternative – When referring to PCI rating, the terminology is not consistent. I would not use the word ‘low’, instead I would stay consistent and say ‘fair’ or ‘below the critical PCI value for a general aviation airport’.
- Page 7-9; there is no discussion about lighting/NAVAIDS/Electrical in the Other Alternatives Considered or reasons for eliminating each non-preferred alternative sections.
- Page 9; Implement Declared Distances – Does not actually say what the limitations on aircraft would be, just generally states that it would have a ‘large’ impact but doesn’t provide any specifics or data to substantiate.
- Page 10; EMAS – Unsure what excessive construction and operating costs are, no estimates are provided, hard to make an informed decision when there are no estimated cost figures.
- Page 7-10 – In my opinion, generally not strong arguments made, substantiated with data, as to why some of the alternatives other than the preferred are not feasible. The discussions are very general and not specific for discounting alternatives, other than the RSA and FAA requirements discussion.
- Page 12; Land Acquisition – I would mention the TLE being acquired from a Section 4(f) property resulting in a de minimis impact in this section.
- Page 16; Coastal Zones – Unsure if a statement that the alternative would not result in any foreseeable effects to coastal resources be made if a consistency finding has not yet been received?
- Page 25; Section 4(f) – Not sure for FAA but for FHWA a de minimis impact determination requires public involvement pursuant to 23 CFR 774.5(b)(2). There is no discussion regarding what public participation was conducted related to the de minimis impact determination.

Good luck with your project.
Chris



Chris Egger
Environmental Process and Document Specialist
Wisconsin Department of Transportation
(608) 266-0208 office
Christopher.Egger@dot.wi.gov

Page	DOT Environmental Comment	Response
4	The use of the word 'upgrade' with regards lighting, NAVAIDs and other electrical work is a poor choice of wording. It would be more appropriate to say the project 'replace with current technology' or 'remove lighting/NAVAIDs' as I don't believe 'upgrades' have been substantiated in this needs section. Examples to substantiate the need for 'upgrades' would be increased air traffic, changing fleet mix using the airport, updated FAA requirements, etc. Equipment ending its useful life substantiates a replacement need, not an upgrade need.	Revised language
7	Implement Declared Distances – Would be helpful if actual distances of offset thresholds were discussed/included.	No document change made. FAA requires changes to runway length be fully vetted through a long-term master planning effort to establish critical aircraft and associated required runway lengths. This effort would exceed the scope of the current condensed EA.
8	No action alternative – When referring to PCI rating, the terminology is not consistent. I would not use the word 'low', instead I would stay consistent and say 'fair' or 'below the critical PCI value for a general aviation airport'.	Revised language
7-9	there is no discussion about lighting/NAVAIDs/Electrical in the Other Alternatives Considered or reasons for eliminating each non-preferred alternative sections.	Added description to no build alternative to included lighting/electrical. Replacing the lighting is not a standalone alternative. The project is the pavement rehab/reconst, as a matter of practice, for this type of rehab/recon the lighting needs to be removed. This is not an independent project. There are not other alternatives for lighting/electrical that would meet FAA runway design guidelines. As discussed in the project description section, the airfield has experienced several lightning strikes, which has shorted out the systems creating the need for light fixture replacements. If the system remains in the 'No Build' alternative state the system will become obsolete with discontinuation of replacement parts to keep the system functional. On page 9, lighting language added under the no build alternative on why the no build alternative was eliminated.
9	Implement Declared Distances – Does not actually say what the limitations on aircraft would be, just generally states that it would have a 'large' impact but doesn't provide any specifics or data to substantiate.	No document change made. FAA requires changes to runway length be fully vetted through a long-term master planning effort to establish critical aircraft and associated required runway lengths. This effort would exceed the scope of the current condensed EA. Additionally, declared distances limit the operational capability of the airport and with a 4,599 foot runway any reduction in length, will impact jet operations at the airport. Jet operators have to downfuel the aircraft which limits the stage length of the aircraft. Jet aircraft would then be limited in their capabilities in operating into and out of the airport. This will cause a significant reduction in traffic and will have a negative impact on the local economy. If an airport were to use declared distances, these have to be evaluated and approved in advance by the FAA. On page 9, language revised to state: "Any reduction in length of the current useable runway (4,599 ft) would have an impact on utility of the airport."
10	EMAS – Unsure what excessive construction and operating costs are, no estimates are provided, hard to make an informed decision when there are no estimated cost figures.	Revised language; The system is effective, but extremely expensive and requires considerable maintenance. A small general aviation airport the size of Door County Cherryland Airport does not have the resources to support EMAS operation.
7-10	In my opinion, generally not strong arguments made, substantiated with data, as to why some of the alternatives other than the preferred are not feasible. The discussions are very general and not specific for discounting alternatives, other than the RSA and FAA requirements discussion.	No document change made. Alternatives were considered as part of 4(f) coordination. WDNR is satisfied per the <i>de minimis</i> finding concurrence letter. There was thorough preliminary discussion with WDNR and FAA at the initiation of the proposed project scope. As a result of this coordination, limited opportunities were identified for alternatives because of FAA safety regulations and the need to address WDNR's concerns over potential park impacts.
12	Land Acquisition – I would mention the TLE being acquired from a Section 4(f) property resulting in a <i>de minimis</i> impact in this section.	Added language
16	Coastal Zones – Unsure if a statement that the alternative would not result in any foreseeable effects to coastal resources be made if a consistency finding has not yet been received?	No concerns were identified during initial coordination. Upon distribution of the final condensed EA, no additional comments were received. Coordination is ongoing and a consistency finding will be established during design as noted in the coordination document attachments. On page 16, language revised to state: "Coordination with the WCMP is ongoing and a consistency finding is anticipated."
25	Section 4(f) – Not sure for FAA but for FHWA a <i>de minimis</i> impact determination requires public involvement pursuant to 23 CFR 774.5(b)(2). There is no discussion regarding what public participation was conducted related to the <i>de minimis</i> impact determination.	Added language referring to the public notice of document availability and public hearing that were held. Section 4(f) was specifically discussed during the public hearing.

Public Hearing Summary

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Public Hearing Summary

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the proposed project aspects. A Public Hearing was held on July 11, 2024 from 4:00pm – 6:30pm in the Door County Cherryland Airport Terminal Building. Attendees included project team members and one individual from the public. The public hearing record was recorded by a U.S. Legal Services court reporter that was in attendance virtually. Public in attendance were given the opportunities to provide written and private verbal testimony directly to the court reporter.

The Public Hearing opened with Austin Levin from the Wisconsin Department of Transportation, Bureau of Aeronautics giving an opening statement describing the purpose of the public hearing. Kaitlyn Wehner of Westwood Professional Services gave a brief presentation of the proposed project. Following the presentation, Austin Levin invited the public to make written and verbal testimony and provided instructions on how to do so.

Following the opening statement, presentation, and invitation to testimony public in attendance were able to discuss and ask questions of project team members in attendance. Four exhibits were placed around the room. Exhibits featured an overall project display, summary of project objectives and environmental consequences, obstruction clearing, and Runway Safety Area improvements.

A public hearing packet was made available to the public. The hearing packet included information for providing testimony, proposed project summary, alternatives summary, and an overall project display.

The full public hearing transcript, attendee list, handout packet, and exhibits can be provided virtually upon request.

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**Section 4(f) OWJ Concurrence Letter &
De Minimis Impact Study**

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State of Wisconsin
DEPARTMENT OF NATURAL
RESOURCES
Potawatomi State Park
3740 County PD
Sturgeon Bay, WI 54235

Tony Evers, Governor

Telephone 608-266-2621
Toll Free 1-888-936-7463



June 29, 2024

Austin Levin, P.E.
Wisconsin Department of Transportation
4822 Madison Yards Way
Madison, WI 53705
[sent electronically]

Subject: Section 4(f) De Minimis Concurrence
Project I.D. 0715-40-11 (SUE 1002)
Runway 2/20 Reconstruction
Door County Cherryland Airport (SUE)
Town of Nasewaupee, Door County
Sections 2 & 11, T27N, R25E

Dear Mr. Levin:

This letter is regarding the proposed impacts to the Potawatomi State Park, Section 4(f) resource adjacent to the Door County Cherryland Airport (SUE), due to the Runway 2/20 and Taxiway A Rehabilitation/Partial Reconstruction Project. Potential impacts to the Section 4(f) resource include:

- 700 sq. ft. of grading work on park property for the airport's runway safety area (RSA)
- Selective tree removal in Potawatomi State Park through airport-owned aviation easements
- Temporary closure of a snowmobile trail on park property during selective tree removal
- Use of a borrow site southwest of the airport that is in a WDNR-owned scenic easement

Due to the use of federal funds from the Federal Aviation Administration (FAA), the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife/waterfowl refuges. WisDOT-BOA has been in coordination with Wisconsin Department of Natural Resources (WDNR) staff regarding the proposed project. This coordination is documented in the Section 4(f) De Minimis Report and has resulted in several mitigation measures. The mitigation measures include:

Runway Safety Area (RSA) Grading

- A land use agreement (LUA) and temporary limited easement (TLE) will be required for 700 sq. ft. of grading on park property. These agreements will be coordinated with WDNR Parks & Real Estate staff well in advance of construction.
- The areas of permanent fill due to RSA grading will be restored to a vegetated condition.
- No structures or restrictions will be placed on park property (earthwork only).
- The RSA grading work will not result in a change to the recreational value of this area of Potawatomi State Park.

Selective Tree Removal

- The proposed project will limit tree removal to identified obstructions within 10' of the FAA approach surface and NAVAID surfaces in airport-owned aviation easements.
- WDNR's preference is selective tree clearing rather than topping.
- A LUA or Access Permit will be needed if work crews need to use park roads for site access, and possible temporary storage of construction equipment.

Austin Levin – June 29, 2024

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- Red & White Pine species will be removed completely 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 the state park property managers discretion.
- Any tree chipping piles that may be allowed to remain will be done so through consultation with the state park property manager.
- Tree removal will occur between November 1st through March 31st to avoid impacts to any State/Federally listed bat species, as well as minimize wetland impacts.
- Insurance requirements, park access, and land use for the contractors will be reviewed before project approval.
- An additional on-site meeting will be held to review marked trees before removal.

Snowmobile Trail

- A portion of a snowmobile trail in the proposed project area may be closed as selective tree removal occurs for public safety.
- The project team will work with WDNR/park manager to reduce the amount of time required for closure.

Borrow Site

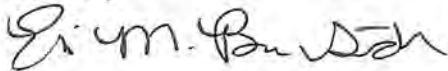
- For the borrow site southwest of the airport, and adjacent to CTH PD, WisDOT-BOA will work through the TLE process with WDNR as required

Based on the scope of the proposed project and type of work, WDNR concurs there will be no adverse effects to the protected recreational activities, features, or attributes associated with Potawatomi State Park. We agree with the assessment of impacts regarding the proposed project and the measures WisDOT-BOA has incorporated to minimize harm. As the Official with Jurisdiction (OWJ) for the Section 4(f) resource, WDNR concurs with the Section 4(f) de minimis finding.

WDNR has also reviewed the proposed project to determine if it would trigger the Section 6(f) conversion process. Potawatomi State 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). We have determined that the proposed impacts will not affect recreational use, or restrict access to parts of the park (e.g. fencing or walls) and there is no need for coordination with NPS or use of the Section 6(f) conversion process. The proposed work is consistent with the clear zone and avigational easements that have been granted to Door County Cherryland Airport.

If you have any questions, please feel free to contact me at 920-746-2893 or Erin.BrownStender@wisconsin.gov.

Sincerely,



Erin M. Brown Stender
Natural Resources Property Supervisor

Electronic copies: Mallory Palmer – WisDOT, BOA, Aeronautical Environmental Coordinator
 Matt Schaeve – WDNR Transportation Liaison
 Kelly Raleigh Moses – WDNR Real Estate Specialist
 Luke Roffler – WDNR Grant Manager
 Brian Hefty – WDNR Deputy Bureau Director, Bureau of Parks and Recreation

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:

WisDOT, Bureau of Aeronautics

Madison, Wisconsin

PREPARED BY:

Westwood

De Minimis Impact Study Report on Section 4(f) Property

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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Project Number: R3001498.00

Date: May 20, 2024

Westwood

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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://wisconsindot.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

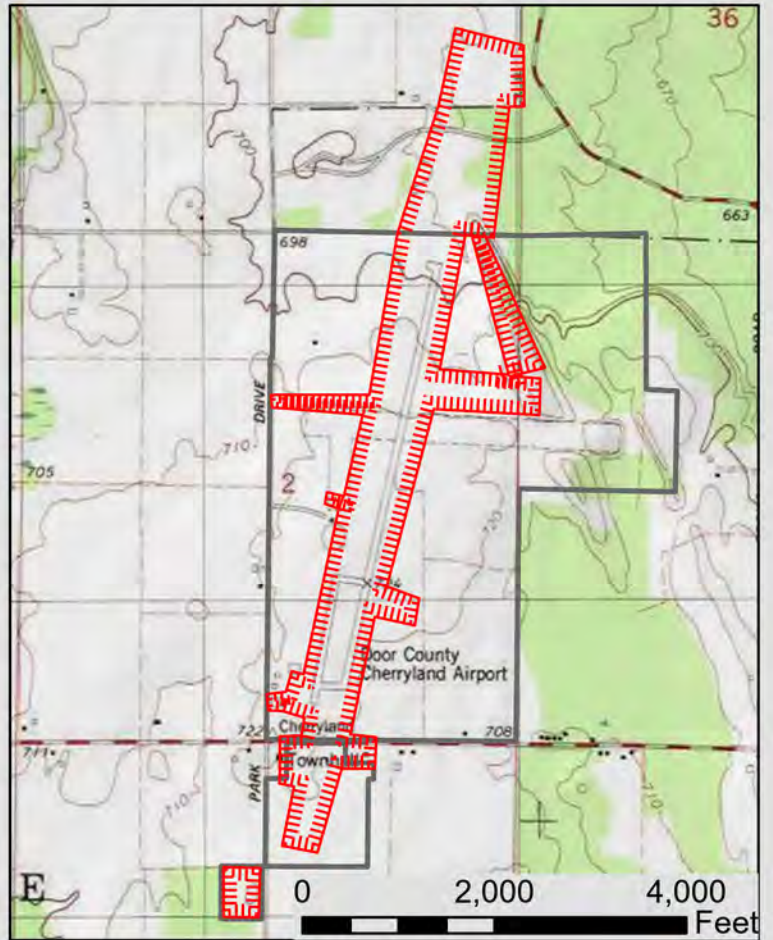
Signature Stephanie Senst Date 05/20/2024
Print Name & Title Stephanie Senst, Project Engineer
Organization Westwood Professional Services




This *de minimis* determination documentation was reviewed by

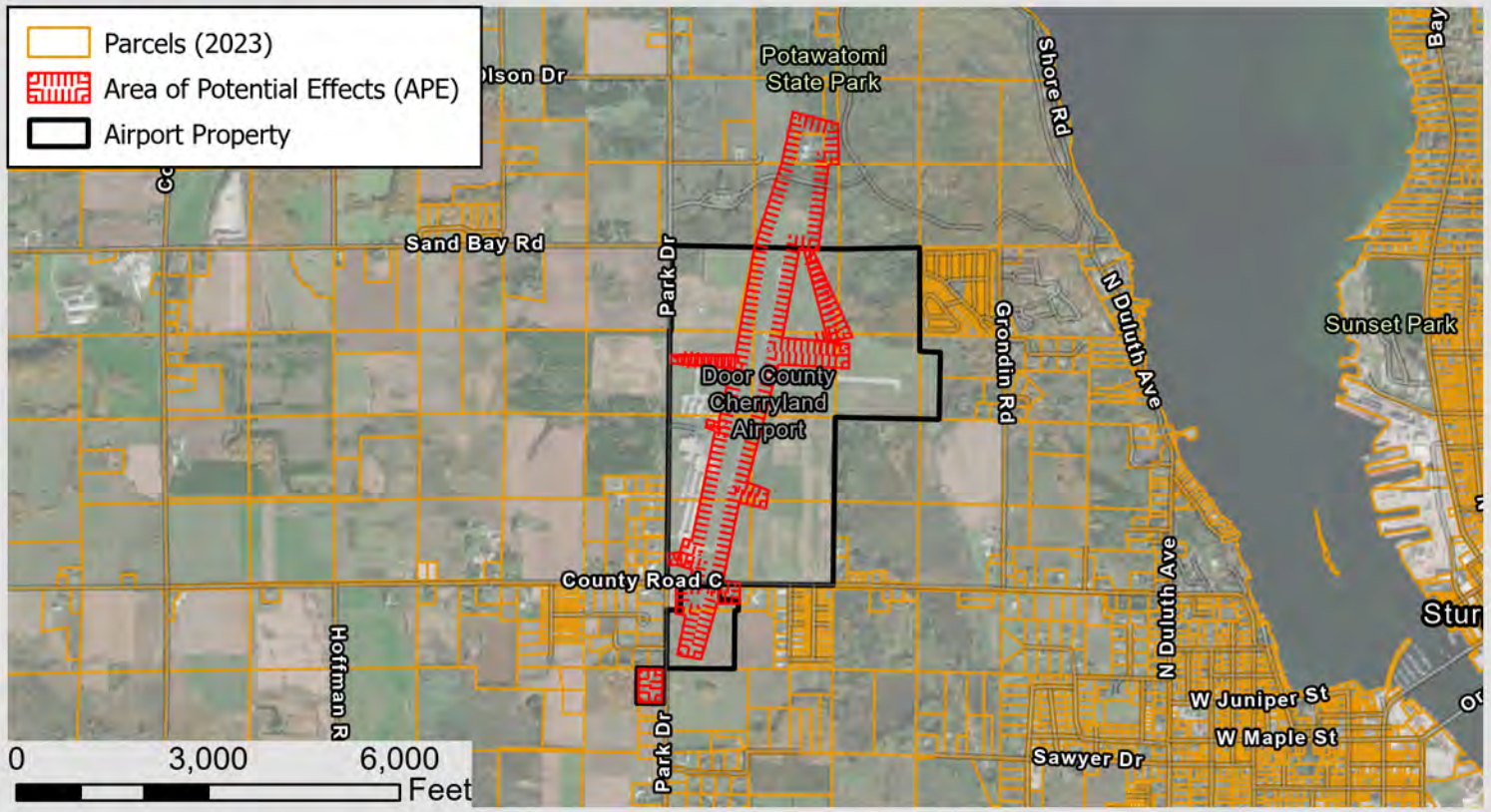
Signature _____ Date _____
Print Name & Title _____
Organization _____

Appendix A

Figures



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



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 Appleton, WI 54914 www.westwoodps.com





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

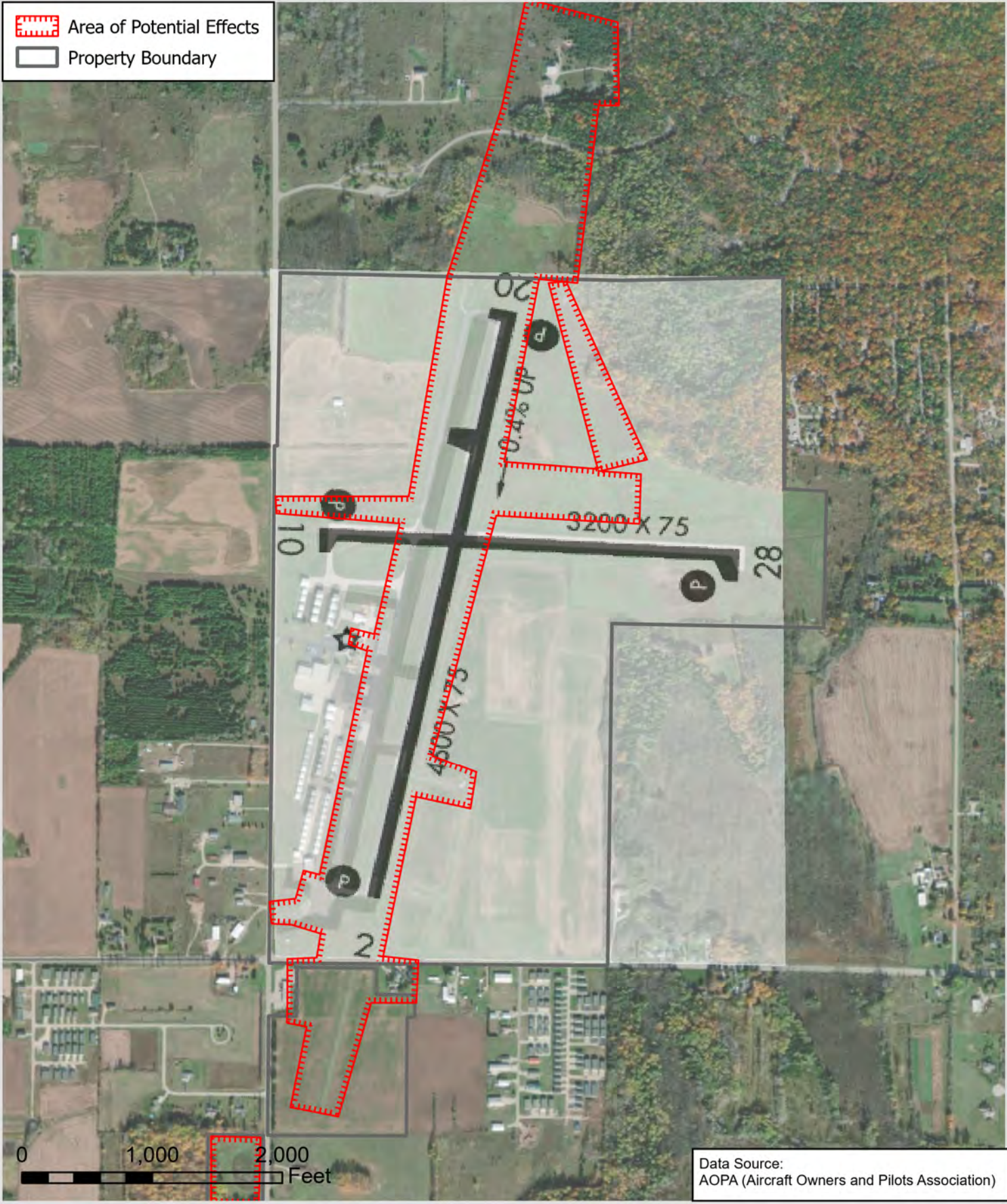
DOOR COUNTY CHERRYLAND AIRPORT
 TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

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

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Appleton, WI 54914 www.westwoodps.com



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

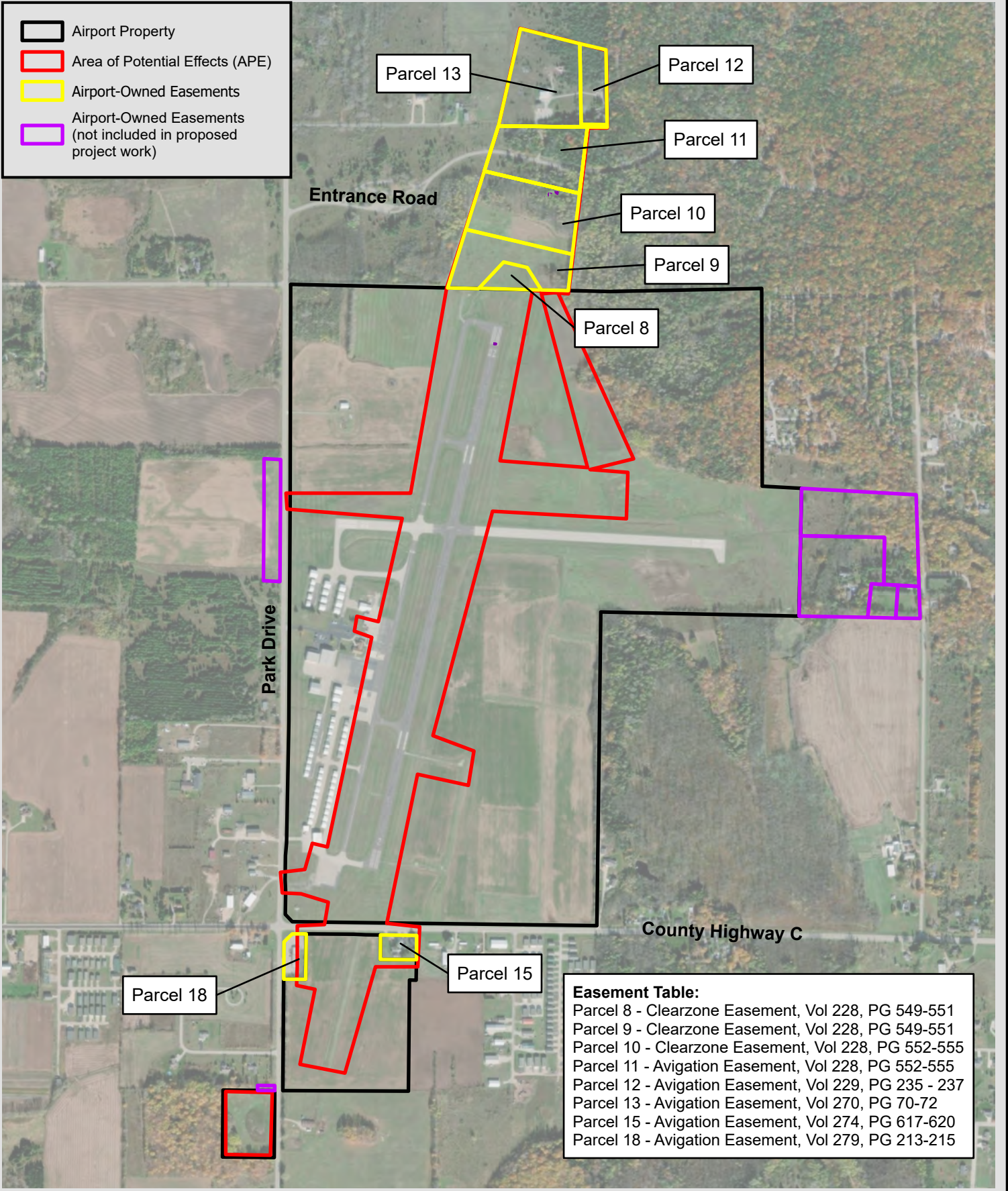
DOOR COUNTY CHERRYLAND AIRPORT
TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN

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

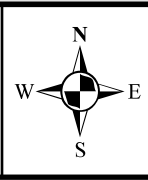
SCALE:
1 in = 1,000 ft
PROJECT NO.
R3001498.00

Date: 1/8/2024

FIGURE NO.
2



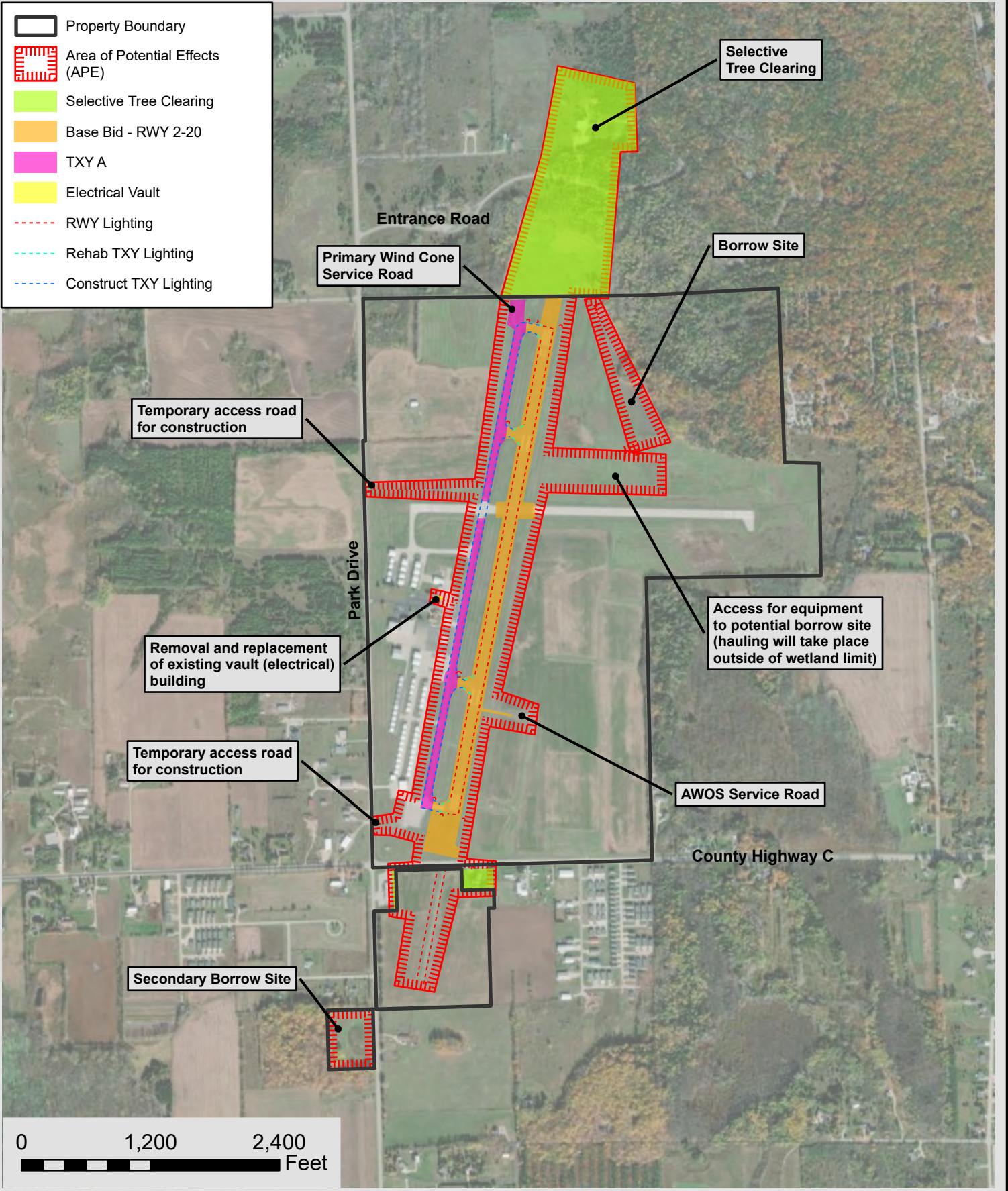
Westwood
 1 Systems Drive (920) 735-6900
 Appleton, WI 54914 www.westwoodps.com



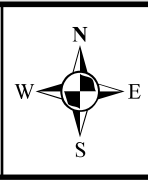
**RWY 02/20 REHABILITATION - CONDENSED EA
 AIRPORT EASEMENTS**
 CHERRYLAND AIRPORT (SUE)
 STURGEON BAY, DOOR COUNTY, WISCONSIN

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

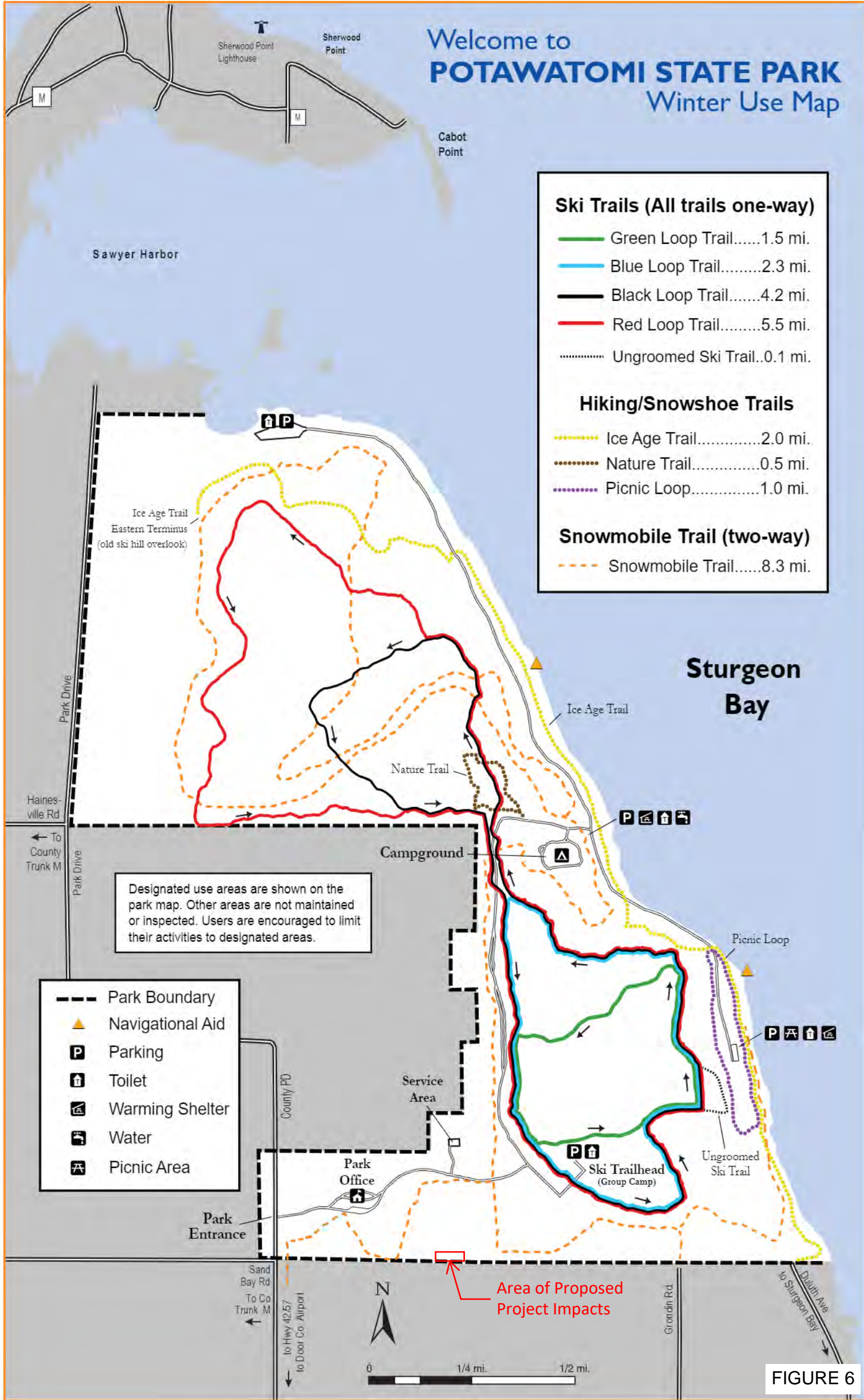
N

0 1/4 mi. 1/2 mi.

FIGURE 5

Welcome to POTAWATOMI STATE PARK

Winter Use Map

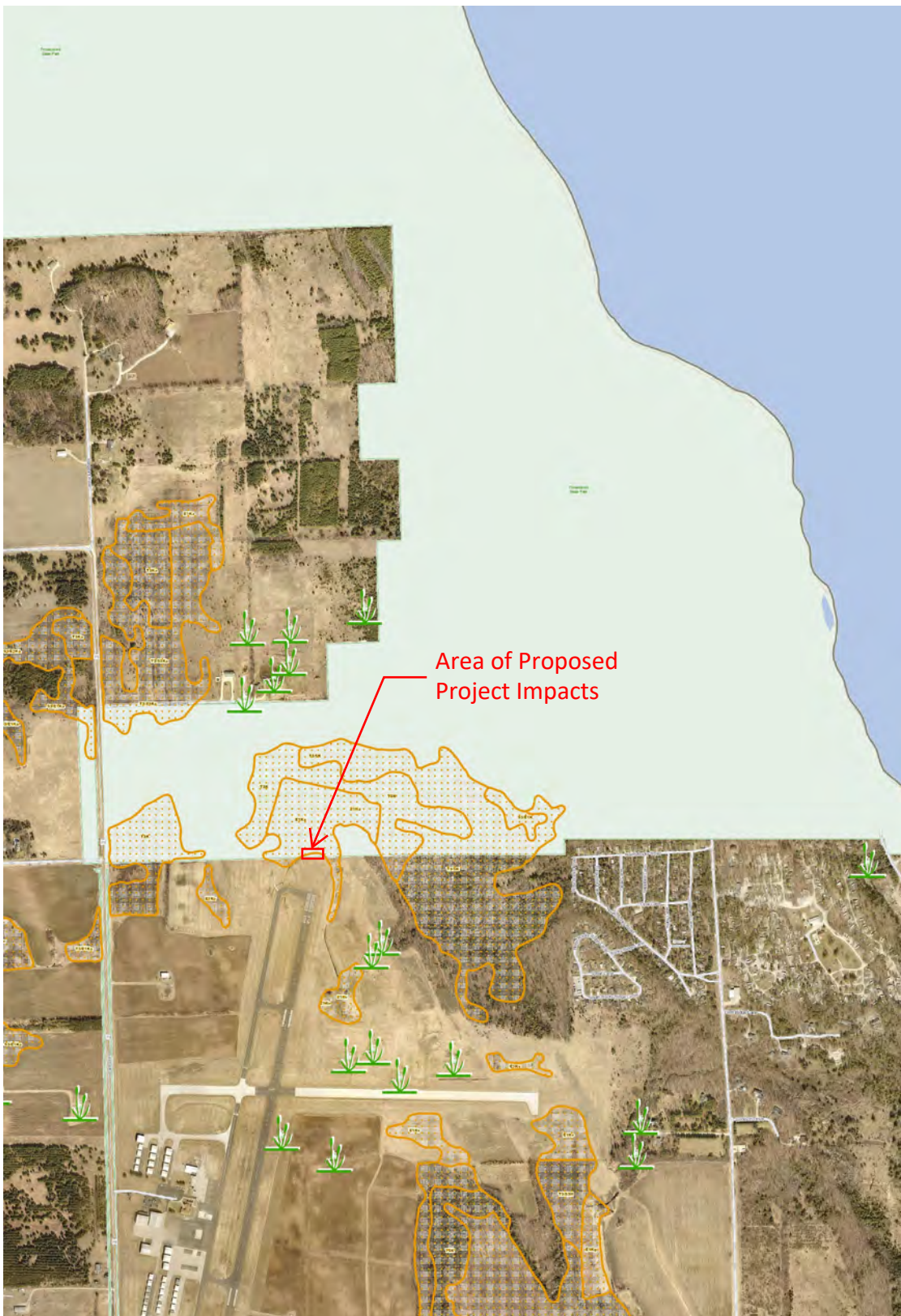


Designated use areas are shown on the park map. Other areas are not maintained or inspected. Users are encouraged to limit their activities to designated areas.

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/draind 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/draind 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

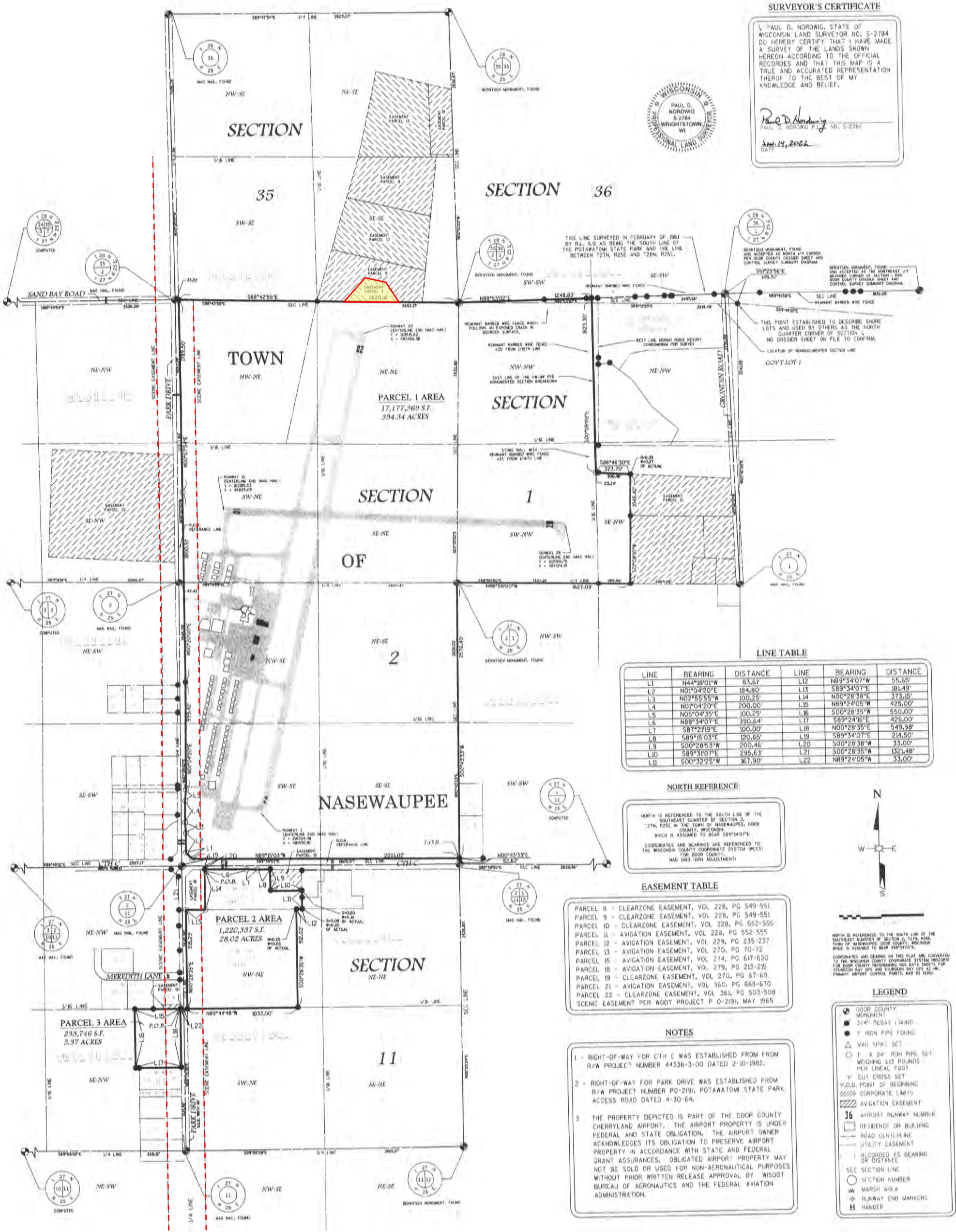
DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No 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)
 DATE: JAN 14, 2022



THIS LINE SURVEYED IN FEBRUARY OF 1963 BY RALPH A. BOAS BEING THE SOUTH LINE OF THE POTAWATOMI STATE PARK AND THE LINE BETWEEN T27N, R25E AND T26N, R25E.
 REMAINT BARBED WIRE FENCE WHICH FOLLOWS AN EROSION CRACK IN BUCKLE SURFACE.
 THIS POINT ESTABLISHED TO DESCRIBE SHORE LOTS AND USED BY OTHERS AS THE NORTH QUARTER CORNER OF SECTION 1. NO DOSSIER SHEET ON FILE TO CONFIRM. LOCATION OF UNDOCUMENTED SECTION LINE GOVT LOT 1

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N44°18'01"W	83.67'	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°24'36"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 SOUTHWEST 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, WHICH IS ASSUMED TO BEAR 1983 (1981 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 10-72
 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 360, PG 603-608
 SCENIC EASEMENT PER WOOD PROJECT P 0-219, 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 P0-2191, 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.

NORTH IS REFERENCED TO THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 2, T27N, R25E, TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN, WHICH IS ASSUMED TO BEAR S89°34'07"E.
 COORDINATES AND BEARINGS ON THIS PLAT ARE CONVERTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) FOR DOOR COUNTY REFERENCING NGS DATA SHEETS FOR STURGEON BAY SP8 AND STURGEON BAY QP8-82 AND PRIMARY AIRPORT CONTROL POINTS, MAD 83 C004.

- LEGEND**
- DOOR COUNTY MONUMENT
 - 3/4" REBAR FOUND
 - 1" IRON PIPE FOUND
 - MAG NAIL SET
 - 1" X 3/4" RDM 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
 - SECTION LINE
 - SECTION NUMBER
 - MARSH AREA
 - RUNWAY END MARKERS
 - HANDER

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 wstwoodps.com
 Westwood Professional Services

FIGURE 8

022113

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 NORTHWEST 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 250.02 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 11;
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 S85°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 11;
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. ILD 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, SYLVAN 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. ILD.

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 ILD 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.

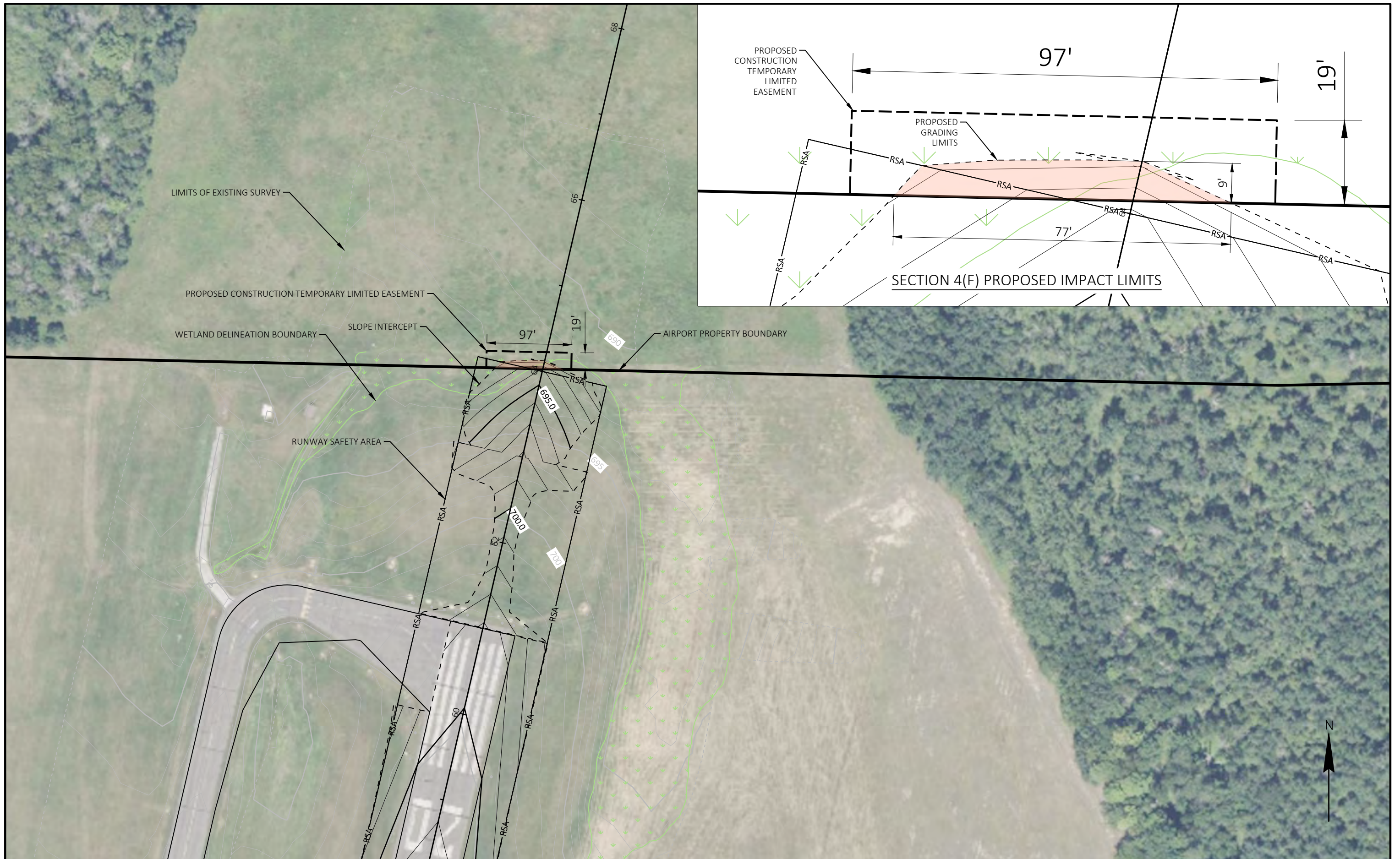


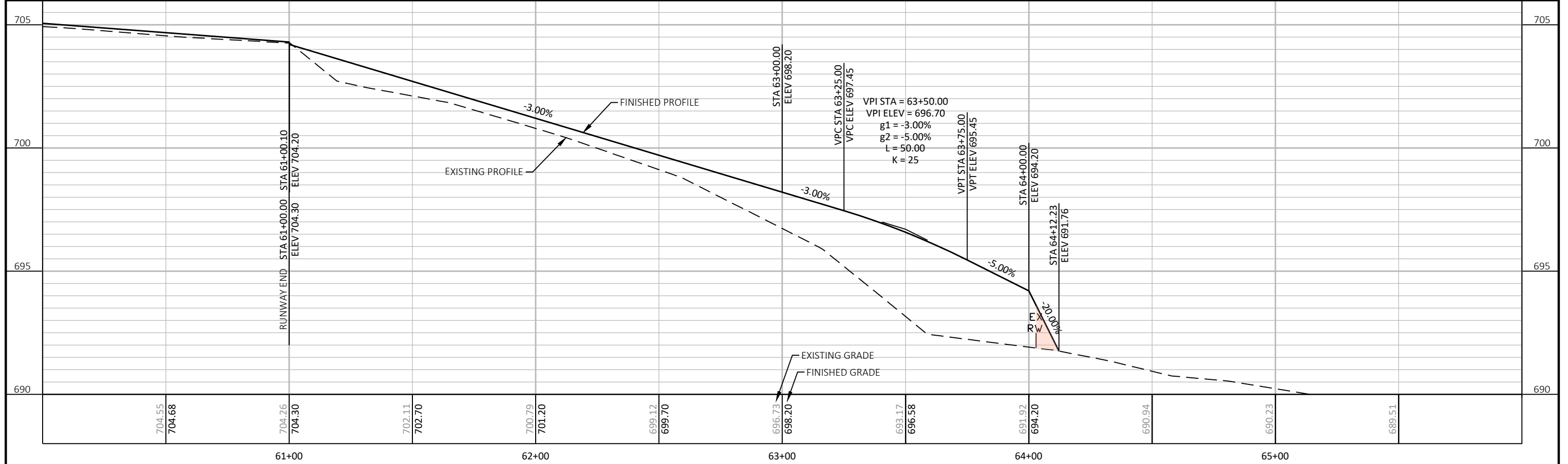
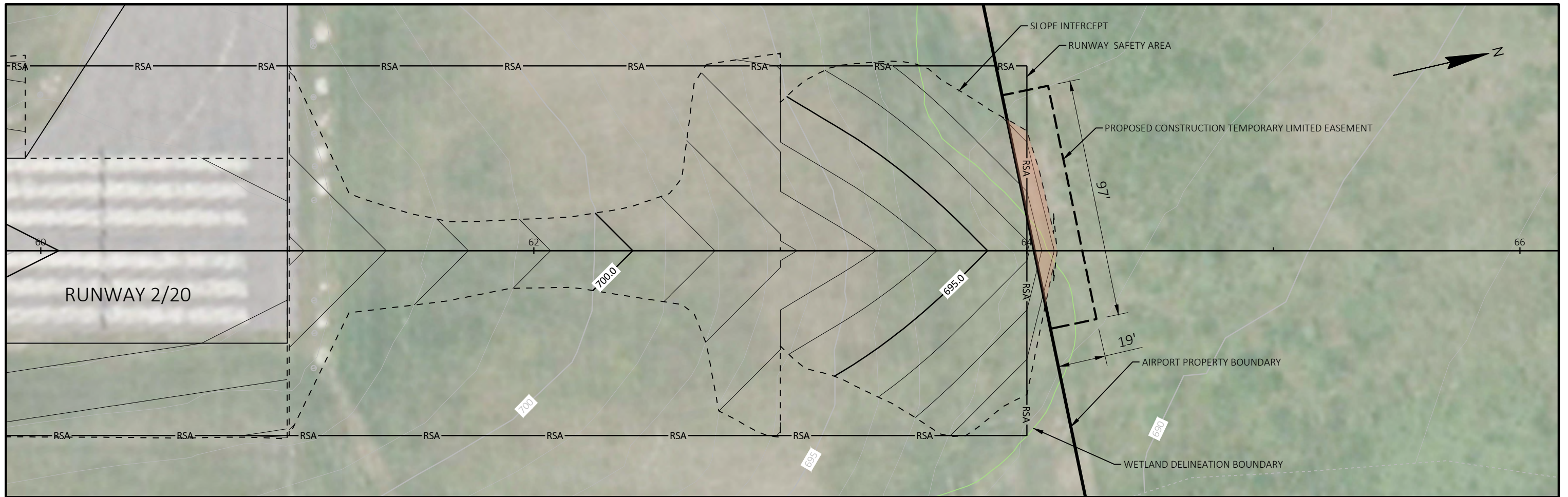
DATE 01-14-2022	DIRECTORY NO. -----
PROJECT NO. E1977A10	DRAFTED BY PDN
SHEET 2 OF 2	DRAWING NAME POS

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

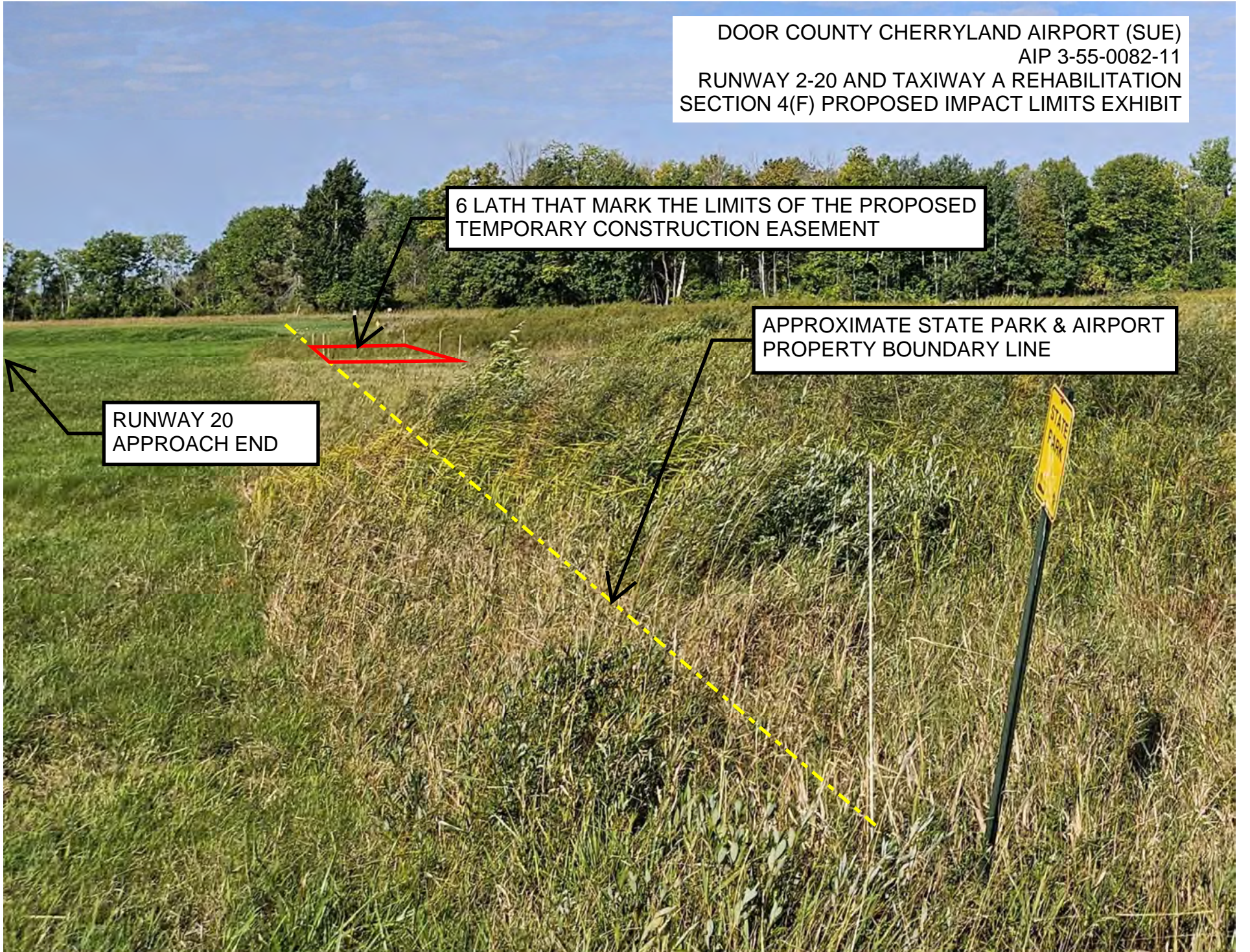
APPENDIX B: SITE PHOTOGRAPH

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 THAT 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 Nasewaupsee, 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: Mallery 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



Door Co Cherryland Airport & DNR Public Lands



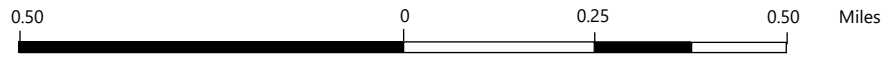
Map Features

- Mazomanie Beach Closed Area
- Natural Area Parcel Ownership Only
- WI DNR
- Non-DNR
- Conservation Reserve Land
- Stewardship Grant Acquisition:
- County Forest
- DNR Owned Parcels (By Parcel)**
 - Open to All Activities
 - Open to Hike and Fish, No Hunt/Tr
 - Open to Hike and Hunt/Trap, No Fi
 - Open to All, No Trapping
 - Open for Fish and Hunt/Trap, No H
 - Open to Hike Only
 - Closed
- DNR Easement Parcel (By Parcel)**
 - Open to All Activities
 - Open to Hike and Fish, No Hunt/Tr
 - Open to Hike and Hunt/Trap, No Fi
 - Open to All, No Trapping
 - Open to Fish and Hunt/Trap, No Hil
 - Open to Game Hunt and Fish, Clos
 - Open to Game Hunt Only
 - Open to Hunt/Trap, No Hike or Fish
 - Open to Hike Only
 - Closed
- DNR Leased Land Parcel (By Parcel)**
 - Open to All Activities
 - Open to Hiking and Fishing

Notes

Notes area for additional information.

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Projection: NAD_1983_HARN_Wisconsin_TM

Map created: 8/30/2023

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: <https://dnr.wi.gov/legal/>

1: 15,840

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 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 NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A PART OF THE SOUTHEAST QUARTER 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 250.02 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 S85°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 4,220,337 SQUARE FEET (96.02 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. ILD 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.)

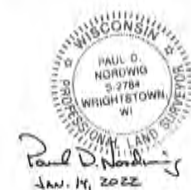
IN APRIL OF 1961, ALEX SLADKY SURVEYED A TRACT OF LAND IN GOVERNMENT LOT 1 OF SECTION 1, USING THE ESTABLISHED TOWNSHIP LINE AND THE NORTH-SOUTH QUARTER LINE. ON HIS SURVEY HE SHOWS A QUARTER CORNER THAT WAS ESTABLISHED BY E.W. ODBERT AND USED TO DESCRIBE SOME SHORE LOTS. ON HIS MAP HE DESCRIBES THE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

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 ILD 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

Westwood
Phone (920) 735-6900 One Systems Drive
Fax (920) 830-6100 Appleton, WI 54914 1654
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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

-----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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