PRELIMINARY 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

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.

WisDOT, Director,
Bureau of Aeronautics

Date

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

Responsible FAA Official

Date

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DRAFT PRELIMINARY 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 statues 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.

Federal Aviation Administration - Great Lakes Region
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:	Austin Levin				
Address:	4822 Madison Yards Way				
City:	Madison	State:	WI	Zip Code:	53707-7914
Telephone Number:	(608) 267-9371				
Email:	Austin.levin@dot.wi.gov				

Condensed EA Preparer Information:

Point of Contact:	Stephanie Senst, Westwood Professional Services, Inc.				
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Email:	Stephanie.Senst@westwoodps.com				

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 – EJScreen Community Report
Attachment 6 – Construction Emissions Calculations
Attachment 7 – Wetland Delineation Report

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' condition for pilots. 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.

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 upgrade associated runway and taxiway lighting, NAVAIDs and other electrical work 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 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 upgrade the system to the current lighting standard with 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.
- 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 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.

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 (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.

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.

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, 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 on Runway 2/20 and Taxiway A are low. 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.
- 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 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. 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 serviceability of the Airport and 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 due to the extensive cost it would add to the project for construction and maintenance costs. In addition to cost, specialized equipment would need to be purchased to maintain the area. Therefore, this alternative would create excessive construction and operating costs for the proposed project and was eliminated from further consideration.

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.

DRAFT PRELIMINARY 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

AIRPORT DESCRIPTION:

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

	Existing		Proposed		
Runway:	2/20				
Length:		ft.		ft.	
Width:		ft.		ft.	
Pavement Strength:					
NAVAIDS:	Lead-in Light System		Removal of LLS		Federally Owned: Y (N)
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 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.

LAND ACQUISITION:

	Amount (acres)	
Land Use Types	**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. 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, 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 area mainly zoned public resource and rural character conservation.

Part II – Environmental Consequences

Air Quality

	Yes	No
Is the project in an air quality nonattainment or maintenance area?		✓
If Yes, is the:		
Project listed on Presumed to Conform List		
Project accounted for in State Implementation Plan		
Project emissions below applicable *de minimis* levels		
Does the project require an air quality analysis?		✓
Does the project require an air quality analysis for construction impacts?		✓

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.

Coastal Areas

	Yes	No
Is the project located in a Coastal Barrier Resource System?		✓
Is the project located in a Coastal Zone Management Program?	✓	
If Yes, Is a consistency finding required?	✓	

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.

The Proposed Action alternative would not result in any foreseeable effects to coastal resources and is not being constructed along the Lake Michigan coastline. Additionally, the Proposed Action alternative is anticipated to maintain existing regional drainage patterns. 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?	✓	
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"?		✓
Has coordination with USDA Wildlife Services occurred?		✓
Is a Wildlife Assessment required?		✓

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.

The proposed project would be located on Airport, WDNR, and private property. The Comprehensive Plan for the Town of Nasewaupee 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:	Yes	No
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		✓

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

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 manufacture'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 site[1]. 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 WDNR[2]. 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.

Th 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 impact on nearby residents and to avoid contributing to the degradation of regional air quality, dust, excavation, stockpiling, hauling, and constructing should be controlled by watering or other approved dust control measures and appropriate construction sequences.

[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.

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.

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 (CO_2) 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 CO_2 equivalent, MT of methane (CH_4) equivalent, and MT of nitrous oxide (N_2O) equivalent. The production of construction materials would likely increase CO_2 emissions. The Federal Highway Administration (FHWA) LCA Pave Tool was used to calculate estimated CO_2 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.

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_2e	442.016 MT-CO_2e
	Methane, CH_4 Equivalent (metric tons)	0 MT-CH_4e	0.044 MT-CH_4e
	Nitrous Oxide, N_2O Equivalent (metric tons)	0 MT-N_2Oe	0.041 MT-N_2Oe
Construction Material (Asphalt) Production Emissions	Carbon Dioxide, CO_2 Equivalent (metric tons)	0 MT -CO_2e	348.313 MT -CO_2e

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.

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.

DRAFT PRELIMINARY 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

Cultural Resources

Results of Research

Eligible or Listed Resources Present:	Yes	No
Archaeology		✓
History/Architecture		✓

Project Effect	Yes	N/A	SHPO/FAA Approval Dates
No Historic Properties Affected	✓		January 9, 2024
No Adverse Effect	✓		January 9, 2024
Adverse Effect		✓	January 9, 2024

Completed Documentation	Yes	N/A	SHPO/FAA Approval Dates
Historic Properties Short Report	✓		January 9, 2024
Historic Property Report		✓	
Archaeological Records Check/ Review	✓		January 9, 2024
Archaeological Phase I Survey Report	✓		January 9, 2024
Archaeological Phase II Investigation Report		✓	
Archaeological Phase III Data Recovery		✓	
APE, Eligibility and Effect Determination		✓	
Memorandum of Agreement		✓	

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.

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 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	✓	
Wildlife and/or Waterfowl Refuges		✓
Historic Properties		✓

Completed Documentation			**FAA Approval**
Individual Section 4(f) Evaluation		✓	
"De minimis" Impact	✓		

Only to be used for the following circumstances:
- *Historic Properties: project includes No Adverse Effect Finding with SHPO/THPO concurrence*
- *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 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. 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 draft of the *De Minimis Impact on Section 4(f) Property* report was provided to the WDNR for review on May 21, 2024. Following WDNR review of the report, issuance of formal concurrence with the Section 4(f) De Minimis finding is anticipated prior to the condensed environmental assessment being finalized and all public comments addressed. If WDNR review of the report results in an outcome other than concurrence on a *de minimis* impact finding, consideration will be made for a future re-notification to provide the public with an opportunity to reflect on the changes.

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 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.

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	**Yes**	**No**
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?	✓	

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 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.

The RPBB High Potential Zone (HPZ) was updated in the spring of 2024. Prior to the update, the proposed project area was not in the HPZ. Additional analysis and re-coordination were necessary after the update. 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.

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. A copy of the USFWS correspondence is included in Attachment 2.

Table 2. IPaC Effect Determination Summary

SPECIES (COMMON NAME)	SCIENTIFIC NAME	LISTING STATUS	HABITAT	PRESENT IN PROJECT AREA	EFFECT DETERMI-NATION	JUSTIFICATION
Northern Long-eared Bat (NLEB)	*Myotis septentrionalis*	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)	*Perimyotis subflavus*	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	*Somatochlora hineana*	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	*Danaus plexippus*	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.
Rusty Patched Bumble Bee	*Bombus affinis*	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	*Iris lacustris*	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	*Cirsium pitcher*	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

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.

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 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 EJScreen 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 EJScreen and Census data from 2020, minority populations may be impacted by the proposed project.

The EJScreen Community Report identified 28% of the surrounding population as low income. The State of Wisconsin average for low-income population was identified as 28%. The percentage of low-income population in the surrounding area is the same as that of the State of Wisconsin. The data demonstrates that the general project area does not include a disproportionate percentage of low-income populations.

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?	✓	
Is there any Prime Farmland (per NRCS) in the project area?	✓	

NRCS-CPA-1006 Form score: 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 Appendix 1.

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

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

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.

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?	✓	

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, 2023, 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 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. Given that the impacts would not change the recreational use, the Section 6(f) conversion process is not anticipated to be triggered.

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?	✓	
Does the proposed project fit with the existing environment?	✓	

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; 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

	Yes	No
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?		✓

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.

Social Impacts

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

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:	Yes	No
A change in business or economic activity in the project area		✓
An impact on local public service demands		✓
Induced/Secondary impacts		✓

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.

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.

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?	✓	
Is there any Wild, Scenic or Recreational Rivers in/near the project area?		✓

Other Waters		
Are there any lakes or ponds in/near the project area?	✓	
Are there other surface/below surface waters in/near the project area?	✓	

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.

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 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.

Wetlands

	Yes	No
Are there wetlands in/near the project area?	✓	

Total wetland area: 6.278 acre(s Total wetland area impacted: 0.05 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	**Yes**	**No**
Wetland Delineation Report	✓	
Conceptual Mitigation Plan (see remarks)	✓	
Mitigation Available	✓	

Individual Wetland Finding

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

	Yes	**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 delineation 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.

The proposed project would have approximately 0.05 acres of anticipated permanent wetland fill impacts. 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.

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.

Wetland impacts and wetland mitigation coordination with the WDNR is ongoing. The goal is to avoid, minimize, and mitigate impacts to wetlands. 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). 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. Any wetland mitigation would take place through the WisDOT wetland mitigation bank.

As noted in the WDNR Initial Review Letter in Attachment 2, further coordination with WDNR to determined 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.

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 Statues.

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.

Cumulative Impacts

	Yes	No
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?		✓

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
- 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.

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. 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.
- 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

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://wisconsindot.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.

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.
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.
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. January 26, 2024 - Wetland delineation report requested. May 20, 2024 – Informal response received that noted anticipation of taking jurisdiction of wetlands due to hydrological connection to Sturgeon Bay.
U.S. Environmental Protection Agency (EPA)	January 19, 2024 - Notification letter sent to outline the proposed project and solicit input. January 19, 2024 - Response received confirmed receipt of notification letter. February 15, 2024 – EPA scoping comments received.
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)	January 19, 2024 – Notification letter sent to outline the proposed project and solicit input. January 23, 2024 – Response received requesting proposed project area .shp file for evaluation. 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. February 9, 2024 – Westwood completed Parts VI and VII of the NRCS-CPA-106 form and sent to NRCS. February 12, 2024 – NRCS confirmed receipt of completed NRCS-CPA-106 form.

	May 7, 2024 – NRCS response received noting no further consideration is needed for the site.
U.S. Department of the Interior, Fish and Wildlife Service (USFWS)	January 15, 2024 – The U.S. Fish & Wildlife Service's IPaC online planning tool was reviewed for potential impacts to threatened and endangered species. February 15, 2024 – Section 7 informal consultation email to outline the proposed project and solicit input on effect determinations on NLEB and TCB. February 21, 2024 – USFWS provided concurrence on effect determinations for informal Section 7 consultation on NLEB and TCB. May 10, 2024 - Section 7 informal consultation email sent to solicit input on effect determination for Rusty Patched Bumble Bee. May 23, 2024 – USFWS provided concurrence on effect determinations for informal Section 7 consultation for Rusty Patched Bumble Bee.
U.S. Department of Transportation, Federal Aviation Administration (FAA)	April 26, 2024 – FAA provided initial comments for the draft Preliminary Condensed EA. May 10, 2024 – FAA provided comments on the revised draft Preliminary Condensed EA.
Wisconsin Department of Administration - Coastal Management Program	January 19, 2024 – Notification letter sent to outline the proposed project and solicit input. 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. May 22, 2024 – Notified of proposed project requiring USACE permit.
Wisconsin Department of Transportation – Bureau of Aeronautics (BOA)	Various dates throughout 2022 and 2023 – Continuous correspondence with BOA Project Manager and BOA Aeronautical Environmental Coordinator about the project. November 29, 2023 – Section 106 documentation submitted to BOA for review. December 2023 – Section 106 documentation submitted to CRT for review. March 15, 2024 – Draft Preliminary Condensed EA submitted for comment. April 8, 2024 – Comments received for Draft Preliminary Condensed EA. April 18, 2024 – Draft Preliminary Condensed EA resubmitted for comment. May 8, 2024 – Comments received for revised Draft Preliminary Condensed EA.
Wisconsin Department of Transportation – Cultural Resources Team (CRT)	December 2023 - BOA submitted Section 106 documentation to CRT for review. December 21, 2023 - Section 106 signed by WisDOT Historic Preservation Officer.

Wisconsin Department of Natural Resources (DNR)	Various dates throughout 2022 and 2023 – Continuous correspondence with BOA Project Manager and BOA Aeronautical Environmental Coordinator about the project. August 31, 2023 – WDNR Initial Review response received for the proposed project. September 28, 2023 – WDNR and BOA Project Manager and BOA Aeronautical Environmental Coordinator meeting to discuss forestry requirements. 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. 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. BOA provided de minimis Section 4(f) impact report and requested review and concurrence. May 21, 2024 – *De Minimis* Section 4(f) Impact Report shared with WDNR for reviewed and BOA request concurrence with finding.

Remarks:

DRAFT PRELIMINARY 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 11, 2024. The notices were advertised in *Door County Pulse*, at the Airport, and on the project website.

Following the public comment period for the preliminary and final environmental assessments, 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**
		✓

 Date: 6/3/2024

DRAFT PRELIMINARY 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:

Signature	*Date*
Stephanie Senst, Project Engineer	*Westwood Professional Services, Inc.*
Printed Name and Title	*Organization*

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.

Signature	*Date*
Austin Levin, Airport Engineer	*WisDOT Bureau of Aeronautics*
Printed Name and Title	*Organization*

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.

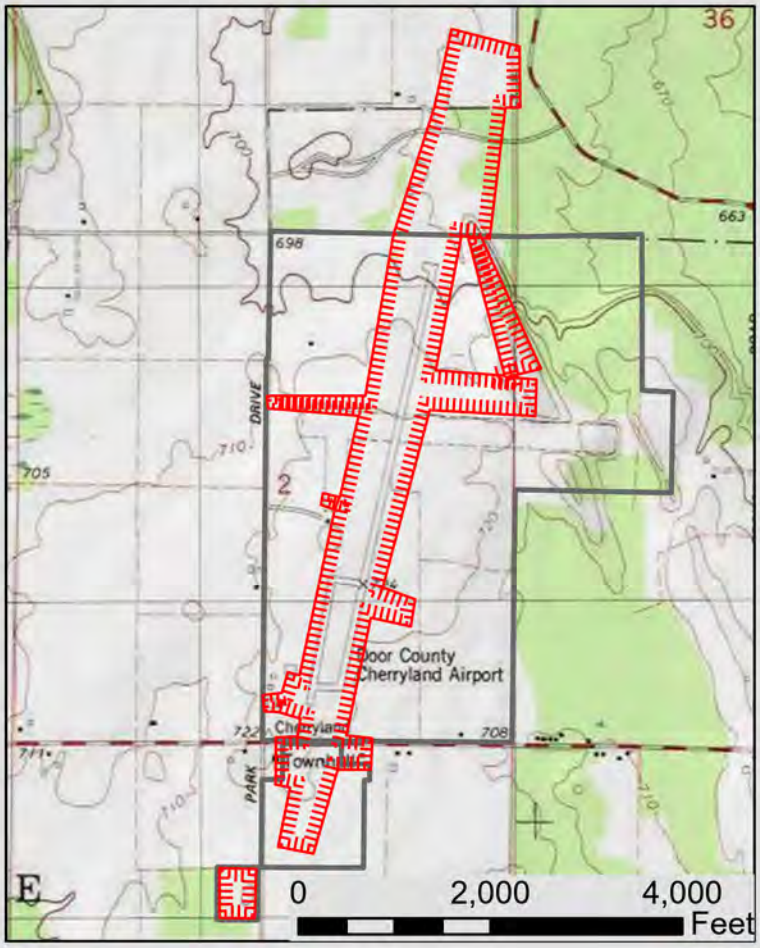
☐ The proposed development action requires preparation of an Environmental Impact Statement.

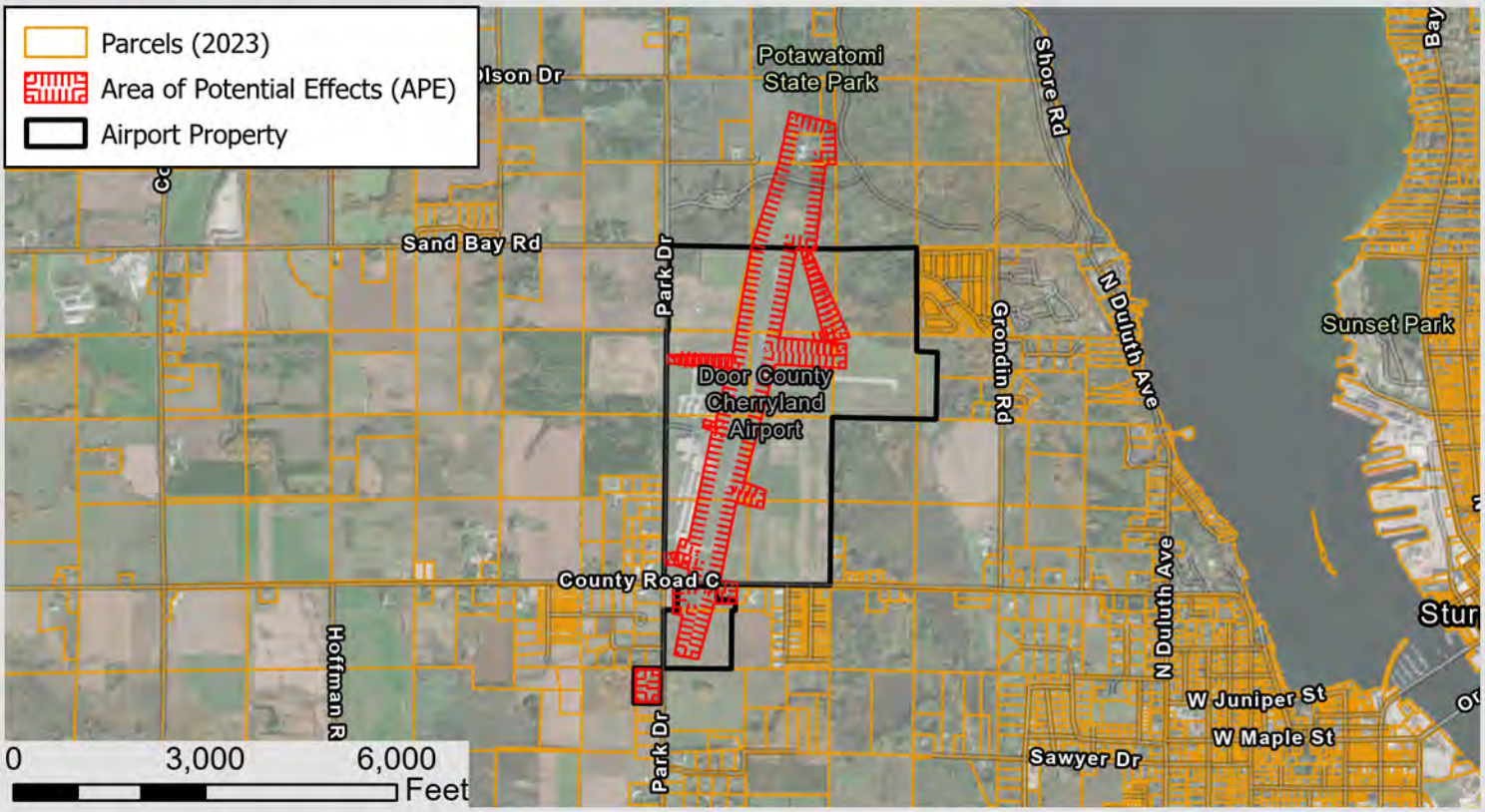
This Environmental Assessment becomes a Federal document when signed/dated by the Responsible FAA Official.

Signature	*Date*

Attachment 1

Figures





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RWY 02/20 REHABILITATION - CONDENSED EA

LOCATION MAP

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

Project Manager:	SCALE: 1 in = 3,000 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **1**

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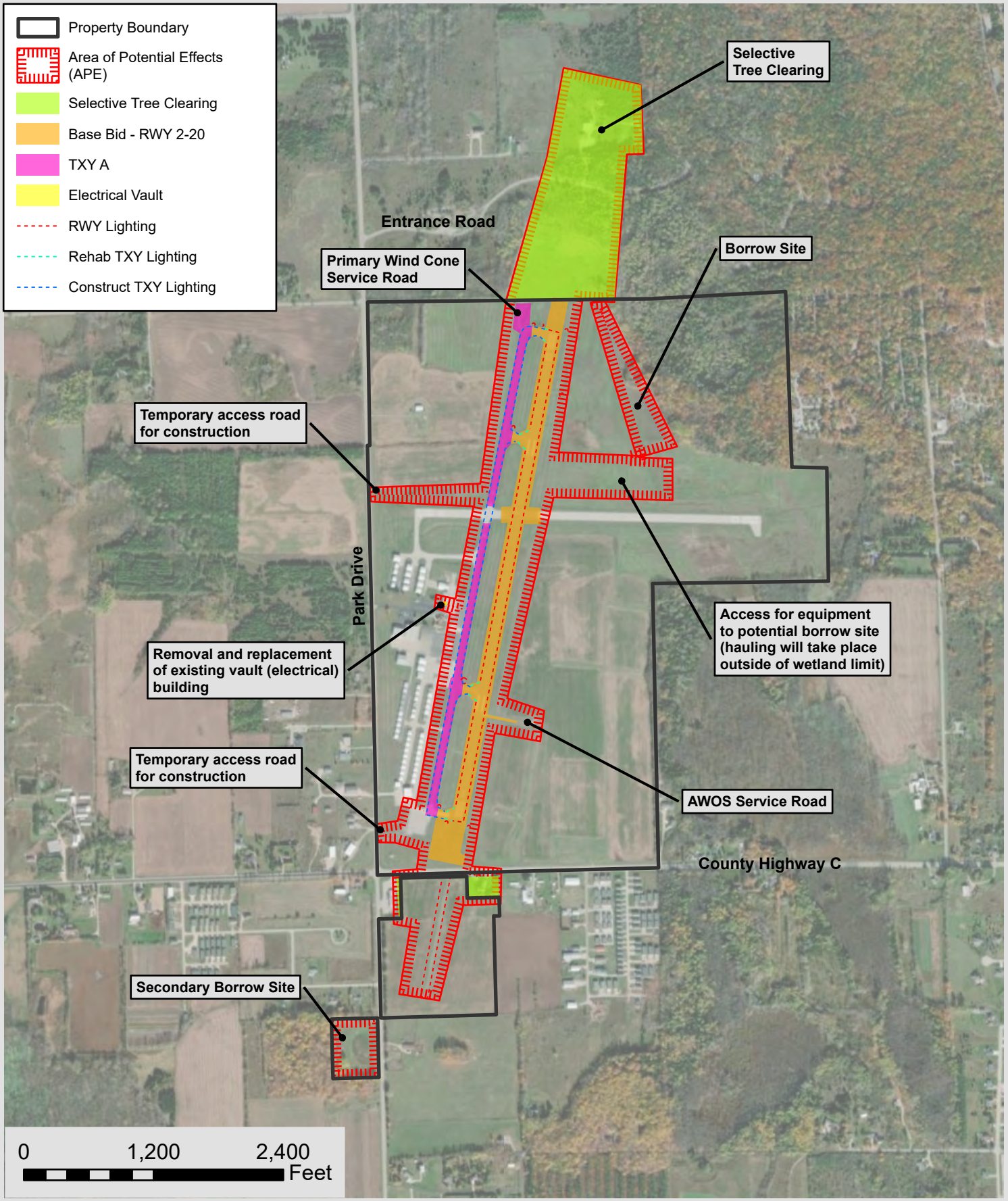

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AREA OF POTENTIAL EFFECTS

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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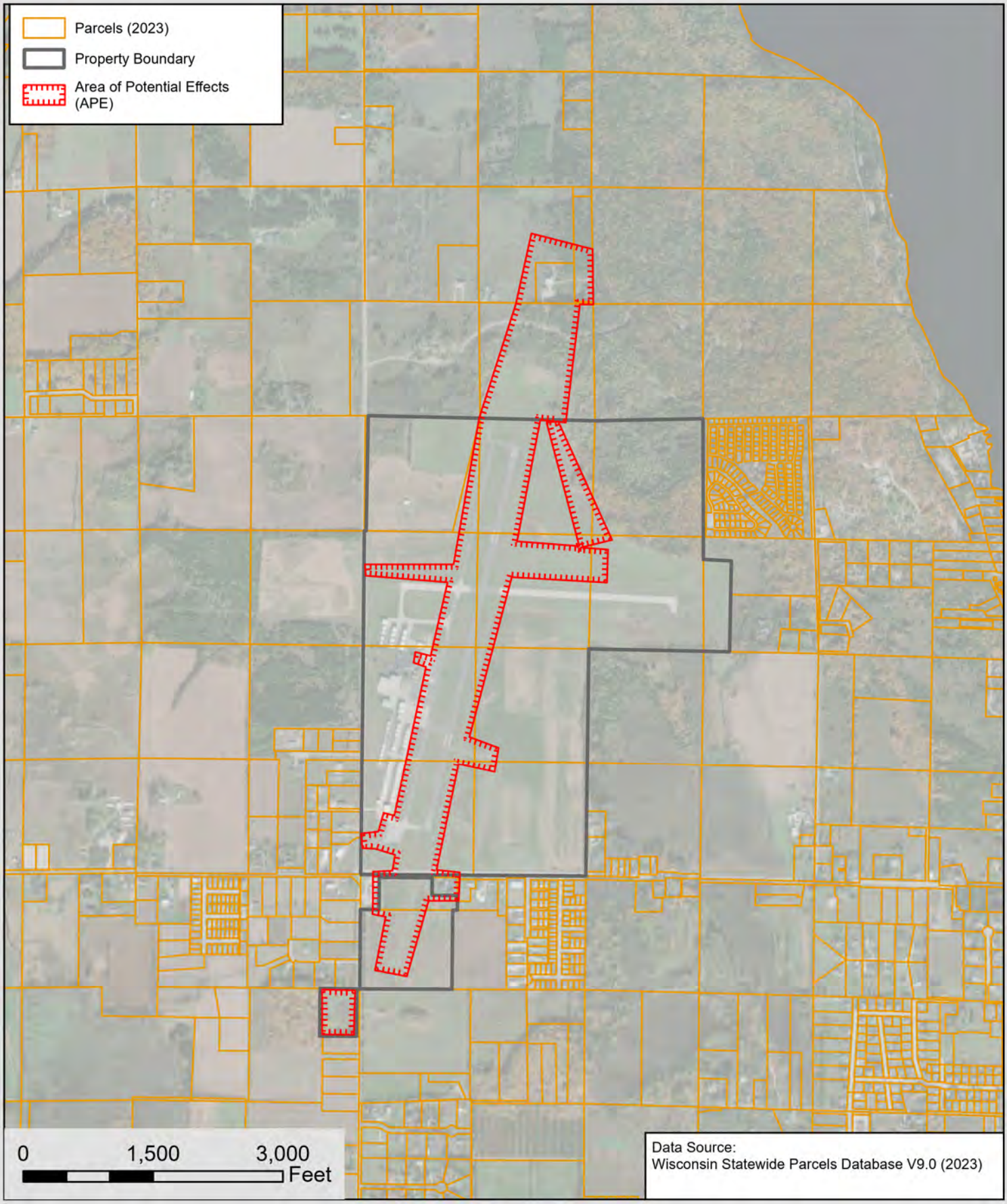

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AIRPORT PROPERTY MAP

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

Project Manager:		SCALE:	1 in = ft
Project Engineer:			
Drawn By:	JCW	PROJECT NO.	**R3001498.00**
Checked By:			
Date:	1/8/2024	FIGURE NO.	**3**

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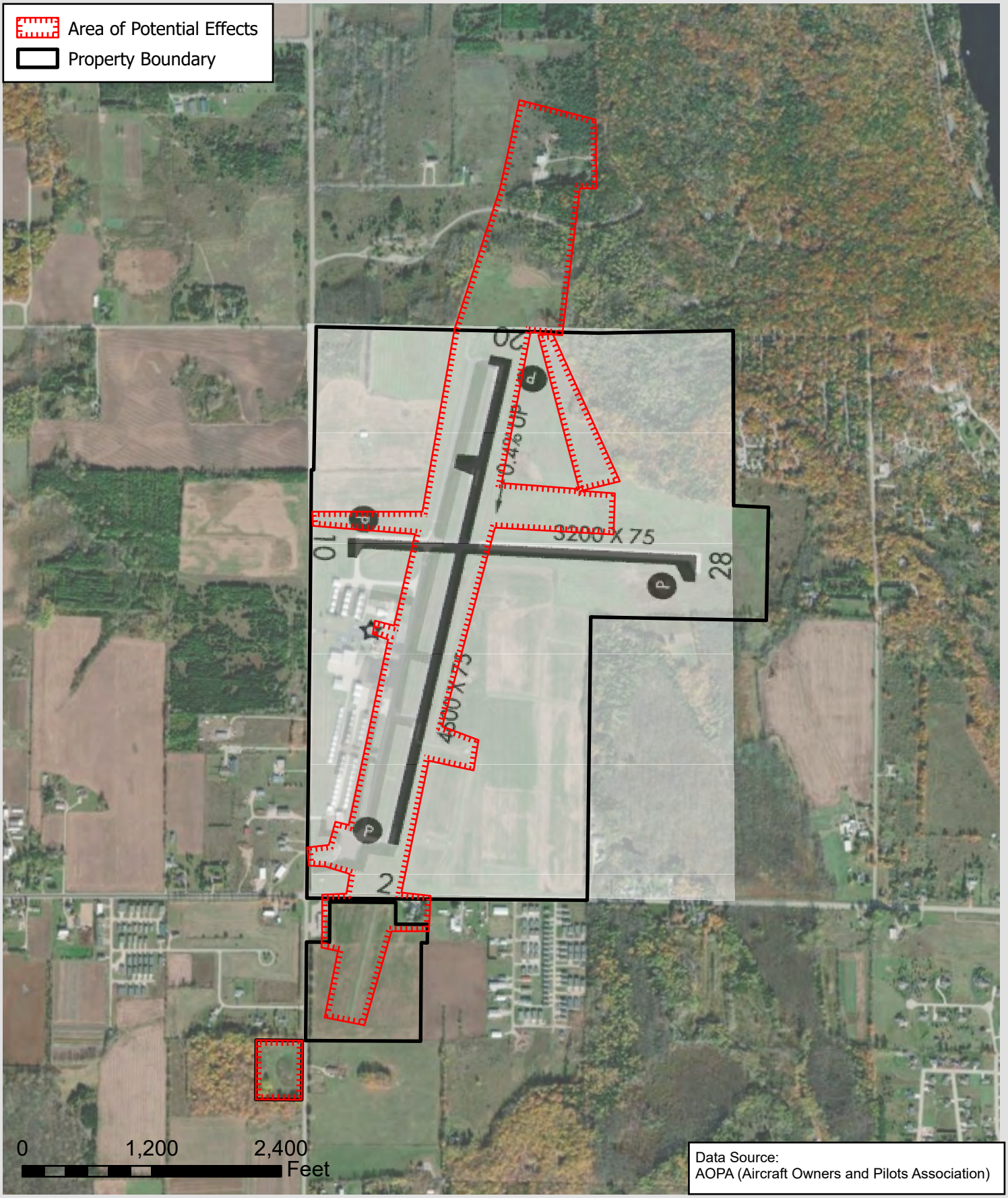

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AIRPORT DIAGRAM MAP

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

Project Manager:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 5/13/2024	FIGURE NO. **4**

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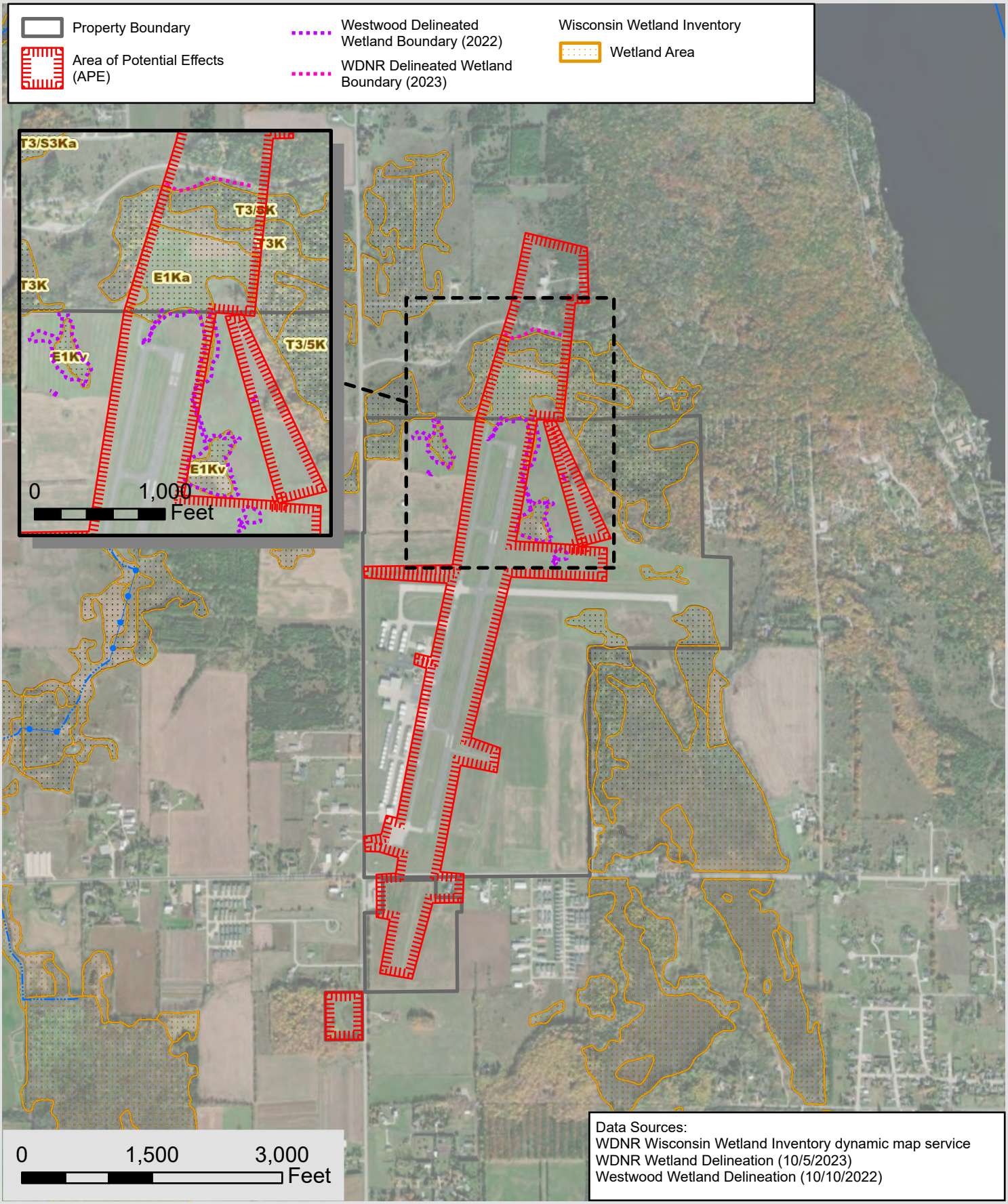

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WETLAND MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 3/14/2024	FIGURE NO. **5**

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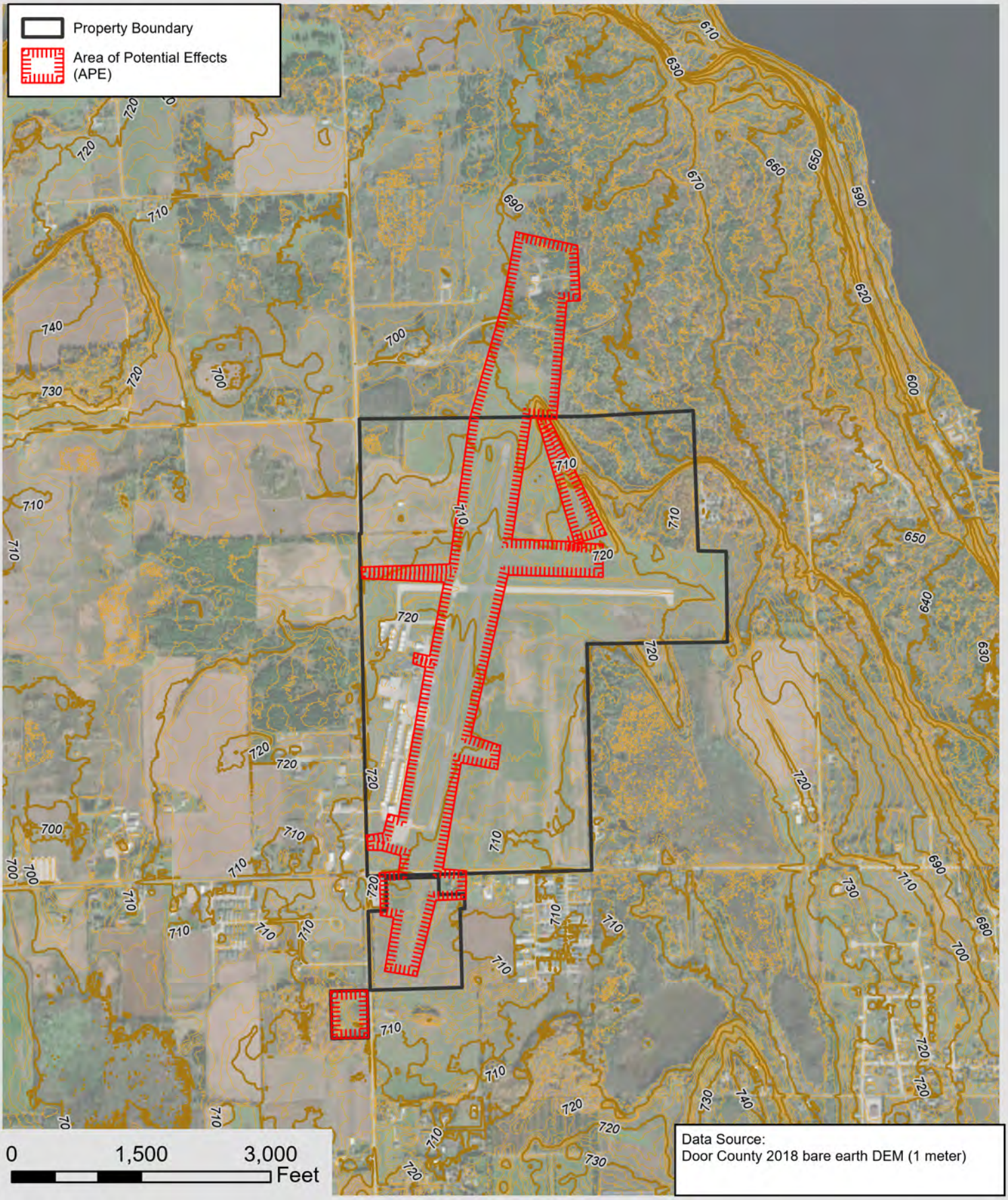

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TOPOGRAPHIC MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **6**

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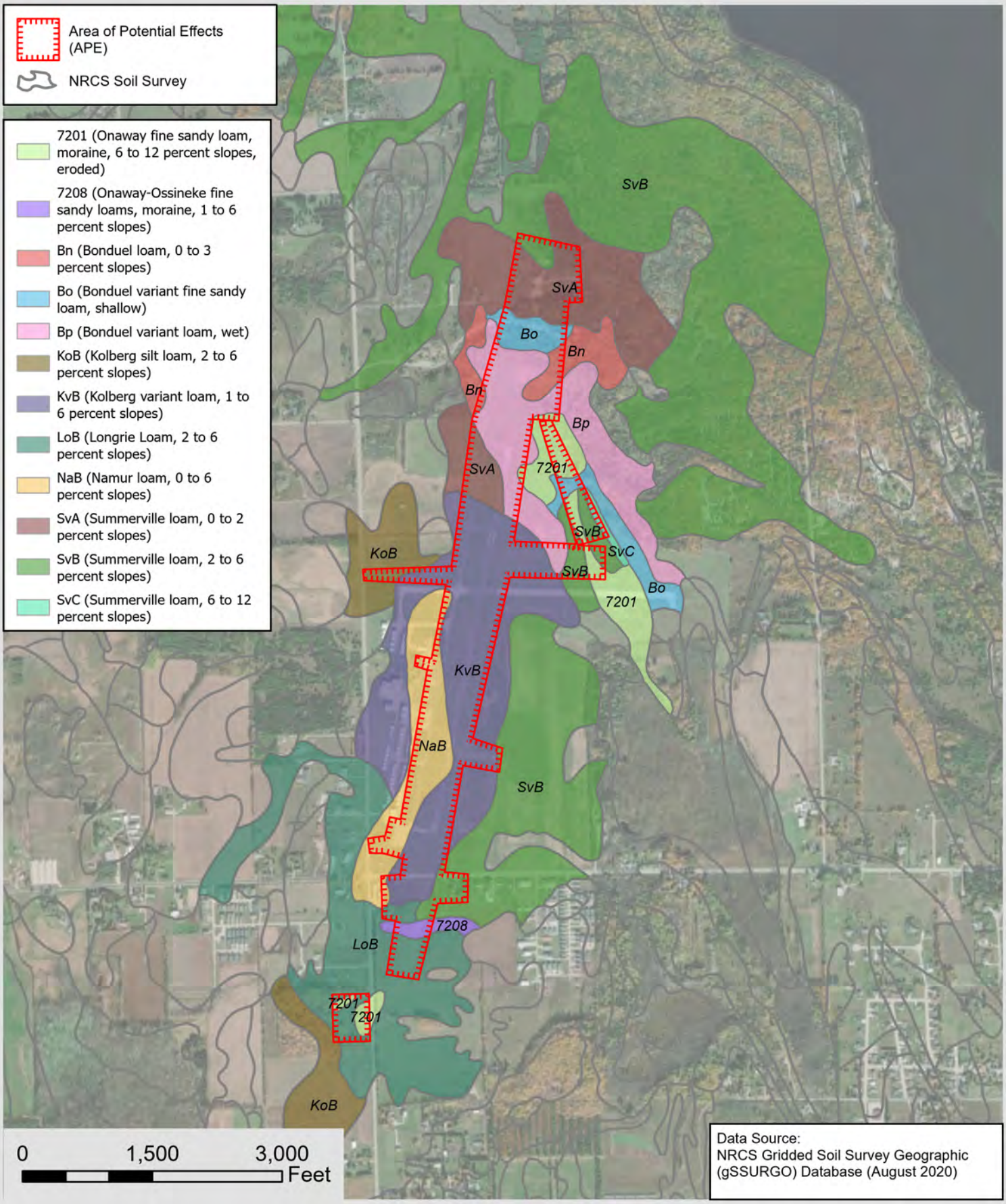

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SOILS MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/9/2024	FIGURE NO. **7**

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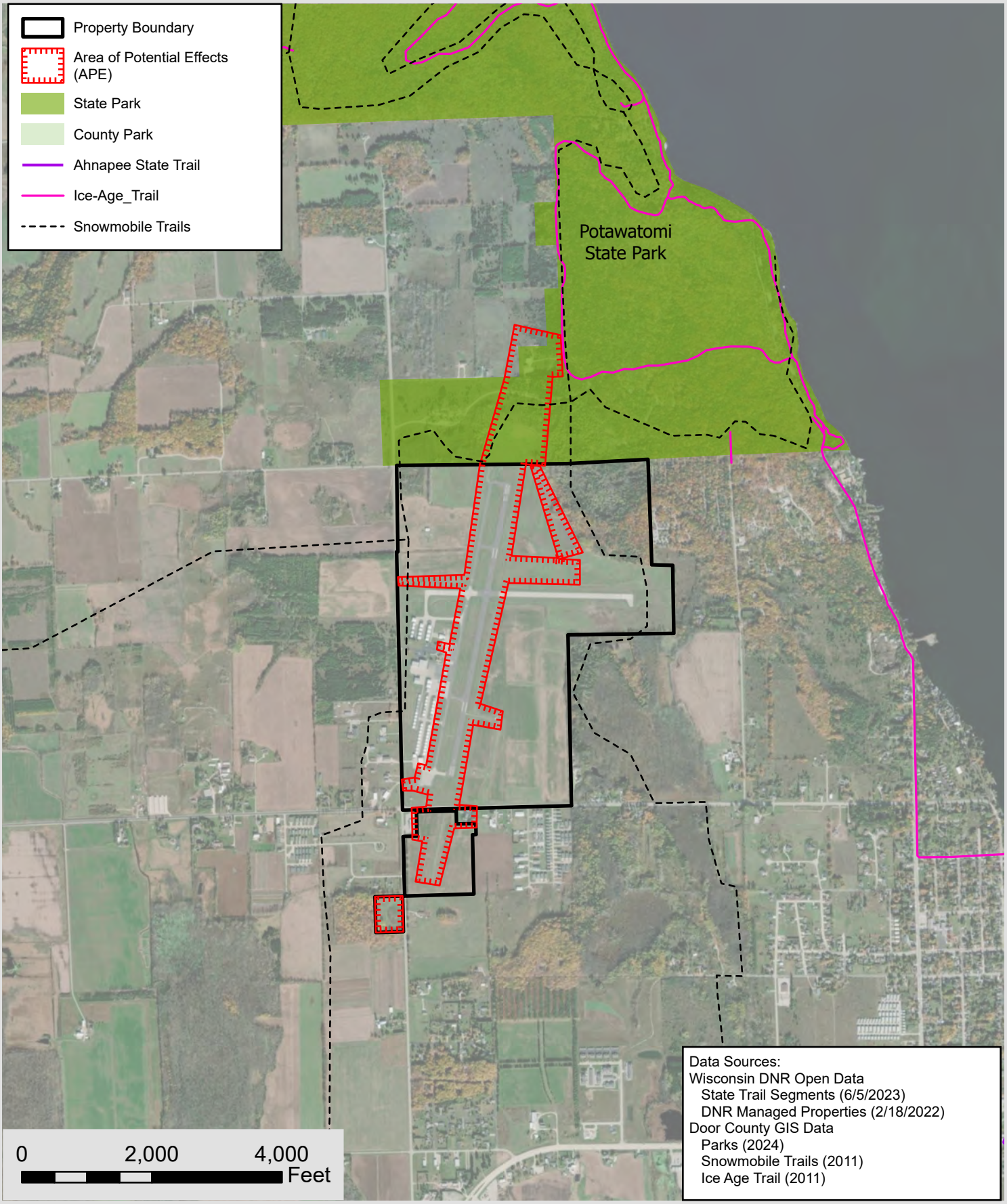

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PARKS AND TRAILS MAP

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

Project Manager:	SCALE: 1 in =2,000 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 5/6/2024	FIGURE NO. **8**

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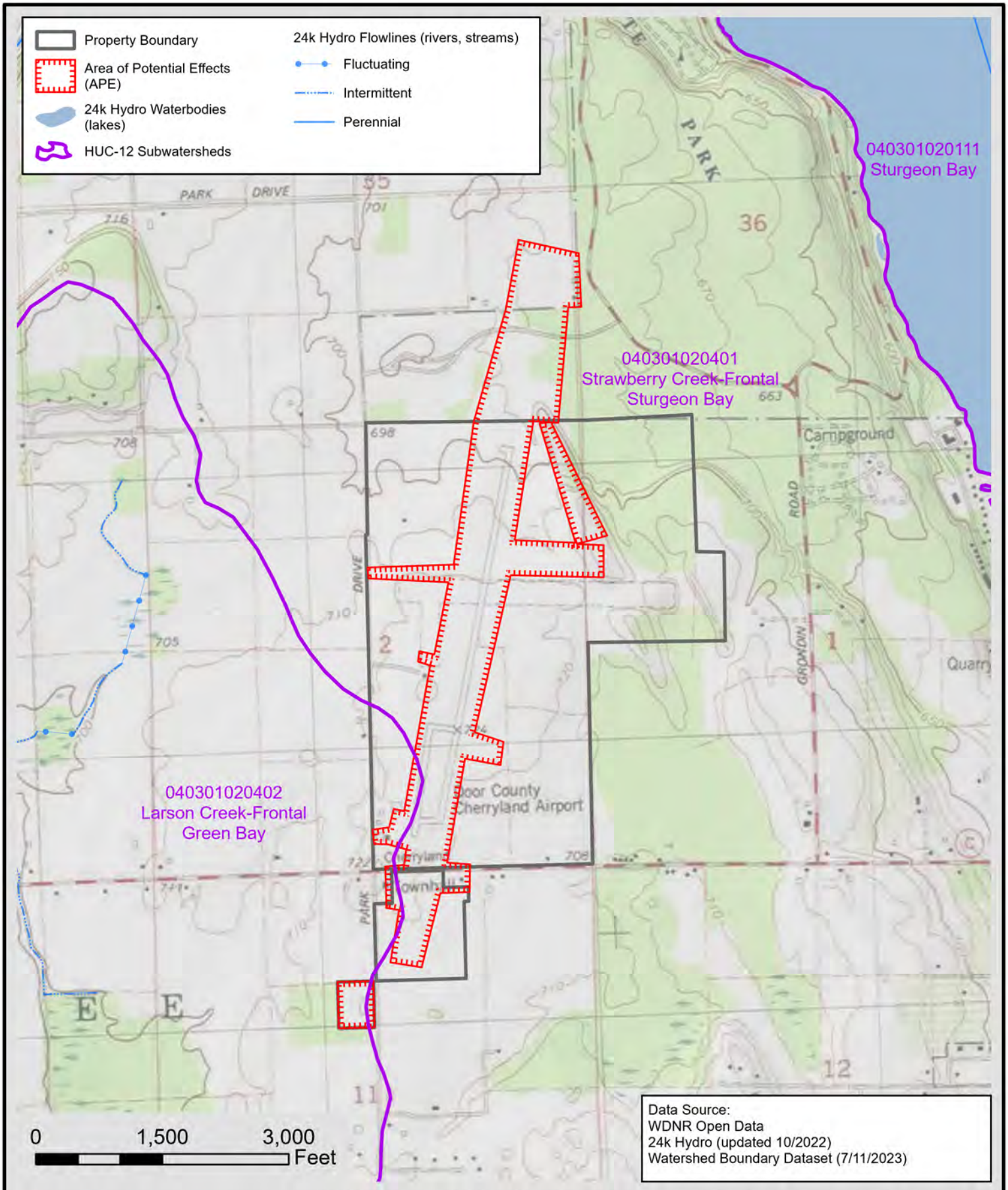

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WATERSHED MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **9**

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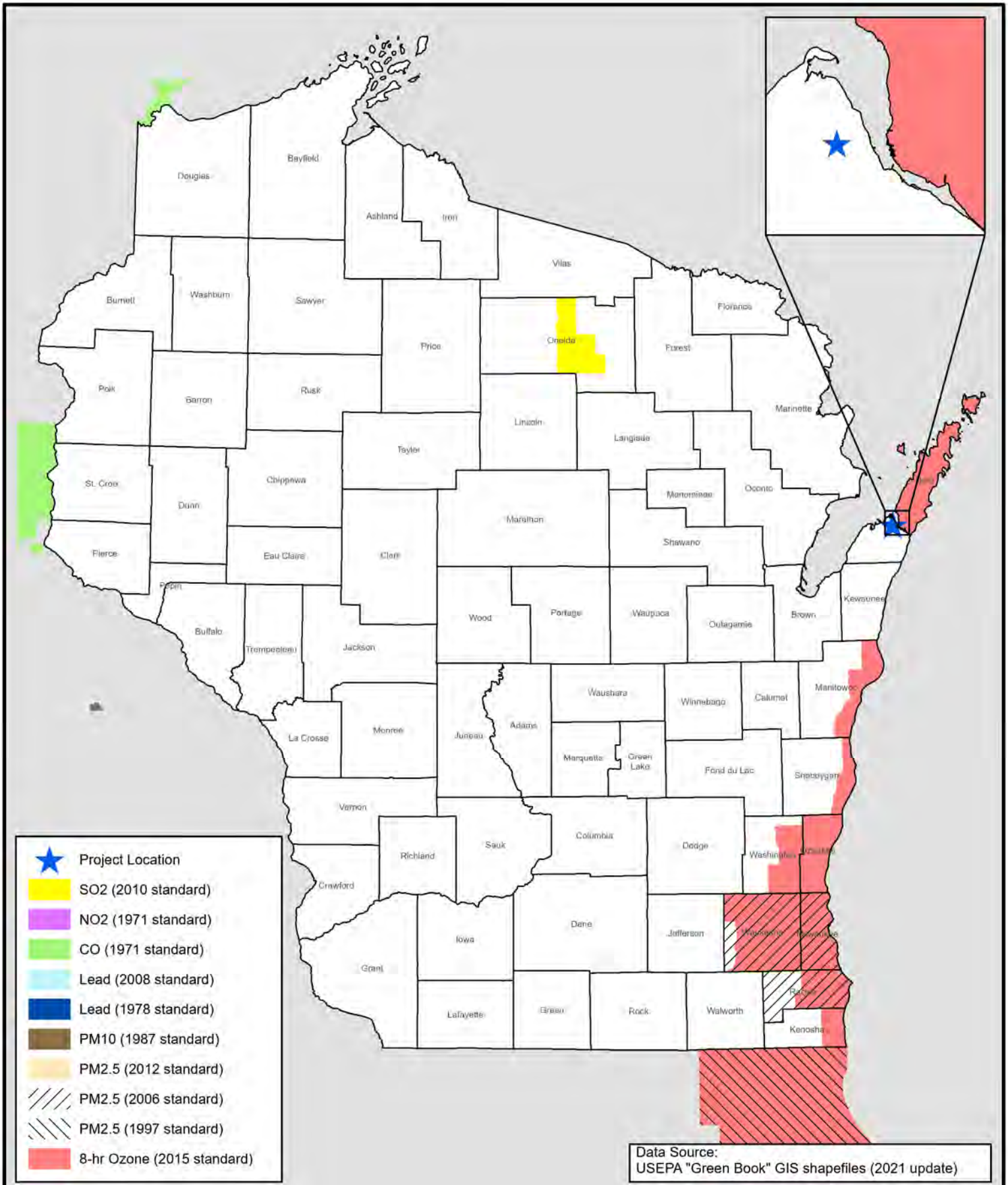

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NAAQS NONATTAINMENT AREAS

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

Project Manager:	SCALE: 1 in =208,333 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **10**

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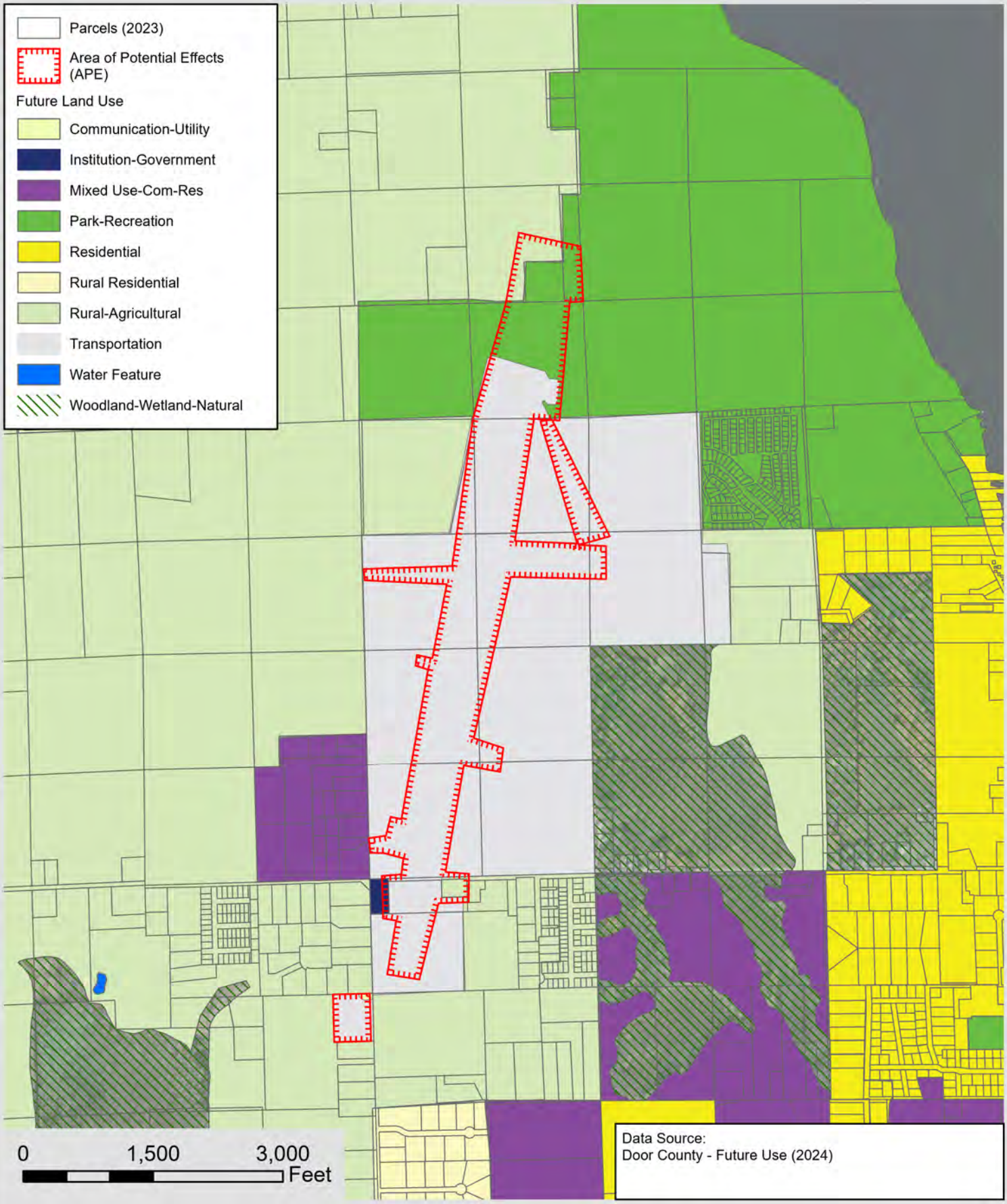

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RWY 02/20 REHABILITATION - CONDENSED EA

FUTURE LAND USE MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/11/2024	FIGURE NO. **11**

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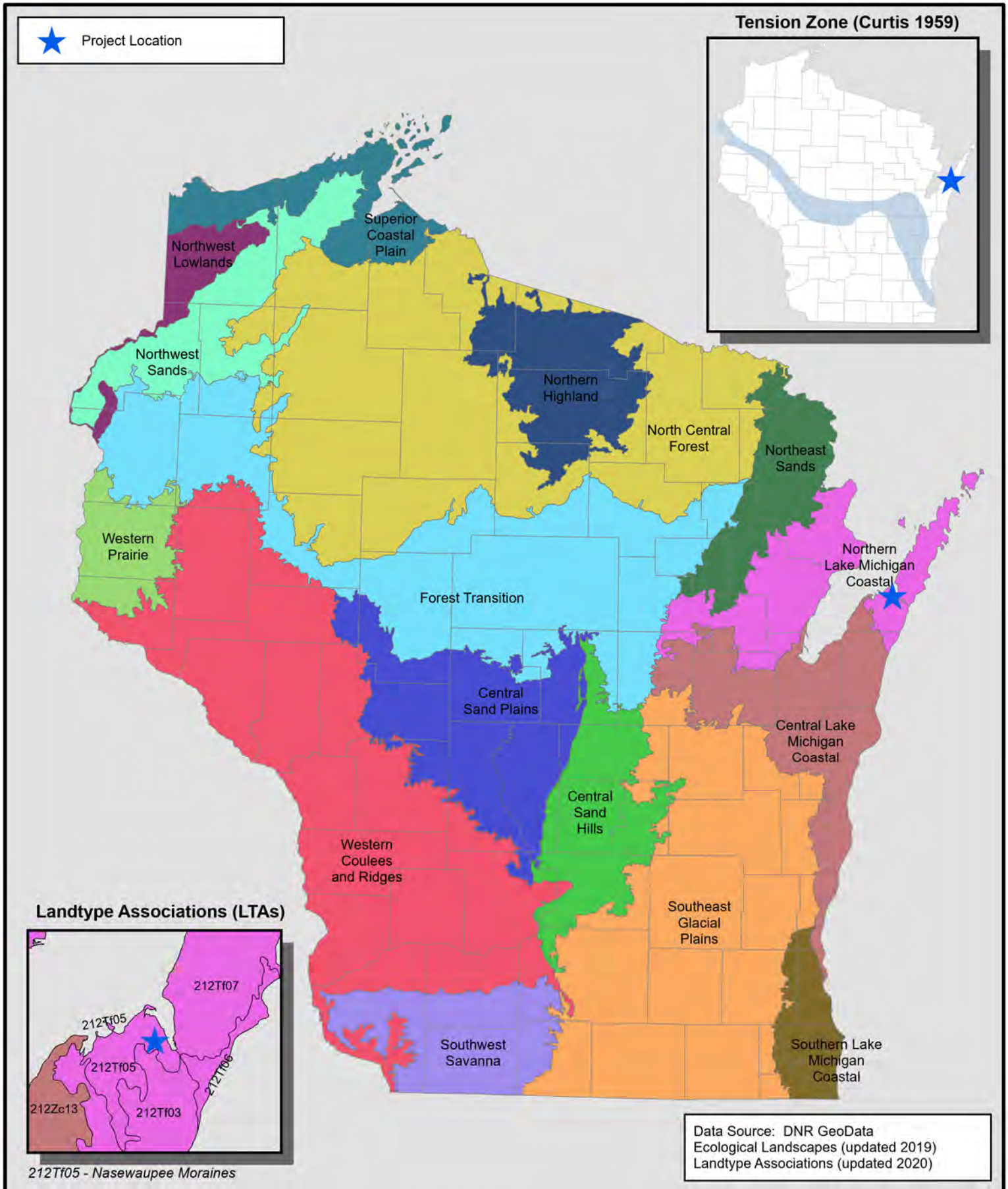

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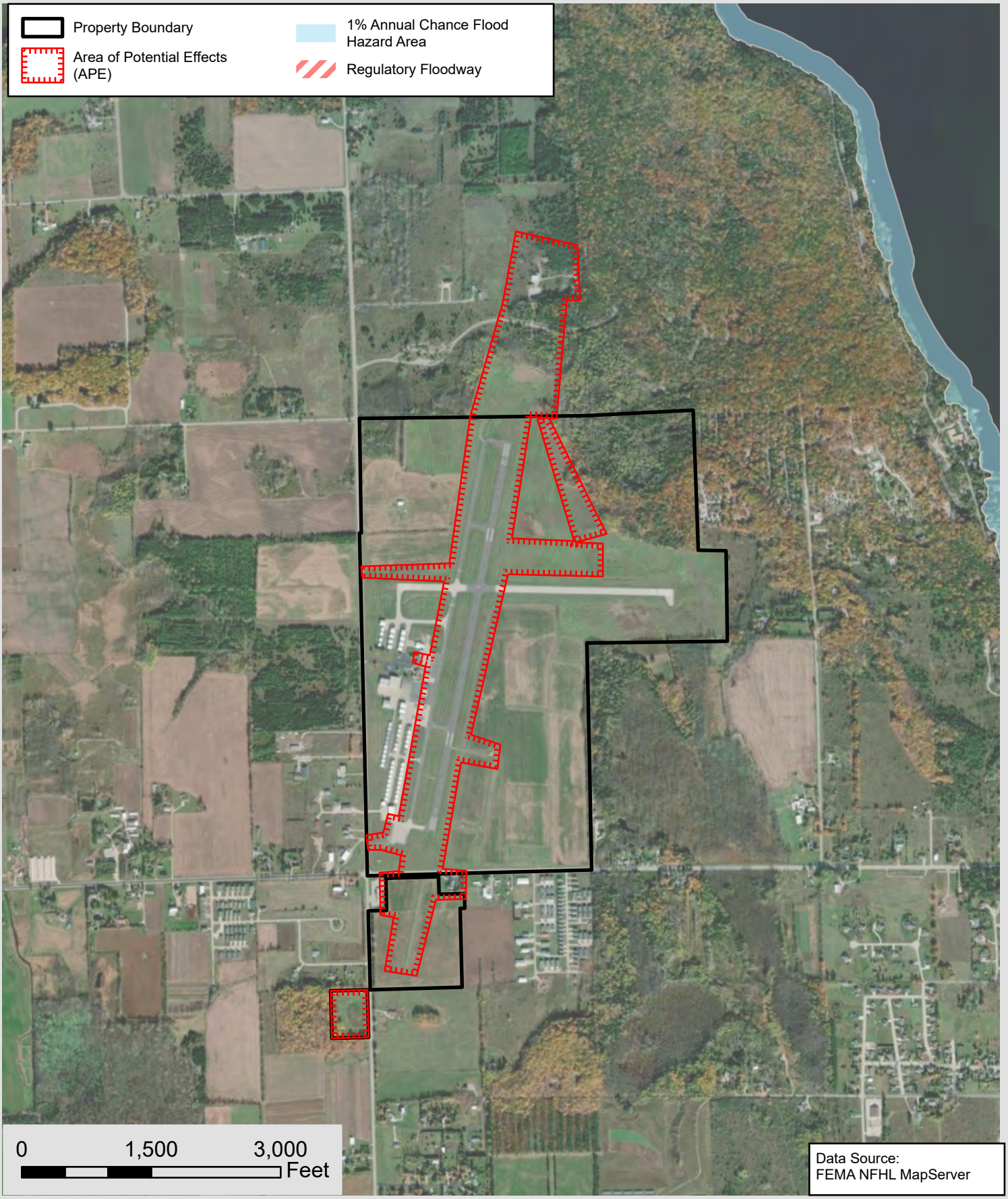
RWY 02/20 REHABILITATION - CONDENSED EA

ECOLOGICAL LANDSCAPES

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

Project Manager:	SCALE: 1 in =215,401 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **12**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Ecological Landscapes Map]
Printed: jcweis 1/8/2024 12:04 PM



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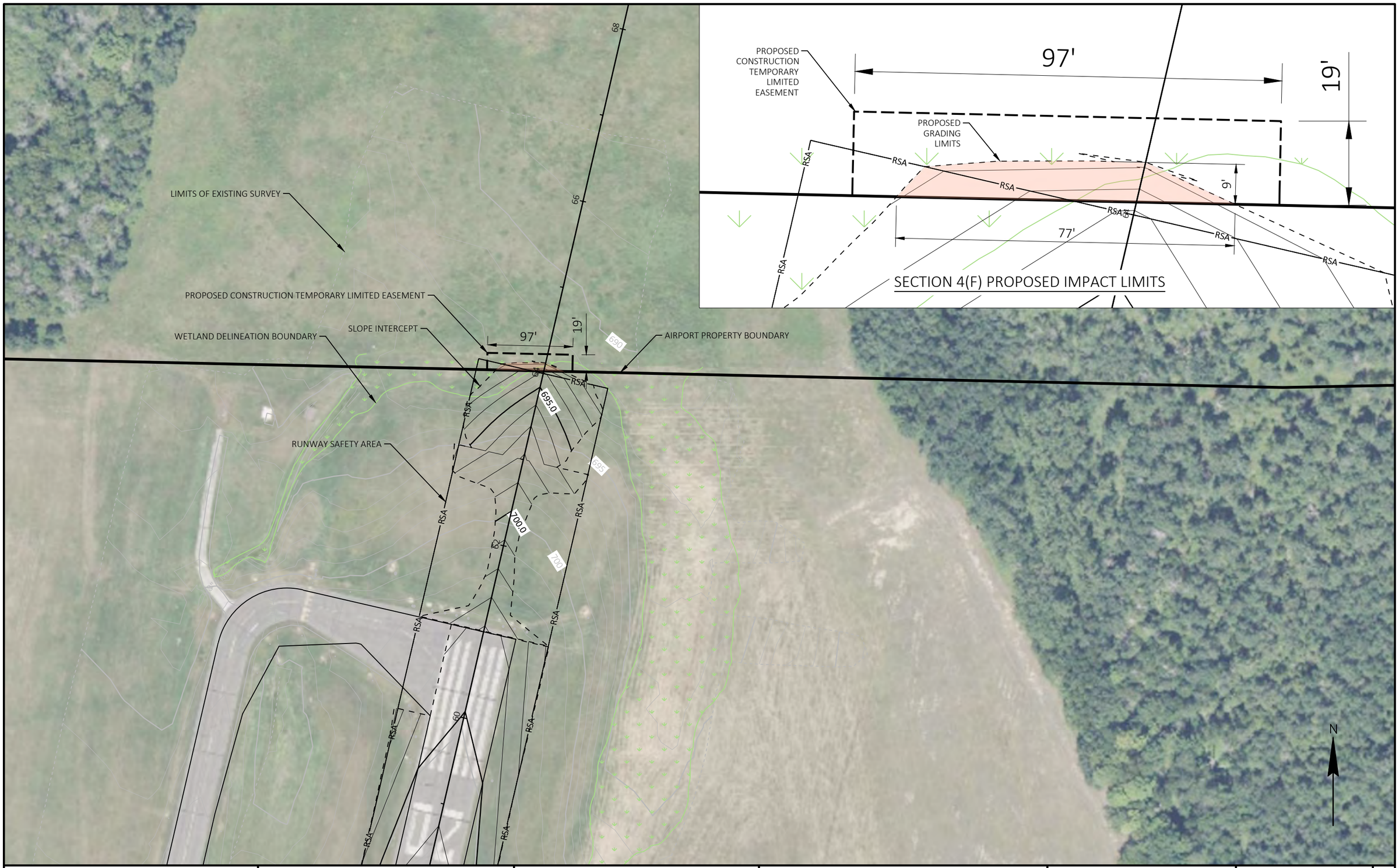
RWY 02/20 REHABILITATION - CONDENSED EA

FLOODPLAIN MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 5/6/2024	FIGURE NO. **13**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Floodplain Map]
Printed: JCWeis 5/13/2024 12:15 PM

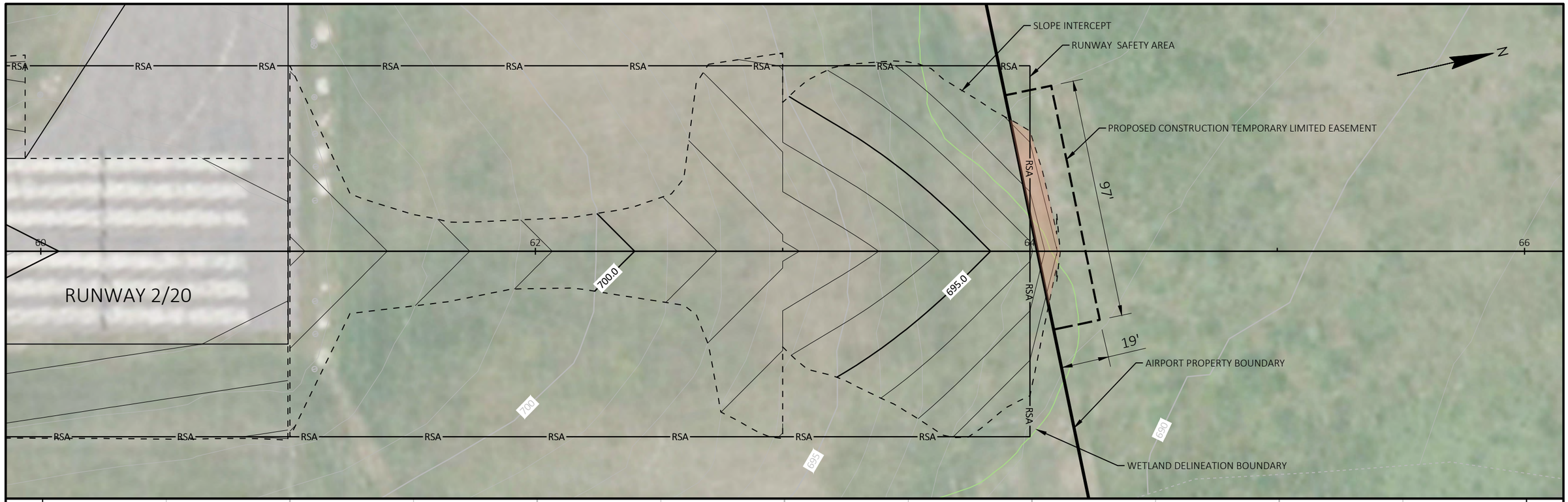


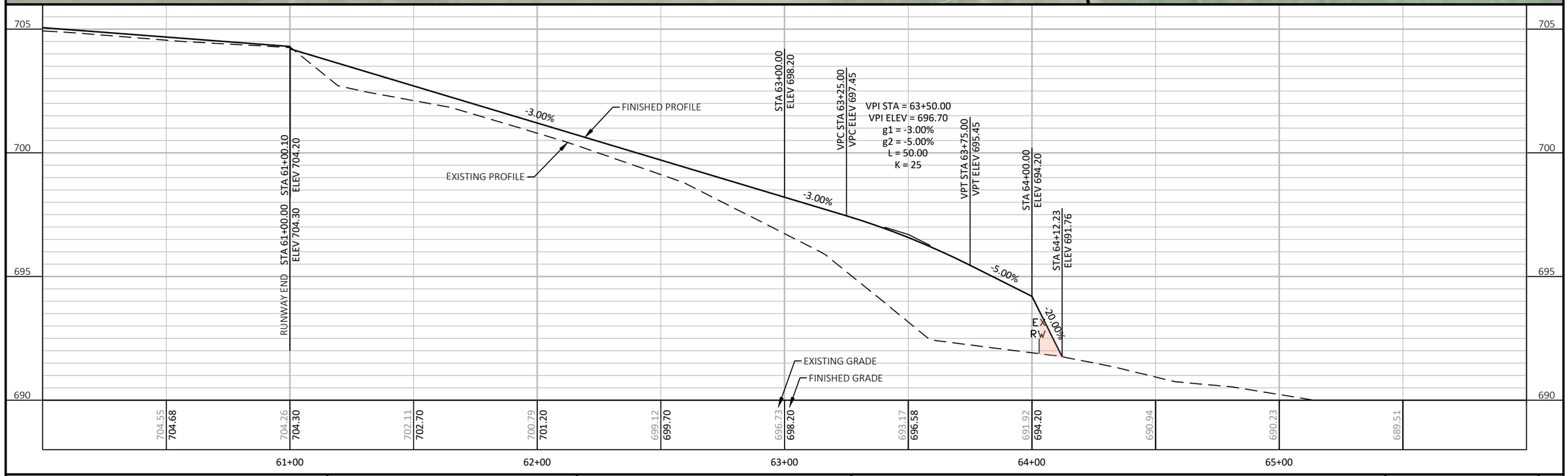
PROJECT NO: AIP 3-55-0082-11 / SUE1002	DOOR COUNTY CHERRYLAND AIRPORT	COUNTY: DOOR	PROPOSED SECTION 4(F) IMPACTS - PLAN VIEW	SCALE, FEET 0 50 100	SHEET FIGURE 14	E

FILE NAME : N:\3001498.00\CIVIL 3D\SHEETSOTHER\R3001498 ANTICIPATED WETLAND IMPACT.DWG
LAYOUT NAME - Sec 4(f) Impact - Plan View

PLOT DATE : 1/29/2024 5:21 PM PLOT BY : STEPHANIE SENST PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

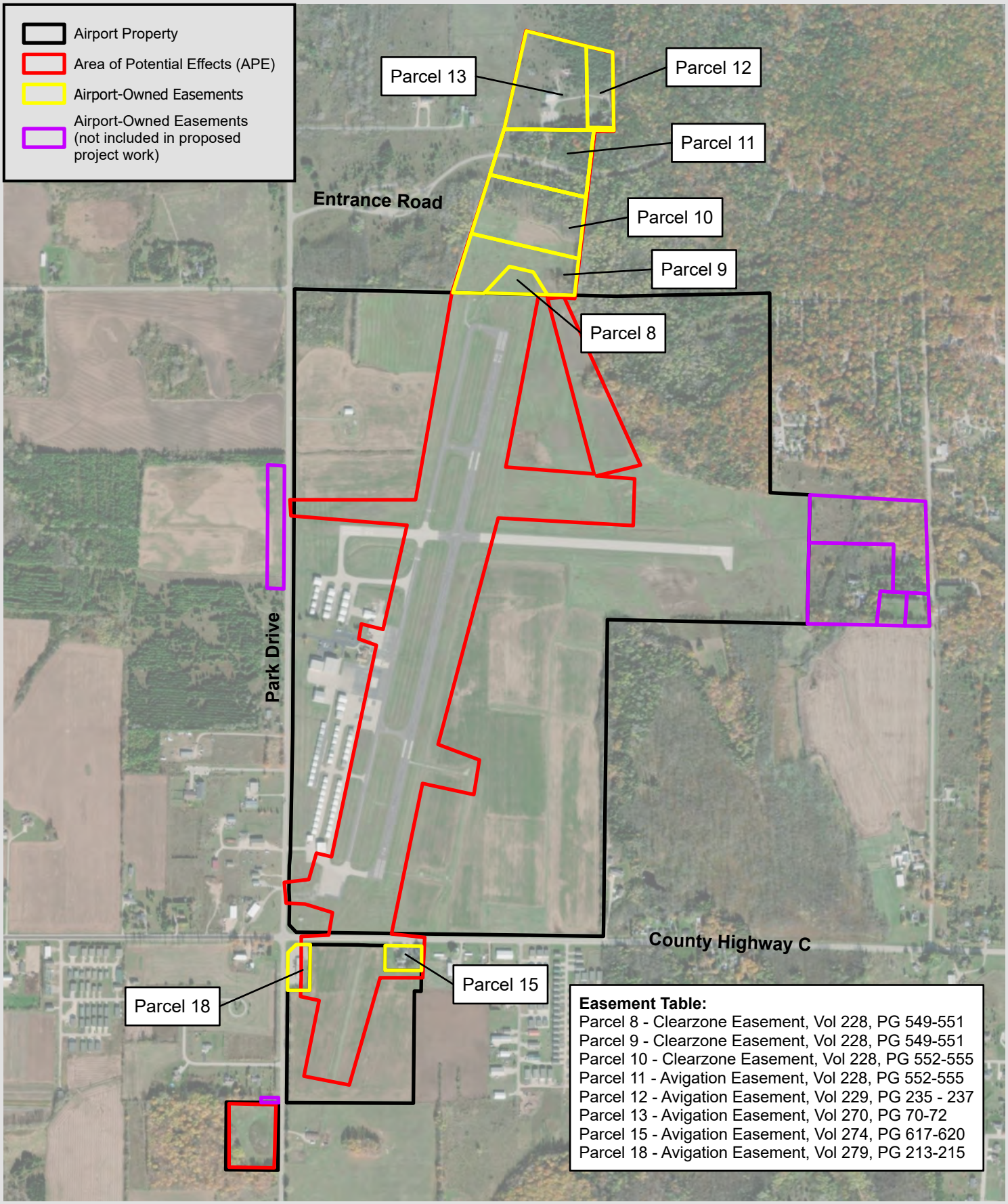




PROJECT NO: AIP 3-55-0082-11 / SUE1002	DOOR COUNTY CHERRYLAND AIRPORT	COUNTY: DOOR	PLAN AND PROFILE: RUNWAY 20 END	SHEET FIGURE 15	E

FILE NAME : N:\3001498.00\CIVIL 3D\SHEETSOTHER\R3001498 ANTICIPATED WETLAND IMPACT.DWG
LAYOUT NAME - Sec 4(f) Impact - Plan & Profile

PLOT DATE : 1/29/2024 2:57 PM PLOT BY : STEPHANIE SENST PLOT NAME : PLOT SCALE : 1 IN:40 FT



Easement Table:

Parcel 8 - Clearzone Easement, Vol 228, PG 549-551
Parcel 9 - Clearzone Easement, Vol 228, PG 549-551
Parcel 10 - Clearzone Easement, Vol 228, PG 552-555
Parcel 11 - Avigation Easement, Vol 228, PG 552-555
Parcel 12 - Avigation Easement, Vol 229, PG 235 - 237
Parcel 13 - Avigation Easement, Vol 270, PG 70-72
Parcel 15 - Avigation Easement, Vol 274, PG 617-620
Parcel 18 - Avigation Easement, Vol 279, PG 213-215

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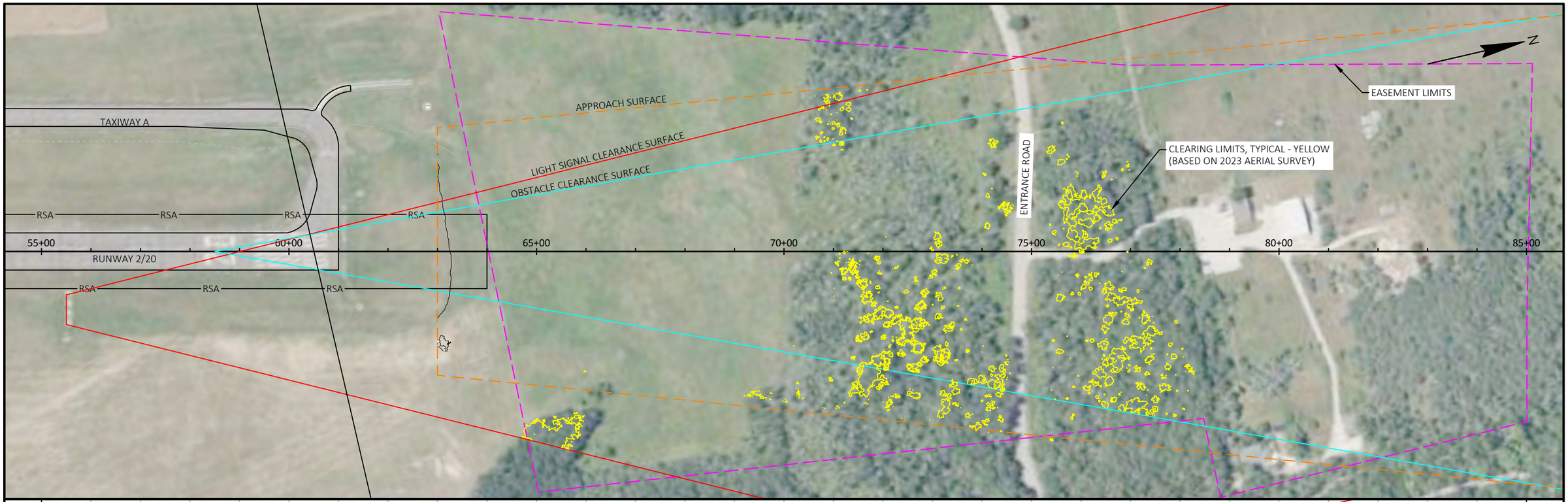
RWY 02/20 REHABILITATION - CONDENSED EA

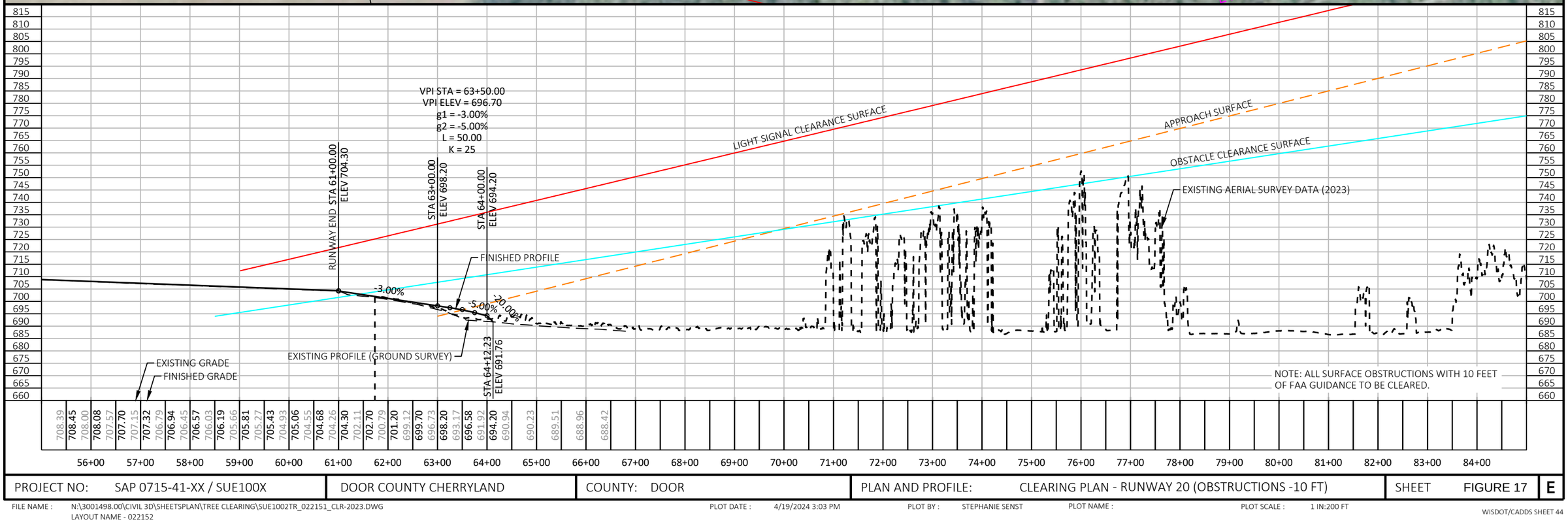
AIRPORT EASEMENTS

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

Project Manager:	
Project Engineer:	
Drawn By:	JMD
Checked By:	
Date:	5/14/2024
SCALE:	1:12,697
PROJECT NO.	**R3001498.00**
FIGURE NO.	**16**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Airport Easements]
Printed: JCWeis 6/3/2024 2:49 PM

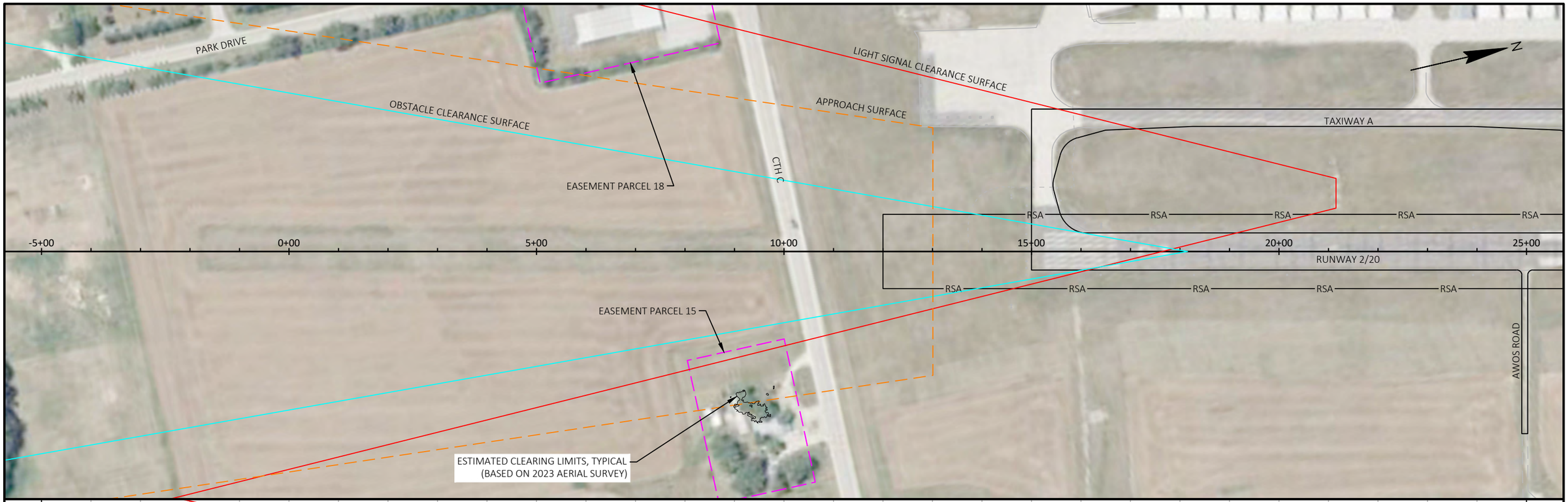


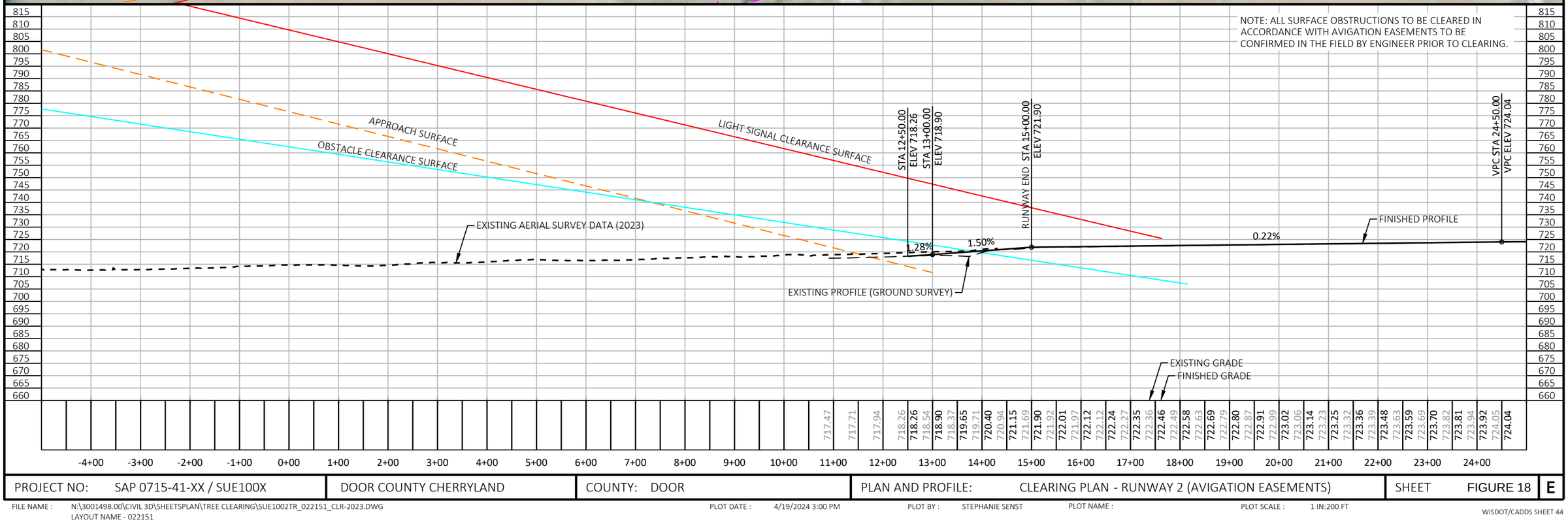


PROJECT NO: SAP 0715-41-XX / SUE100X	DOOR COUNTY CHERRYLAND	COUNTY: DOOR	PLAN AND PROFILE: CLEARING PLAN - RUNWAY 20 (OBSTRUCTIONS -10 FT)	SHEET FIGURE 17 E

FILE NAME : N:\3001498.00\CIVIL 3D\SHEETSPLAN\TREE CLEARING\SUE1002TR_022151_CLR-2023.DWG
LAYOUT NAME - 022152

PLOT DATE : 4/19/2024 3:03 PM PLOT BY : STEPHANIE SENST PLOT NAME : PLOT SCALE : 1 IN:200 FT

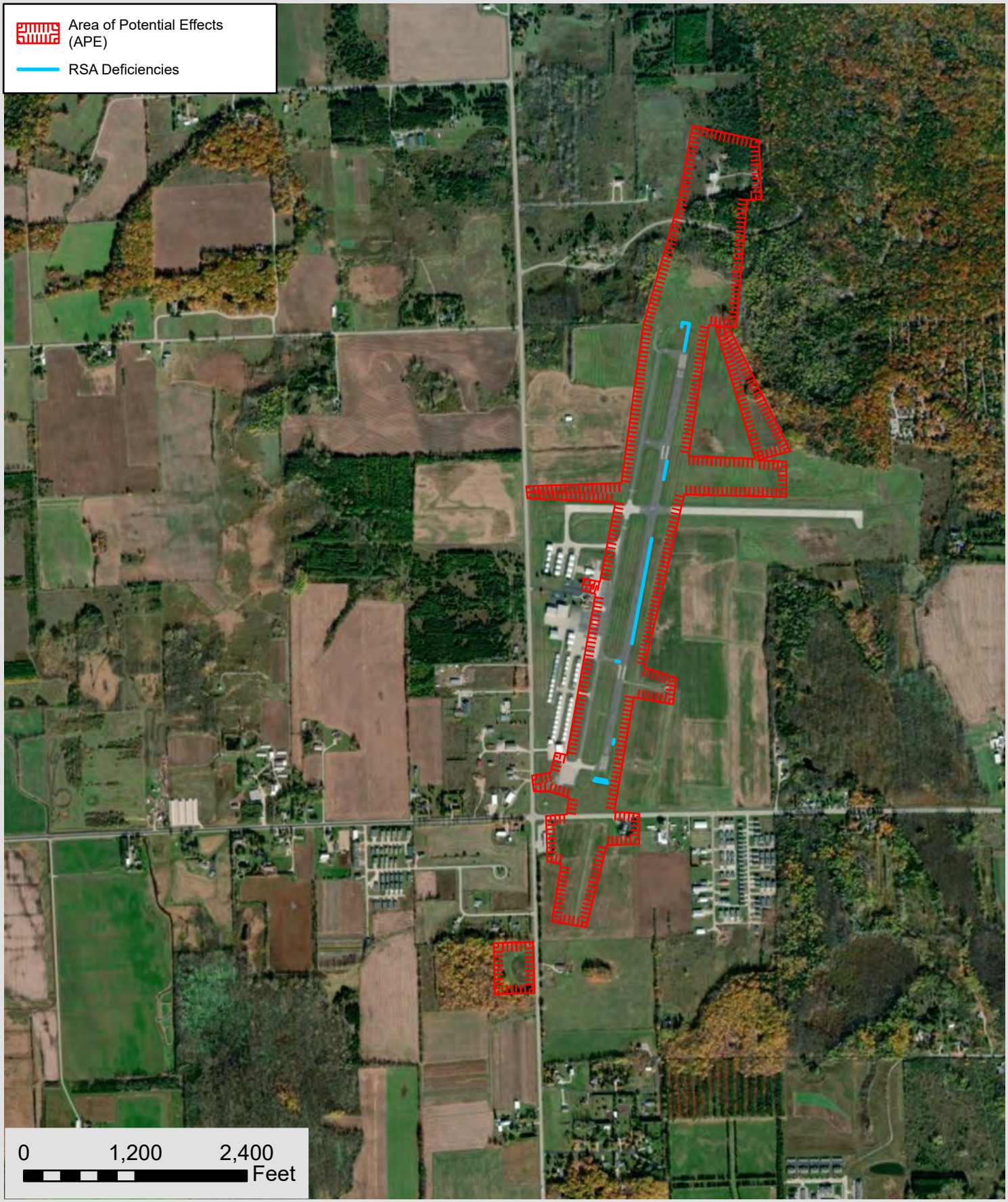




PROJECT NO: SAP 0715-41-XX / SUE100X	DOOR COUNTY CHERRYLAND	COUNTY: DOOR	PLAN AND PROFILE: CLEARING PLAN - RUNWAY 2 (AVIGATION EASEMENTS)	SHEET FIGURE 18 E

FILE NAME : N:\3001498.00\CIVIL 3D\SHEETSPLAN\TREE CLEARING\SUE1002TR_022151_CLR-2023.DWG
LAYOUT NAME - 022151

PLOT DATE : 4/19/2024 3:00 PM PLOT BY : STEPHANIE SENST PLOT NAME : PLOT SCALE : 1 IN:200 FT



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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**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE - Copy.aprx [RSA Inventory]
Printed: kmwehner 5/30/2024 1:15 PM

Attachment 2

Preliminary Coordination Documentation

DNR Correspondence

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,

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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

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.

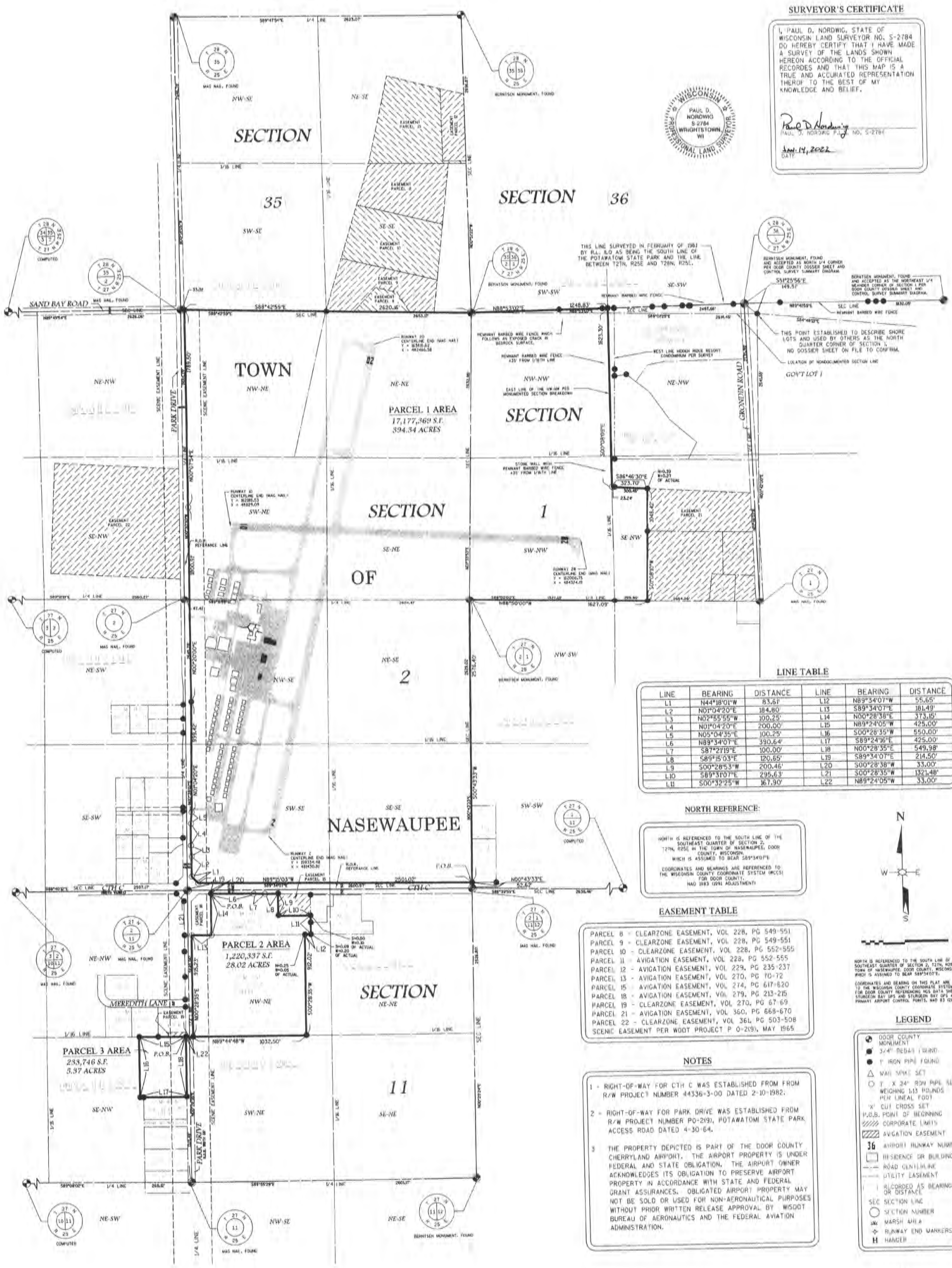
Have a great weekend!

Austin Levin, P.E. | Airport Development Engineer
Wisconsin Department of Transportation | Bureau of Aeronautics
Austin.Levin@dot.wi.gov | 608.267.9371

DNR Correspondence

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 RECORDES AND THAT THIS MAP IS A TRUE AND ACCURATED REPRESENTATION THEROF TO THE BEST OF MY KNOWLEDGE AND BELIEF.

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

JAN. 14, 2022
DATE

WISCONSIN — PAUL D. NORDWIG S-2784 WRIGHTSTOWN, WI — PROFESSIONAL LAND SURVEYOR

LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N44°18'01"W	83.61'	L12	N89°34'07"W	55.65'
L2	N01°04'20"E	184.80'	L13	S89°34'07"E	181.49'
L3	N02°55'55"W	100.25'	L14	N00°28'38"E	373.15'
L4	N01°04'20"E	200.00'	L15	N89°24'05"W	425.00'
L5	N05°04'35"E	100.25'	L16	S00°28'35"W	550.00'
L6	N88°34'07"E	390.64'	L17	S89°24'16"E	425.00'
L7	S87°21'19"E	100.00'	L18	N00°28'35"E	549.98'
L8	S89°15'03"E	120.65'	L19	S89°34'07"E	214.50'
L9	S00°28'53"W	200.46'	L20	S00°28'38"W	33.00'
L10	S89°31'07"E	295.63'	L21	S00°28'35"W	1321.48'
L11	S00°32'25"W	167.90'	L22	N89°24'05"W	33.00'

NORTH REFERENCE:

NORTH IS REFERENCED TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 2, T27N, R25E IN THE TOWN OF NASEWAUPEE, DOOR COUNTY, WISCONSIN, WHICH IS ASSUMED TO BEAR S89°34'07"E

COORDINATES AND BEARINGS ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS) FOR DOOR COUNTY, NAD 1983 (1991 ADJUSTMENT)

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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 BEARING ON THIS PLAT ARE CONVERTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS)FOR DOOR COUNTY REFERENCING NGS DATA SHEETS FOR STURGEON BAY DPS AND STURGEON BAY DPS #2 HK, PRIMARY AIRPORT CONTROL POINTS, NAD 83 (2011).

EASEMENT TABLE

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

NOTES

1 - RIGHT-OF-WAY FOR CTH C WAS ESTABLISHED FROM FROM R/W PROJECT NUMBER 44336-3-00 DATED 2-10-1982.

2 - RIGHT-OF-WAY FOR PARK DRIVE WAS ESTABLISHED FROM R/W PROJECT NUMBER PO-2(9), POTAWATOMI STATE PARK ACCESS ROAD DATED 4-30-64.

3 THE PROPERTY DEPICTED IS PART OF THE DOOR COUNTY CHERRYLAND AIRPORT. THE AIRPORT PROPERTY IS UNDER FEDERAL AND STATE OBLIGATION. THE AIRPORT OWNER ACKNOWLEDGES ITS OBLIGATION TO PRESERVE AIRPORT PROPERTY IN ACCORDANCE WITH STATE AND FEDERAL GRANT ASSURANCES. OBLIGATED AIRPORT PROPERTY MAY NOT BE SOLD OR USED FOR NON-AERONAUTICAL PURPOSES WITHOUT PRIOR WRITTEN RELEASE APPROVAL BY WISDOT BUREAU OF AERONAUTICS AND THE FEDERAL AVIATION ADMINISTRATION.

LEGEND

- DOOR COUNTY MONUMENT
- 3/4" REBAR FOUND
- 1" IRON PIPE FOUND
- NAIL SPIKE SET
- 1" X 24" IRON PIPE SET WEIGHING 1.13 POUNDS PER LINEAL FOOT
- 'X' CUT CROSS SET
- P.O.B. POINT OF BEGINNING
- CORPORATE LIMITS
- AVIGATION EASEMENT
- 36 AIRPORT RUNWAY NUMBER
- RESIDENCE OR BUILDING
- ROAD CENTERLINE
- UTILITY EASEMENT
- RECORDED AS BEARING OR DISTANCE
- SEC SECTION LINE
- SECTION NUMBER
- MARSH AREA
- RUNWAY END MARKERS
- H HANGER

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

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

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

DNR Correspondence

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 NORTHEAST QUARTER , A PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, ALL OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, A PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER AND A PART OF THE SOUTHEAST QUARTER OF 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 2506.02 FEET TO A NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE FOR CTH C AND PARK DRIVE;
THENCE N44°18'01"W COINCIDENT WITH SAID NORTHEASTERLY VISION CORNER RIGHT-OF-WAY LINE A DISTANCE OF 83.61 FEET TO THE EASTERLY RIGHT-OF-WAY LINE FOR PARK DRIVE;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 184.80 FEET;
THENCE N02°55'55"W COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 200.00 FEET;
THENCE N05°04'35"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 100.25 FEET;
THENCE N01°04'20"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 999.42 FEET;
THENCE N00°20'00"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1800.91 FEET;
THENCE N00°07'54"E COINCIDENT WITH SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 1789.50 FEET TO THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 2;
THENCE S88°42'59"E COINCIDENT WITH SAID NORTH LINE A DISTANCE OF 2620.16 FEET TO THE NORTHWEST CORNER OF SECTION 1;
THENCE N88°53'02"E COINCIDENT WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 1 AS MONUMENTED A DISTANCE OF 1248.83 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 1;
THENCE S00°08'09"E COINCIDENT WITH SAID EAST LINE A DISTANCE OF 1623.30 FEET;
THENCE S86°46'30"E A DISTANCE OF 323.70 FEET;
THENCE S01°08'10"W A DISTANCE OF 1048.12 FEET TO THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 1;
THENCE N88°50'00"W COINCIDENT WITH SAID SOUTH LINE A DISTANCE OF 1627.09 FEET TO THE EAST QUARTER CORNER OF SECTION 2;
THENCE S00°43'33"W COINCIDENT WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 2576.40 FEET TO THE POINT OF BEGINNING.

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

PARCEL 2 DESCRIPTION:

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

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

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

SAID PARCEL OF LAND CONTAINING 4,220,337 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. ILG SURVEYED THE SOUTH LINE OF THE POTAWATOMI STATE PARK, THIS LINE BEING THE LINE BETWEEN T27N, R25E AND T28N, R25E. (WE FOUND MOST OF THE MONUMENTATION ASSOCIATED WITH THIS SURVEY.)

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

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

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 ILG BUT CALLS THAT PORTION OF LAND AS BEING PART OF SECTION 36. BY USING THE ODBERT CORNER HE IS TAKING LAND THAT IS NOW NOT PART OF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER AS SURVEYED BY BAUDHUIN.
A SERIES OF CONDOMINIUM PLATS HAVE BEEN ATTACHED TO THE ORIGINAL PLAT.

IN AUGUST OF 2004, TERRENCE 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.

WISCONSIN
PAUL D. NORDWIG
S-2784
WRIGHTSTOWN, WI
PROFESSIONAL LAND SURVEYOR

Paul D. Nordwig
JAN. 14, 2022

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

DNR Correspondence

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
Click here to join the meeting

Meeting ID: 294 336 653 266
Passcode: c5mryd
Download Teams | Join on the web

DNR Correspondence

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 Nasewaupee, 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 reinitiate 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*

- [redacted]

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

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

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

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

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

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

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

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

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

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the “Transportation” tab: https://dnr.wi.gov/topic/Sectors/Transportation.html

- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.

- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Asbestos:

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

Other:

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

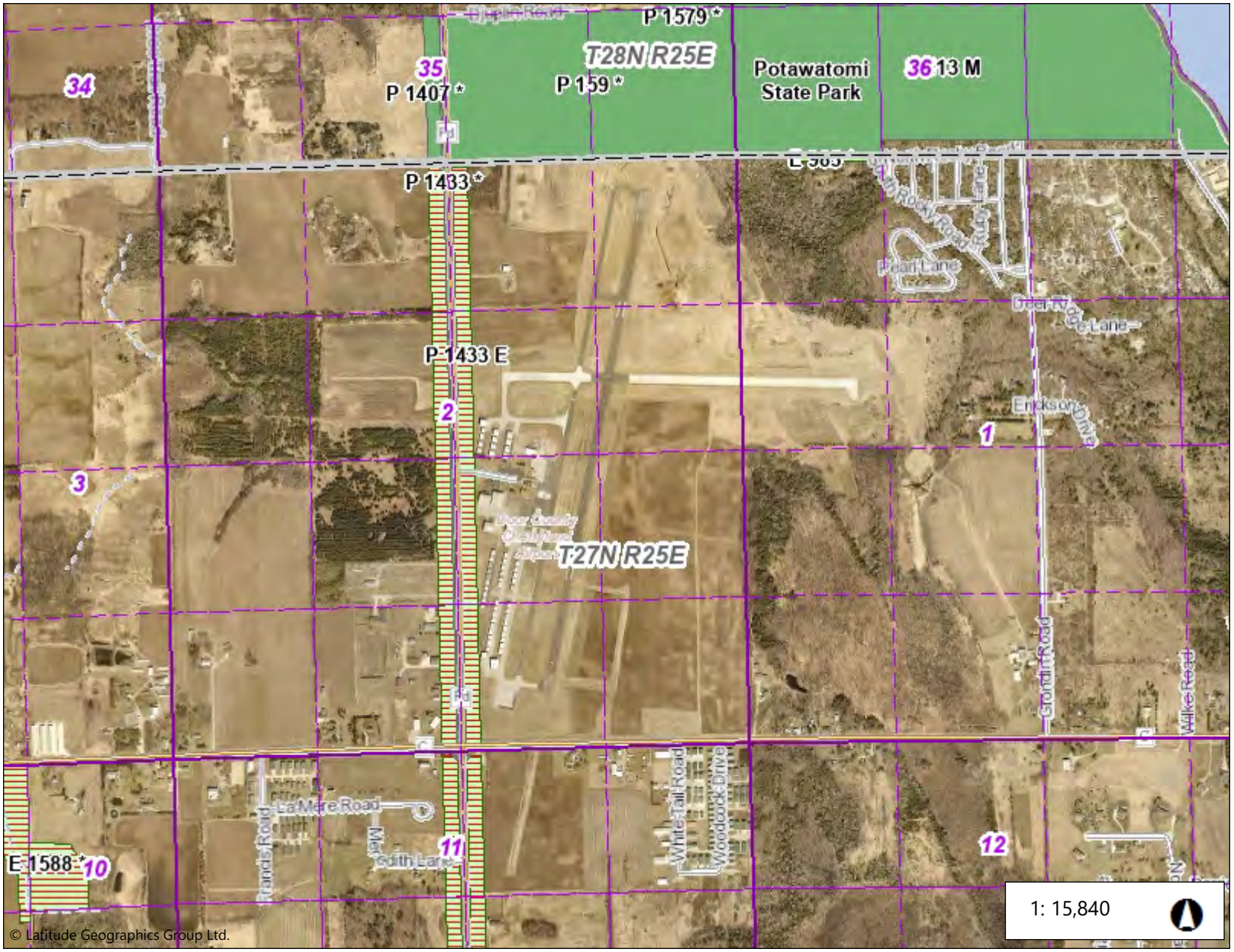
The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional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

Sincerely,

Matthew D. Schaeve
Environmental Analysis & Review Specialist
Northeast Region

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

Door Co Cherryland Airport & DNR Public Lands



0.50 0 0.25 0.50 Miles

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 Are
- Natural Area Parcel Ownership Only
  - WI DNR
  - Non-DNR
- Conservation Reserve Land
- Stewardship Grant Acquisitions
- County Forest
- DNR Owned Parcels (By Parce
  - Open to All Activities
  - Open to Hike and Fish, No Hunt/Tra
  - Open to Hike and Hunt/Trap, No Fis
  - Open to All, No Trapping
  - Open for Fish and Hunt/Trap, No H
  - Open to Hike Only
  - Closed
- DNR Easement Parcel (By Pa
  - Open to All Activities
  - Open to Hike and Fish, No Hunt/Tra
  - Open to Hike and Hunt/Trap, No Fis
  - 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
  - Open to All Activities
  - Open to Hiking and Fishing

Notes

EPA Correspondence

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

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

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
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EPA Correspondence

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/drained 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 Health[1], 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 health[2]; 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 additional 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 Report[4] and the Community Guide to EJ and NEPA Methods[5] 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/2015-02/documents/ej_guidance_nepa_ceq1297.pdf?VersionId=78iNGtdwSTz5E2x.H0aHq.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-GHG[8]) 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-CO_2) and other greenhouse gases (e.g., social cost of methane (SC-CH_4)) 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 CO_2 are also relevant when assessing the climate damages resulting from GHG emissions. The social cost of carbon (SC-CO_2), social cost of methane (SC-CH_4), and social cost of nitrous oxide (SC-N_2O) can collectively be referenced as the SC-GHG.

reduction goals[9] 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 emissions[10] 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 CO_2 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 CO_2-equivalent (CO_2e) estimates, and then monetize the climate impacts associated with each GHG using the corresponding social cost estimate (i.e., monetize CH_4 emissions changes expected to occur with the social cost of methane (SC-CH_4) 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 adaption 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 CO_2e using Global Warming Potential (GWP) metrics, and then multiplying the CO_2e tons by the SC-CO_2, is not as accurate as a direct calculation of the social costs of non-CO_2 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-CO_2, SC-CH_4, and SC-N_2O 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. Recyling 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 are, 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 impacts[14] 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
    - Envirofacts[16]: https://www3.epa.gov/enviro/facts/multisystem.html
    - EJSCREEN: https://www.epa.gov/ejscreen
    - NEPAssist: 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/otaq/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 Health[5], 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.

EPA Correspondence

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

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

Good morning Ms. McClain,

We are working on an environmental document for a proposed project at Door County Cherryland Airport. A8ached is a le8er with project maps that give more details.

Please provide any comments, ques: ons, or concerns about the project.

Thank you,

Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

EPA Correspondence

Westwood

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

– 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

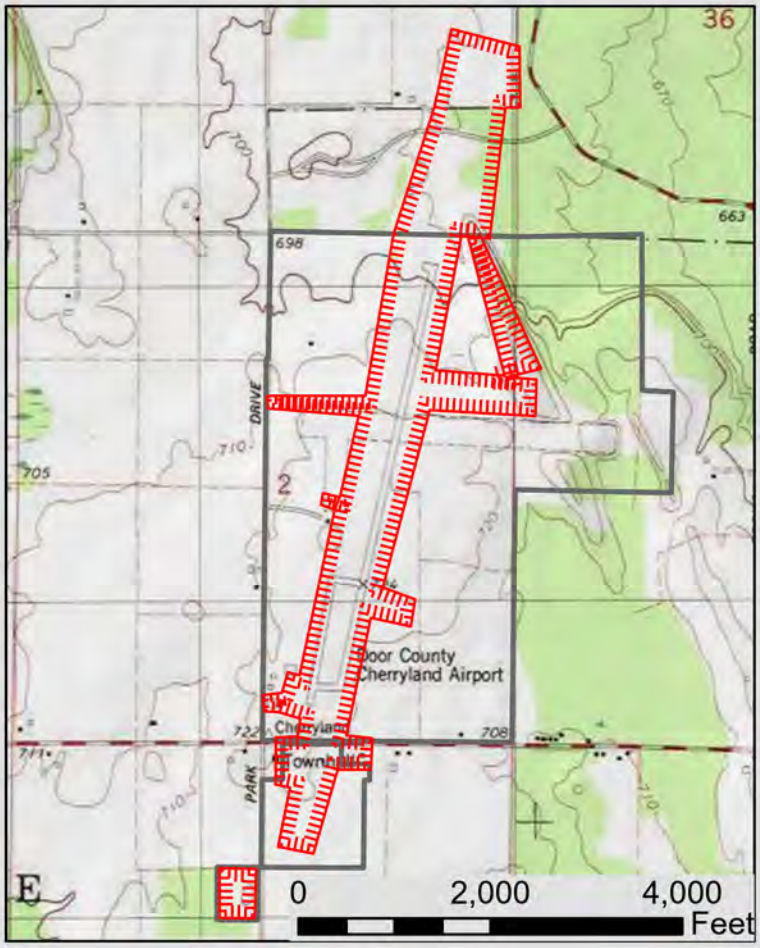
Stephanie Senst

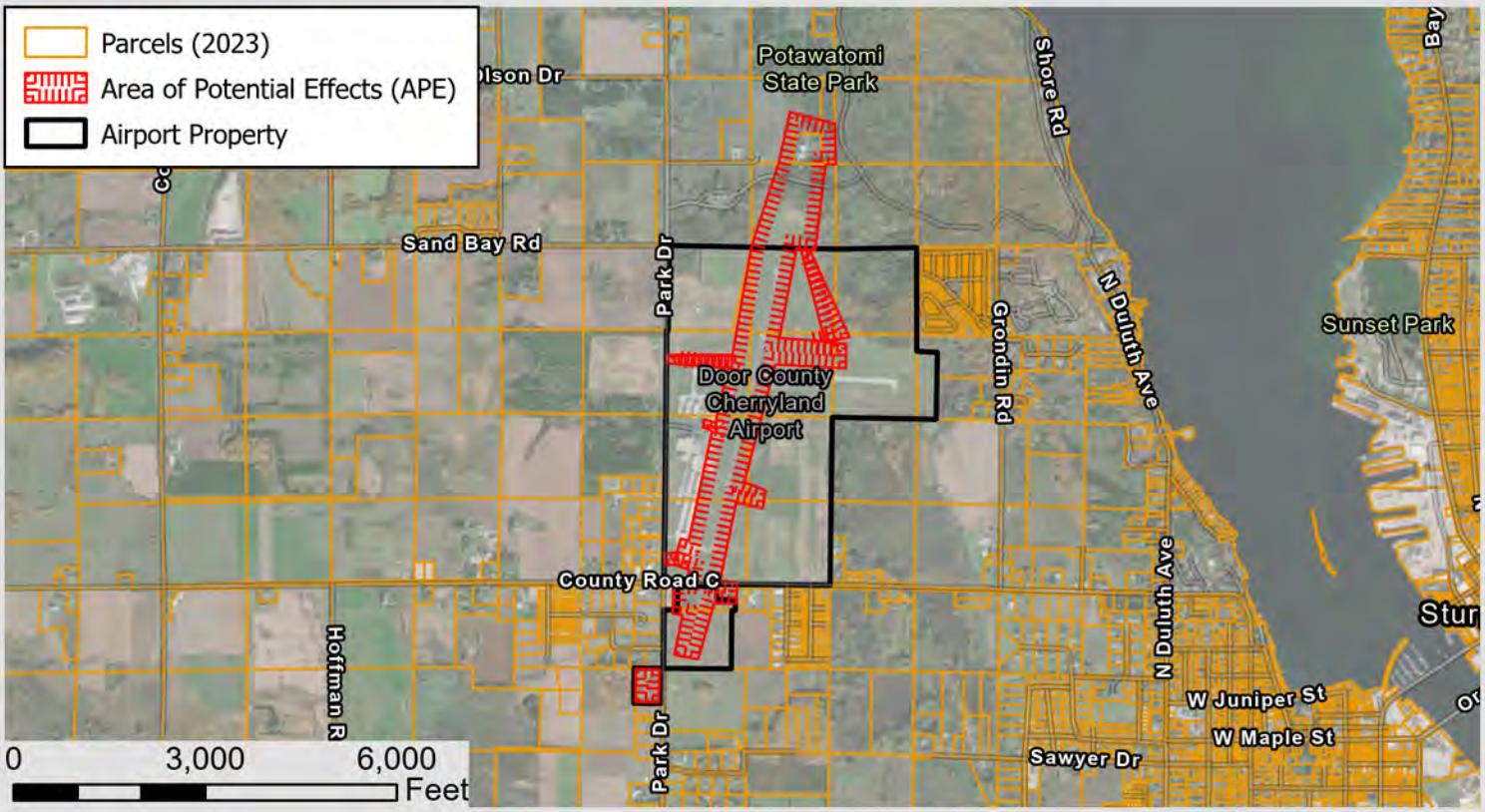
Stephanie Senst
Project Engineer

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)





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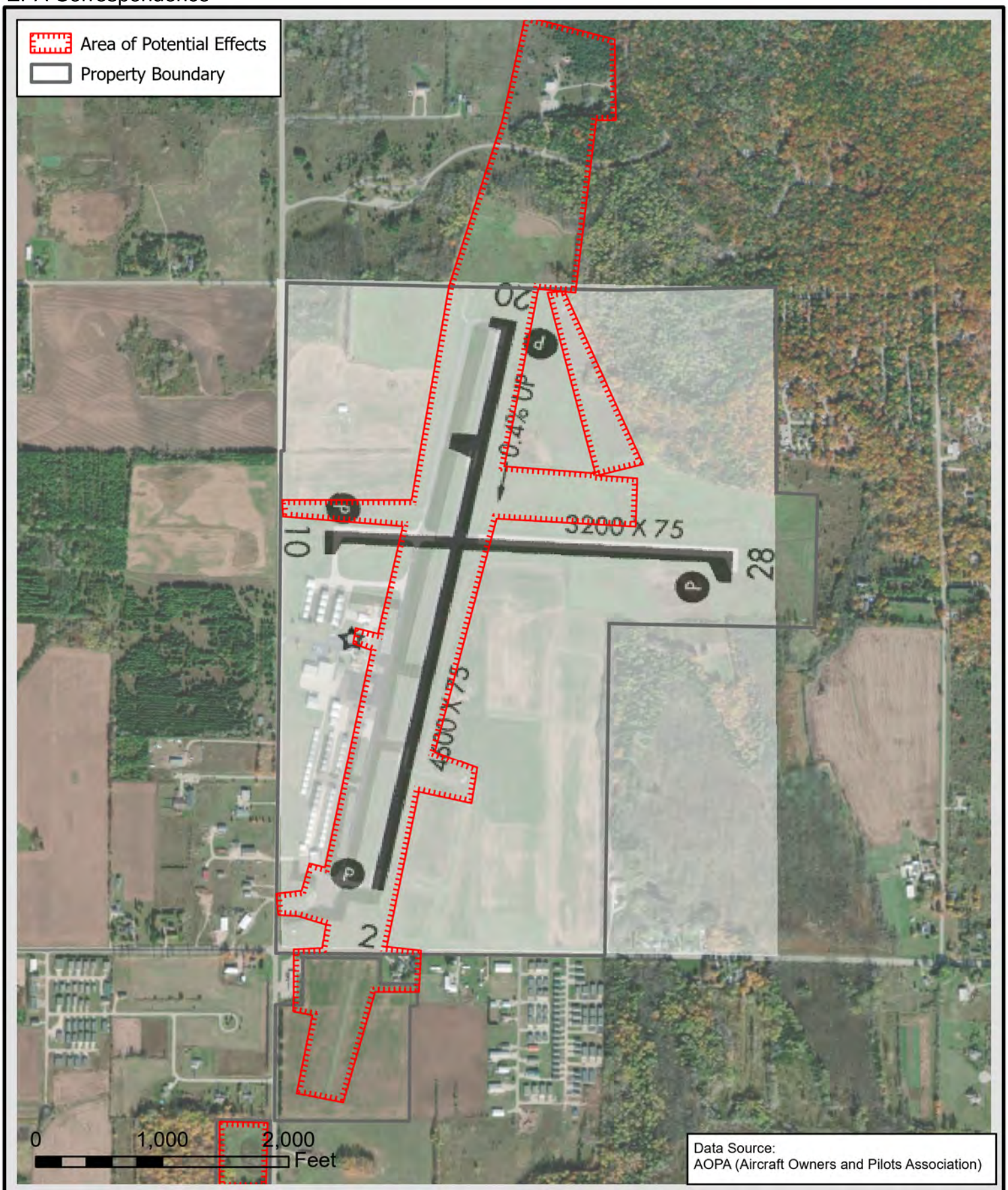
RWY 02/20 REHABILITATION - CONDENSED EA

LOCATION MAP

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

Project Manager:	SCALE: 1 in = 3,000 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **1**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Location Map]
Printed: jcweis 1/8/2024 11:40 AM



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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:		SCALE:	1 in =1,000 ft
Project Engineer:			
Drawn By:	JCW	PROJECT NO.	**R3001498.00**
Checked By:			
Date:	1/8/2024	FIGURE NO.	**2**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Airport Diagram Map]
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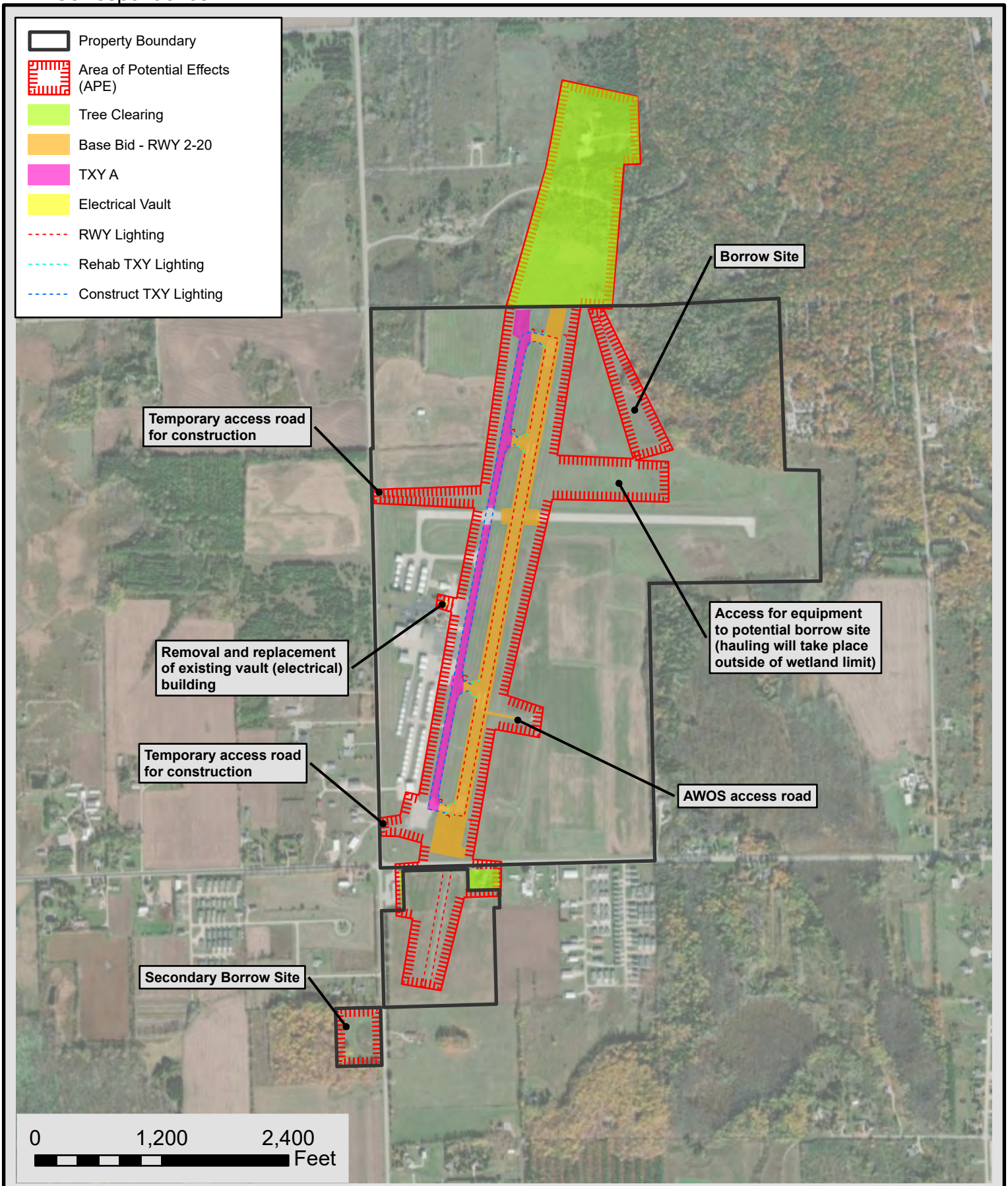

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RWY 02/20 REHABILITATION - CONDENSED EA

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/18/2024	FIGURE NO. 3

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Area of Potential Effects Map]
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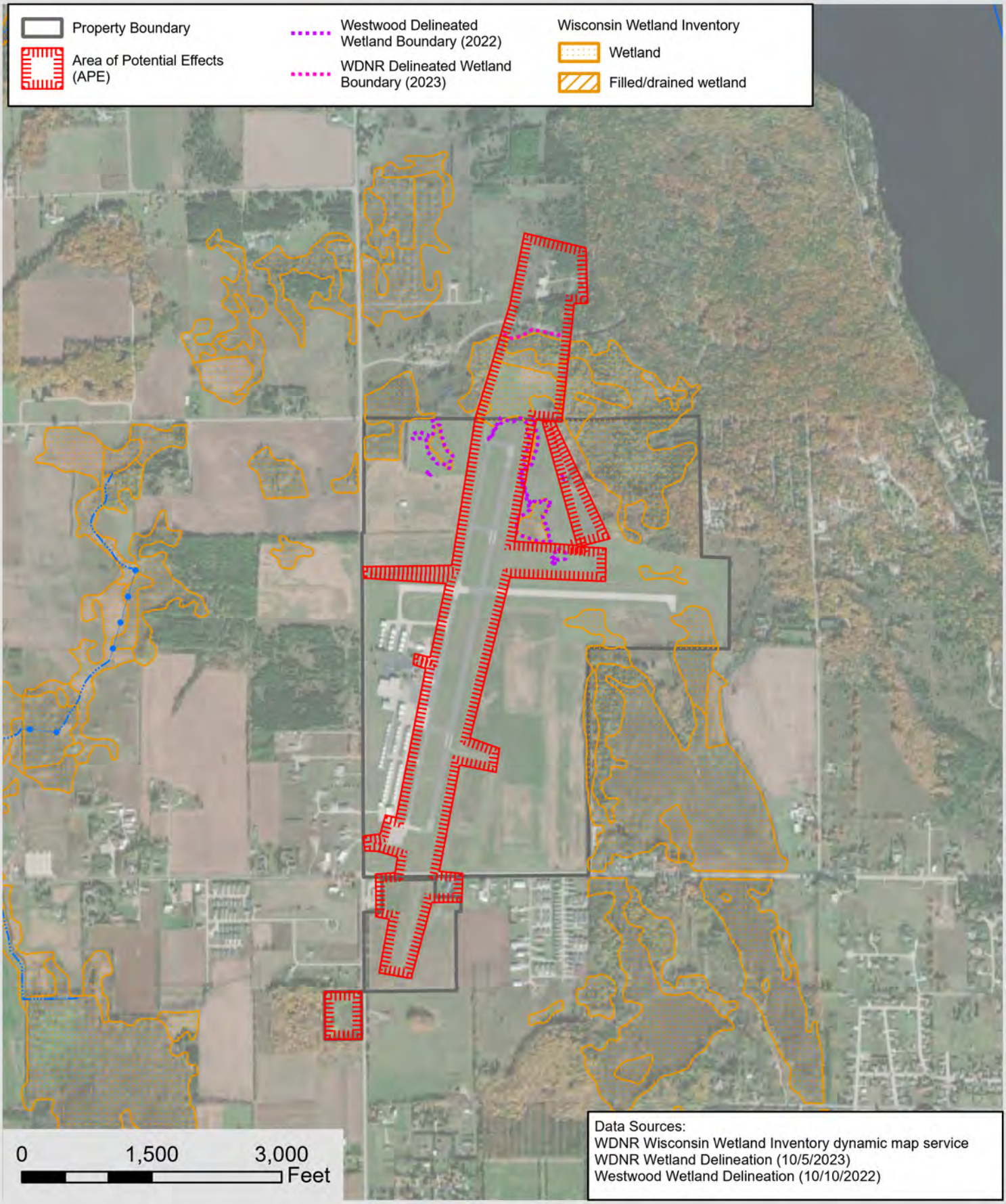

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N W E S

RWY 02/20 REHABILITATION - CONDENSED EA

WETLAND MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/11/2024	FIGURE NO. 4

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Wetlands Map]
Printed: jcweis 1/12/2024 9:32 AM

EPA Correspondence

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	

EPA Correspondence

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.	

EPA Correspondence

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.	

EPA Correspondence

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.	

EPA Correspondence

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.

EPA Correspondence

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.	

NRCS Correspondence

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

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

---

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

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

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

NRCS Correspondence

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

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

---

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 paNerns 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

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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

Stephanie,
ANached is the Form AD1006 Farmland Conversion Ra ng for your project site.
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

---

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,

ANached is the shp file of the project Area of Poten al Effects (APE) excluding the tree clearing area within Potawatomi State Park as the proposed ac on does not include ground disturbing ac vi es. I also have aNached the '*Area of Potential Effects Map*' that describes the different proposed project ac vi es beNer. The proposed project area south of County Highway C and east of Park Drive is called out in even more detail in the aNached '*Supplemental Map*' as the APE in that area is quite a bit larger than the an cipated proposed project land disturbing ac vi es due to uncertainty on contractor access to that area.

Let me know if you need any other informa on 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

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

---

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

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, ques ons, or concerns about the project.

Thank you,

Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

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main (920) 735-6900
cell (608) 921-7212

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NRCS Correspondence

Stephanie Senst

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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 ' me I've filled out one of these forms and I made some assump' ons when comple' ng Part VI. My assump' ons/ques' ons are below:

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Project Engineer
stephanie.senst@westwoodps.com

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From: Turner, Kathy - FPAC-NRCS, WI <Kathy.Turner1@usda.gov>
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NRCS Correspondence

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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

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Warm regards,

Stephanie Senst
Westwood
(608) 921-7212

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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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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 ques' ons or need assistance.
I am in trainings 9-330 M-Th this week and am available 730-9AM before the mee' ngs start or aT er 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. A; ached is a le; er with project maps that give more details.

Please provide any comments, ques' ons, 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: Kathy Turner

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	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	0.041732674437850 2			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	71.294698098188			
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 *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	Maximum Points	Site A	Site B	Site C	Site D
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 ☐ NO ☑

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)

NRCS Correspondence

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.

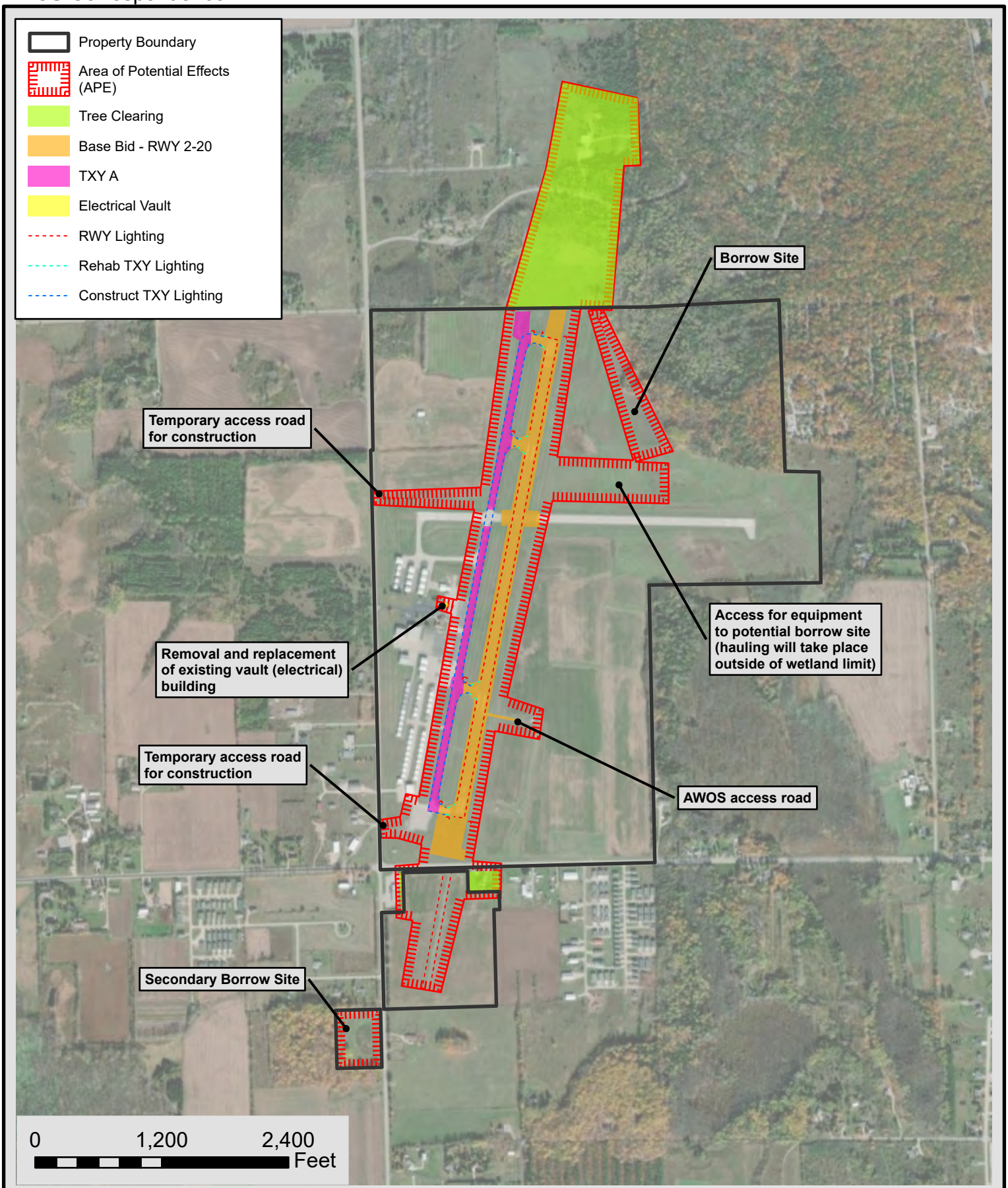
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the 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:

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

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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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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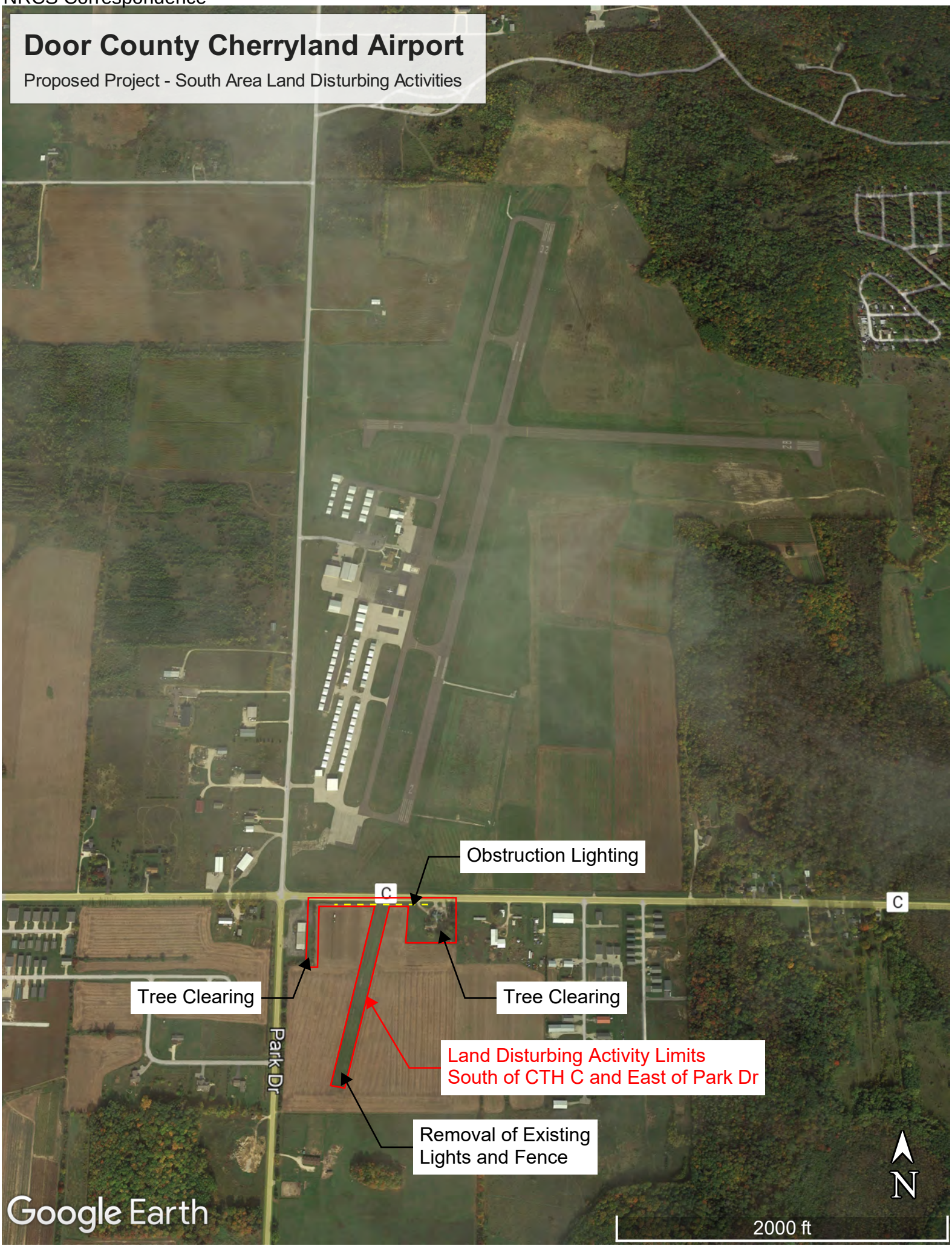
NRCS Correspondence



NRCS Correspondence

Westwood

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 Nasewaupee 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

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.

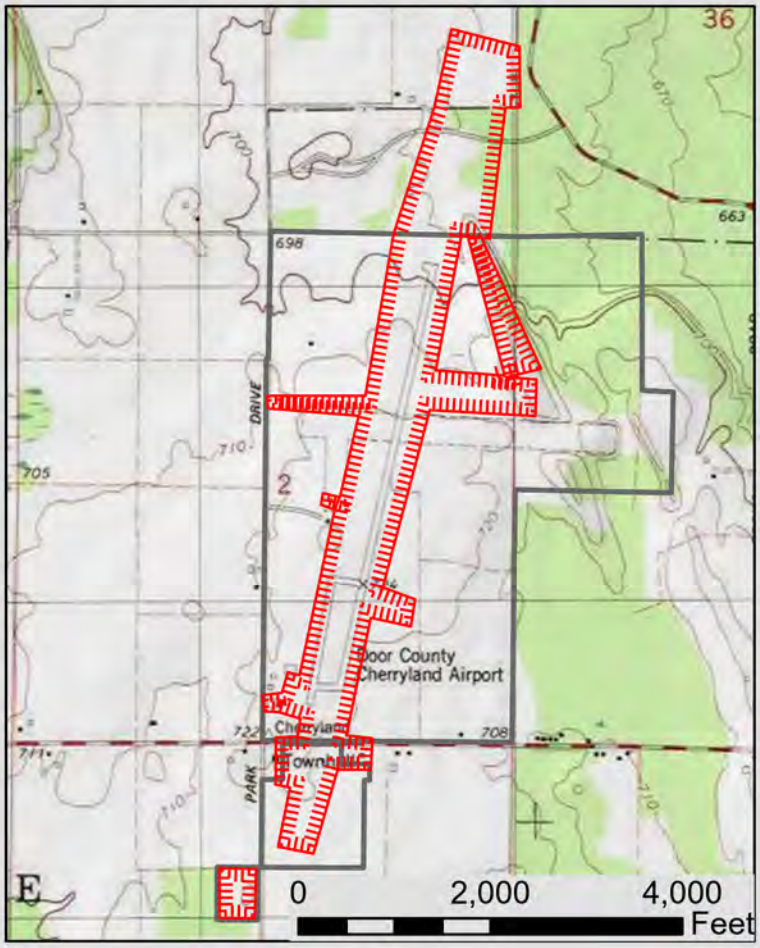
Sincerely,
Westwood Professional Services

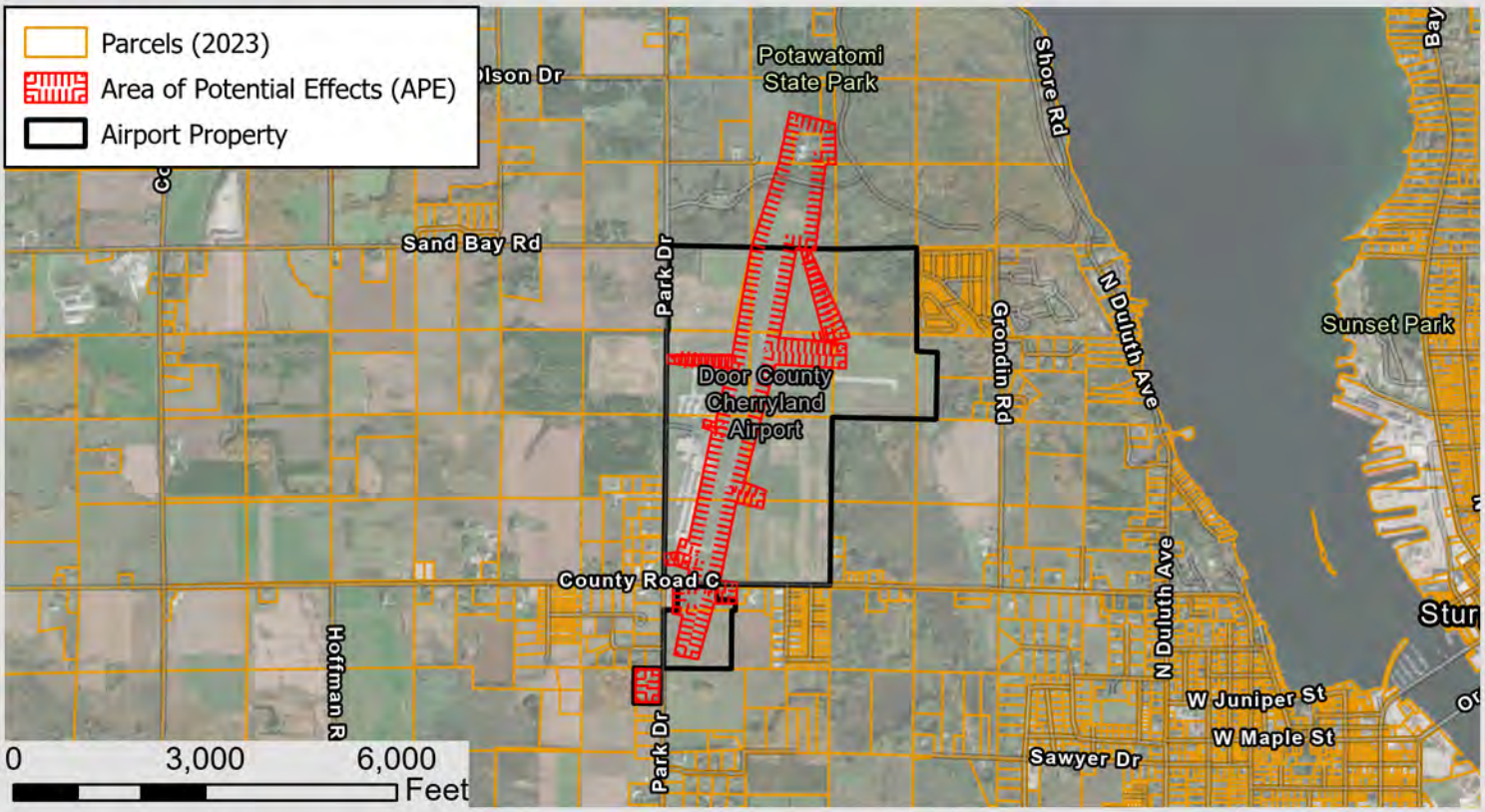
Stephanie Senst
Project Engineer

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)





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RWY 02/20 REHABILITATION - CONDENSED EA

LOCATION MAP

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

Project Manager:		SCALE:	1 in = 3,000 ft
Project Engineer:			
Drawn By:	JCW	PROJECT NO.	**R3001498.00**
Checked By:			
Date:	1/8/2024	FIGURE NO.	**1**

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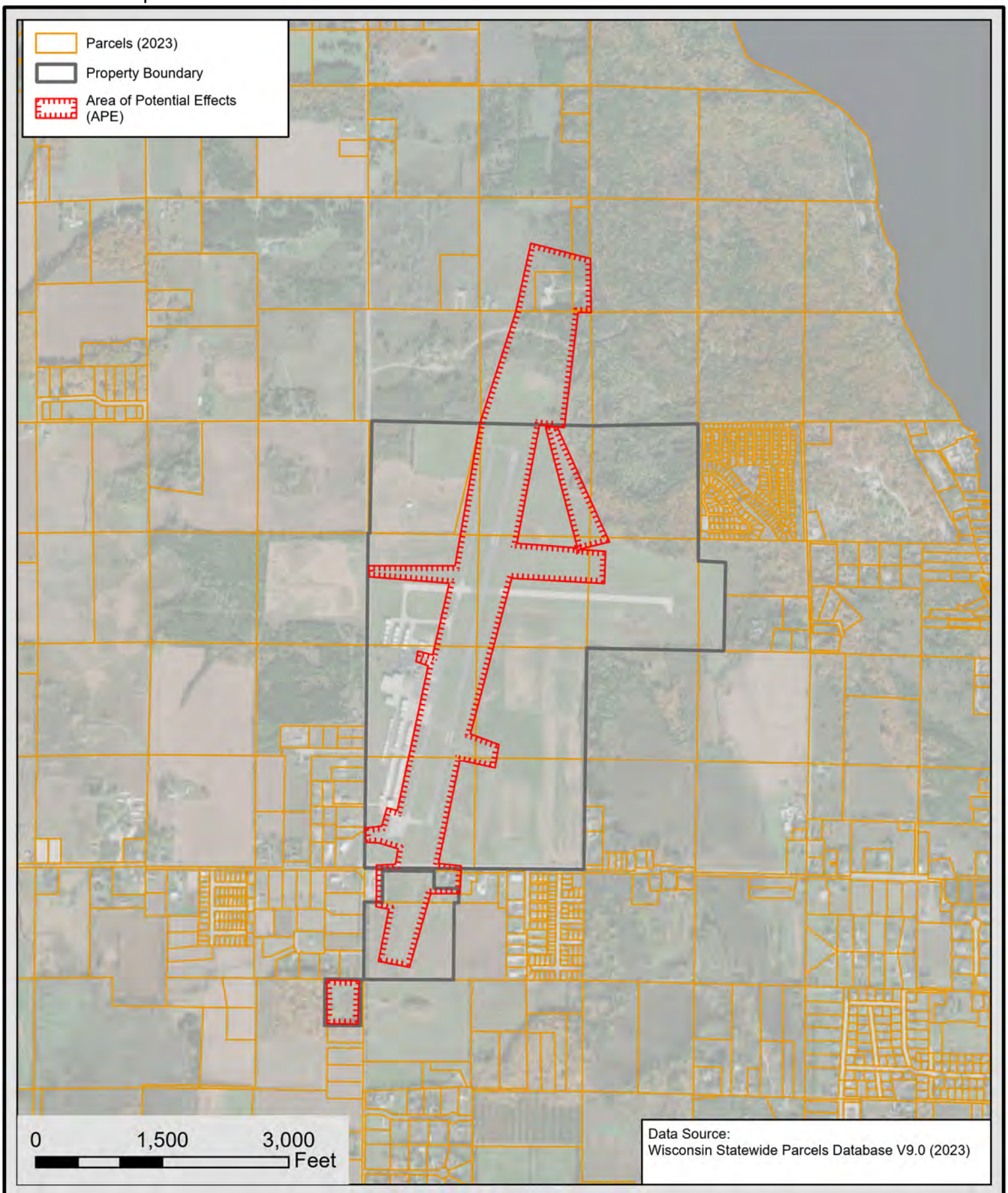

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RWY 02/20 REHABILITATION - CONDENSED EA

AIRPORT PROPERTY MAP

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

Project Manager:	SCALE: 1 in = ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/8/2024	FIGURE NO. **2**

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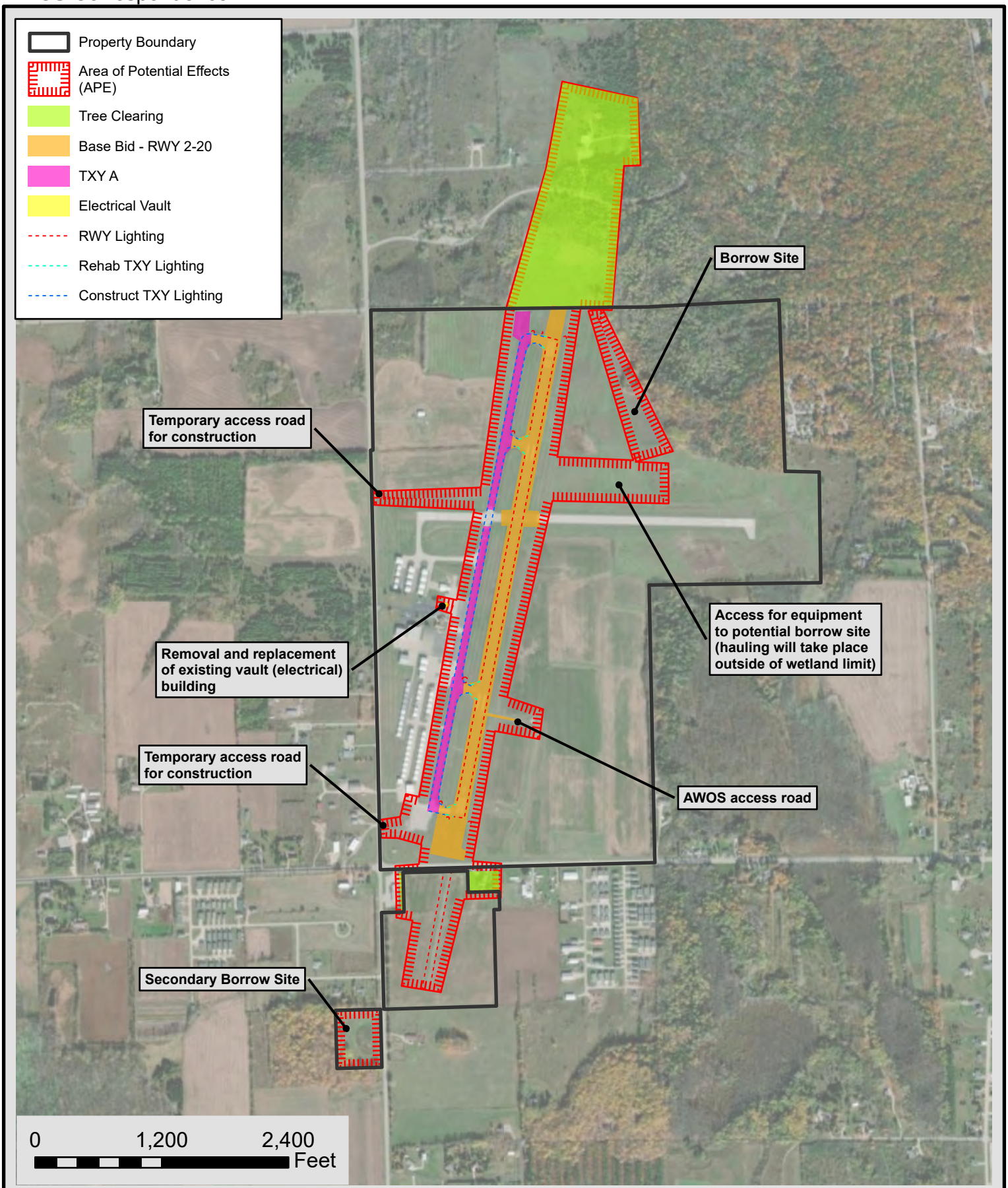
Printed: jcweis 1/8/2024 11:39 AM



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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:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/18/2024	FIGURE NO. 3

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Area of Potential Effects Map]
Printed: SLSenst 1/18/2024 8:38 AM

NRCS Correspondence

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	

NRCS Correspondence

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.

NRCS Correspondence

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.	

NRCS Correspondence

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.	

NRCS Correspondence

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.	

NRCS Correspondence

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.

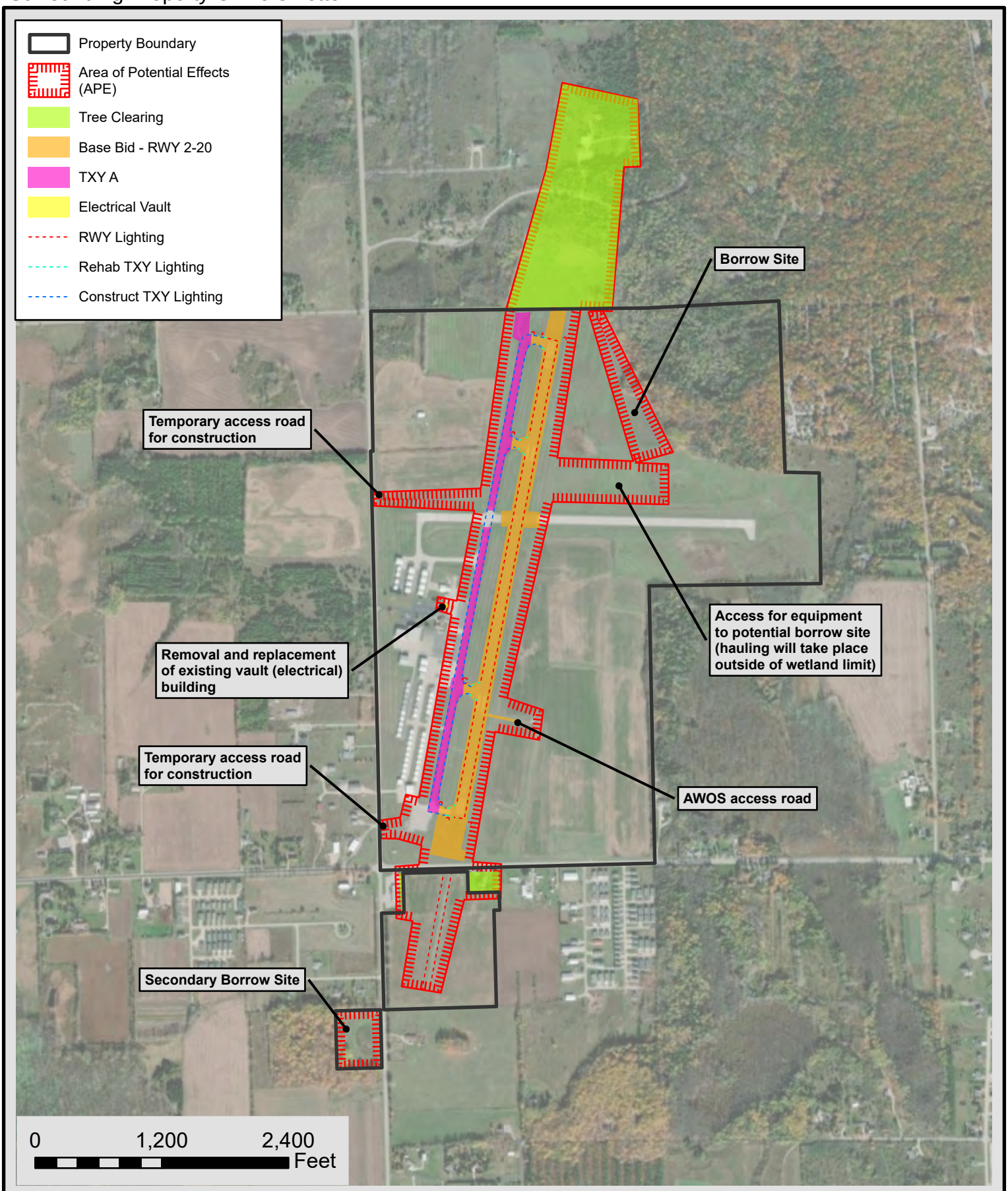
As you are an adjoining property owner, we wanted to contact you about the proposed project. If you would like to learn more, a project website has been set up at https://westwoodps.com/door-county-cherryland-airport. You can also contact me at (920) 746-7131 or via email at cross@co.door.wi.us.

Sincerely,

X

Craig W. Ross
Airport Manager

Surrounding Property Owners Letter



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RWY 02/20 REHABILITATION - CONDENSED EA

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/18/2024	FIGURE NO. 1

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Area of Potential Effects Map]
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USACE Correspondence

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

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. A%ached 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 a%ached 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:

*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,

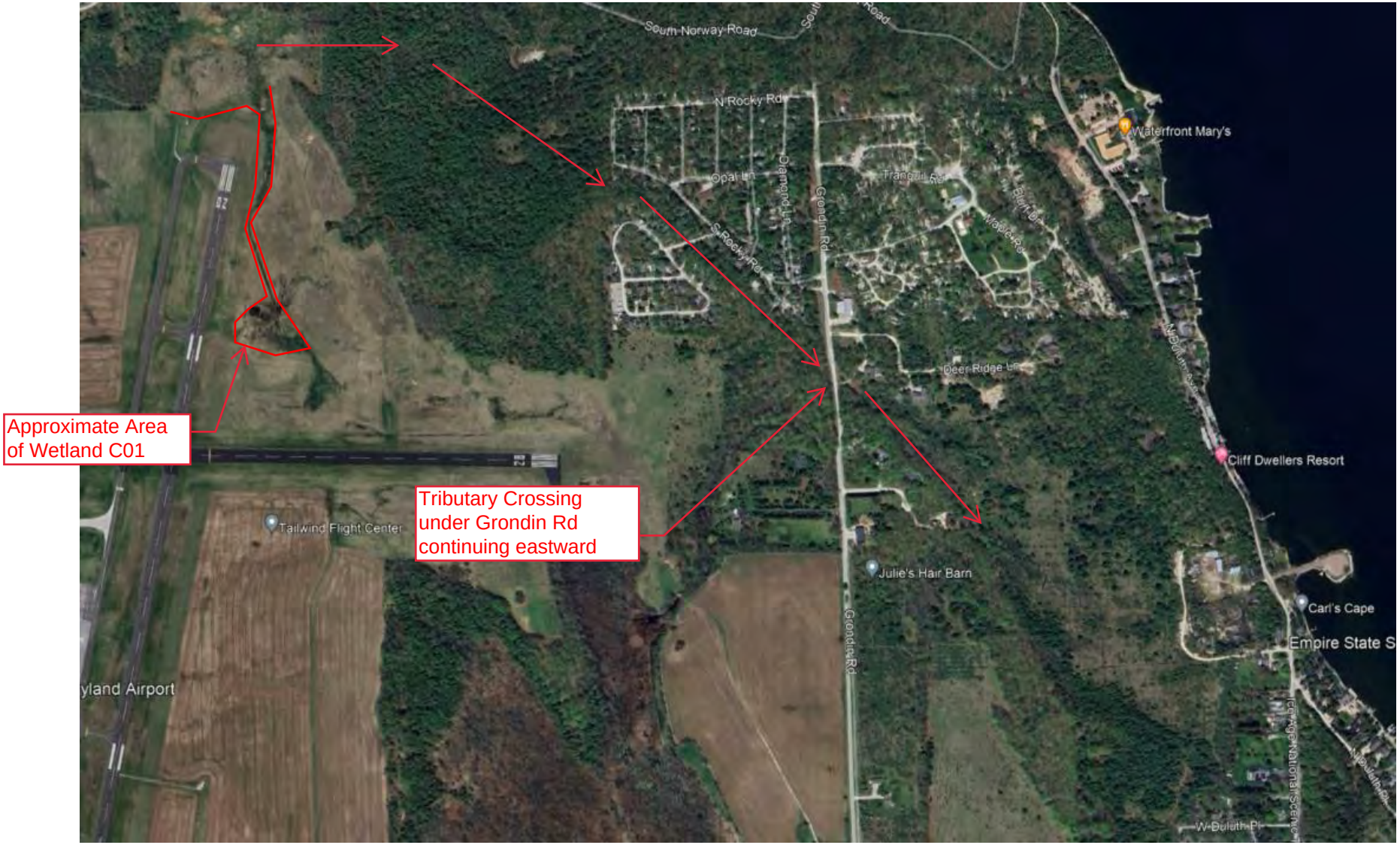
Stephanie Senst
Project Engineer
stephanie.senst@westwoodps.com

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.

USACE Correspondence

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

Morning Stephanie,
I recently received a request for an Approved Jurisdictional Determination for the Cherryland Airport property in the Town of Nasewaupee, 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

USACE Correspondence

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

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

USACE Correspondence

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 Senst
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

USACE Correspondence

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 reques#ng a jurisdic#onal determina#on for the proposed project. A$ached is a le$er with projects 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 informa#on to make a determina#on.

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

Westwood

1 Systems Drive
Appleton, WI 54914

main (920) 735-6900

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

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 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 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.

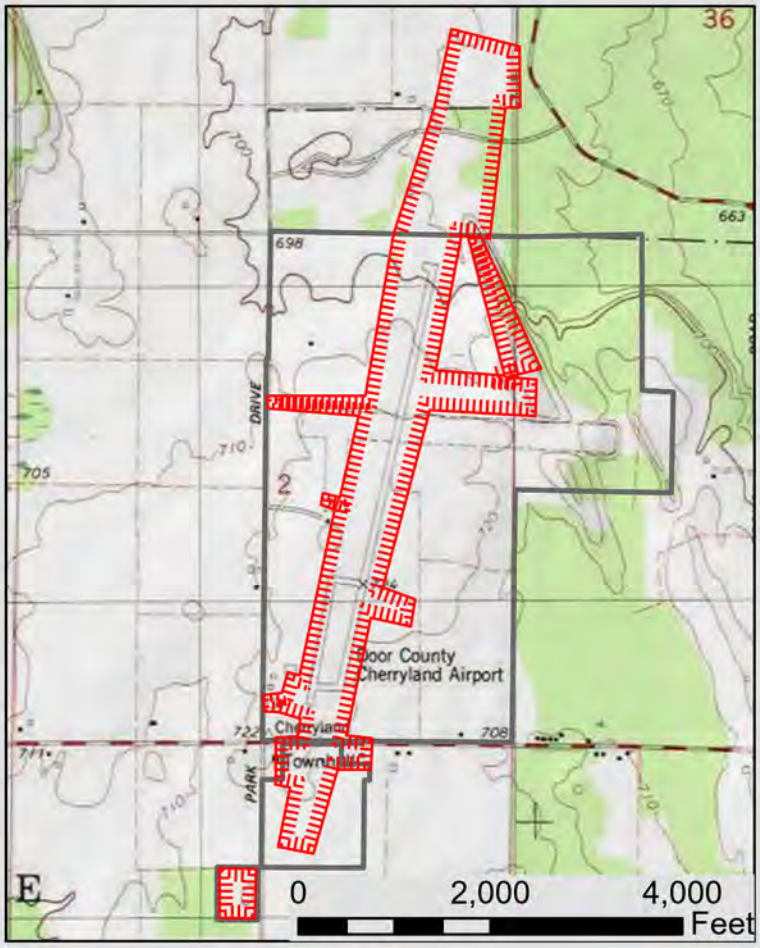
Sincerely,
Westwood Professional Services

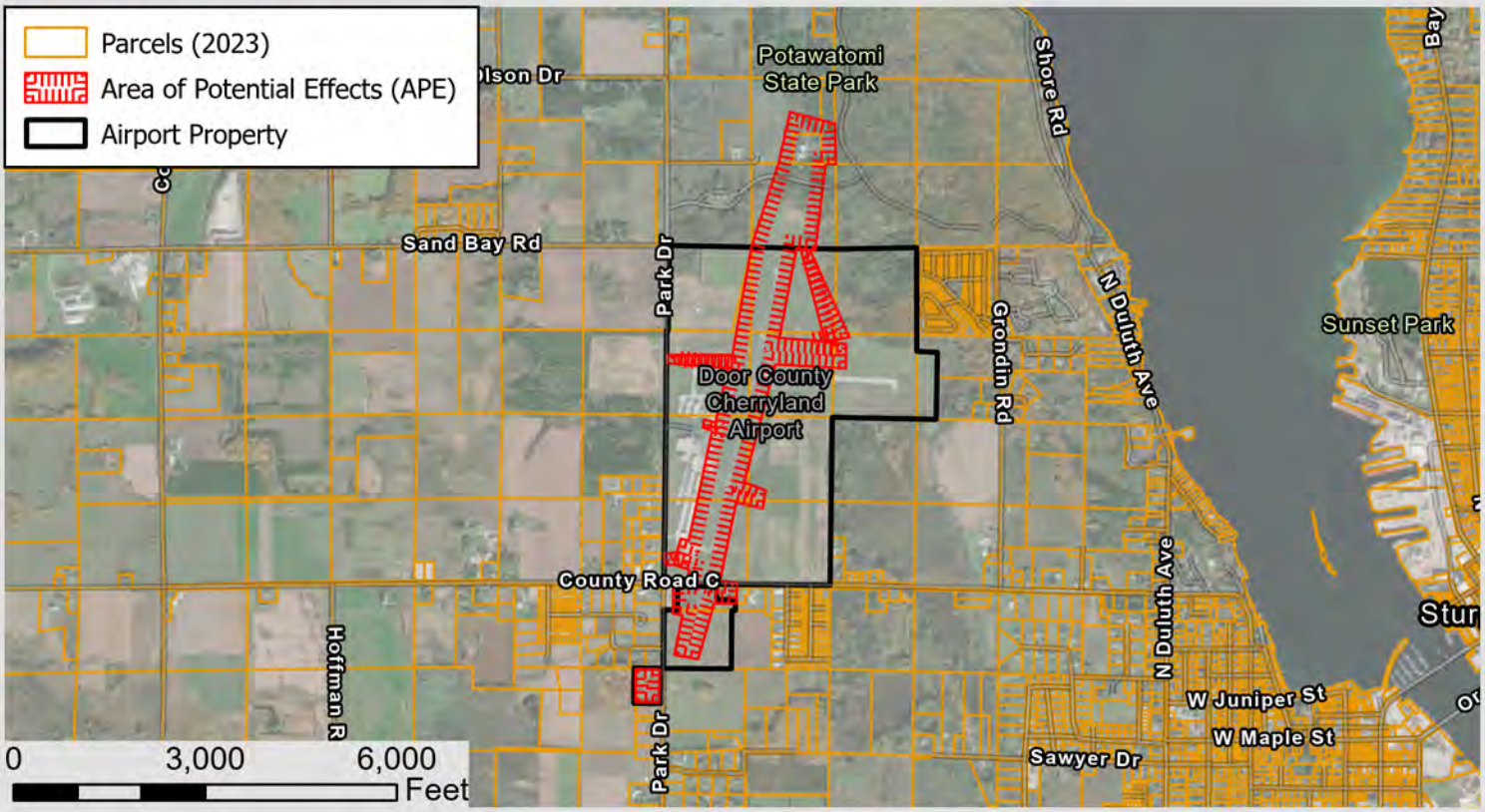
Stephanie Senst
Project Engineer

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)





Westwood

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

N W E S

RWY 02/20 REHABILITATION - CONDENSED EA

LOCATION MAP

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

Project Manager:		SCALE:	1 in = 3,000 ft
Project Engineer:			
Drawn By:	JCW	PROJECT NO.	**R3001498.00**
Checked By:			
Date:	1/8/2024	FIGURE NO.	**1**

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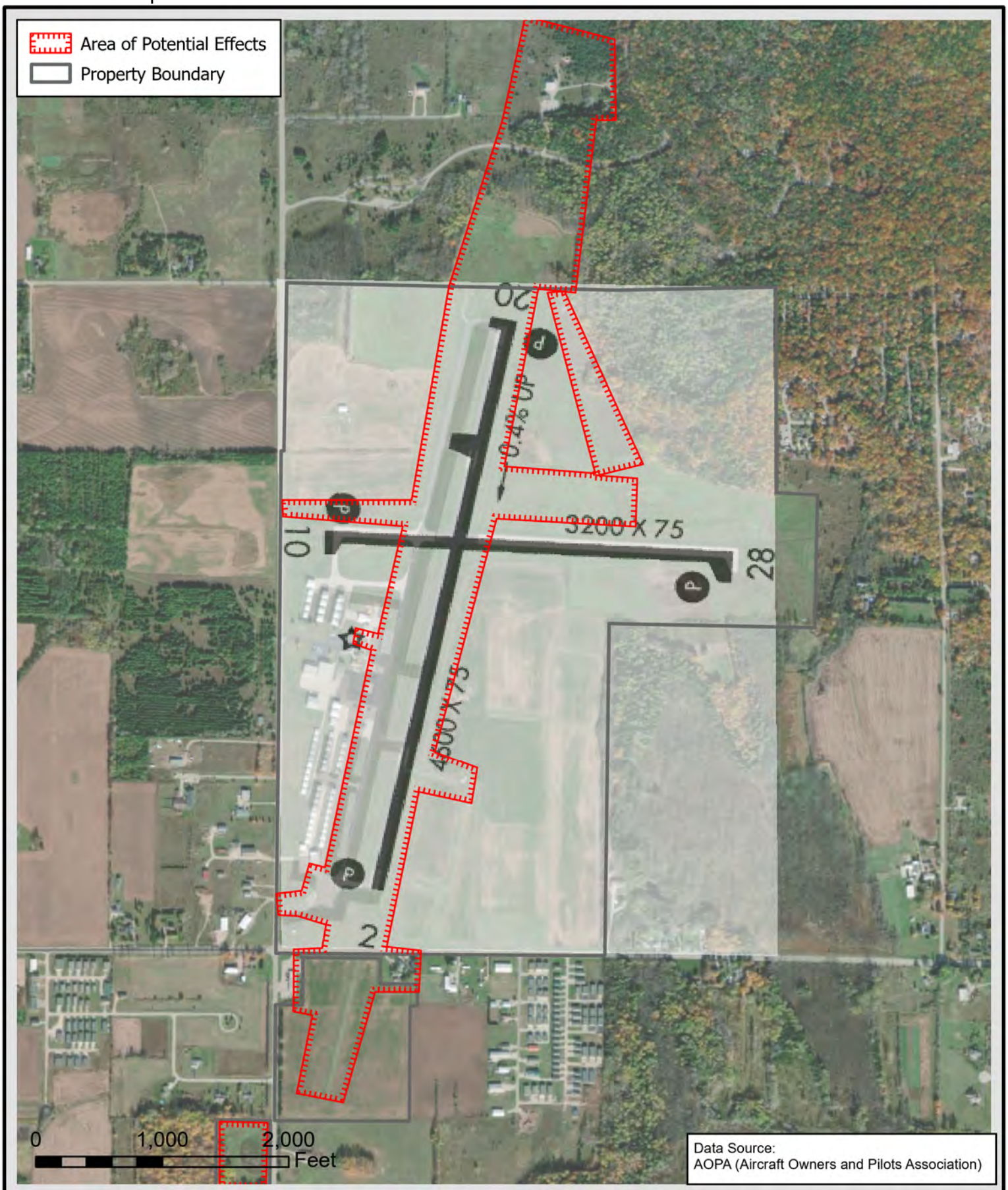

Westwood
1 Systems Drive
Appleton, WI 54914
(920) 735-6900
www.westwoodps.com

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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:		SCALE:	1 in =1,000 ft
Project Engineer:			
Drawn By:	JCW	PROJECT NO.	**R3001498.00**
Checked By:			
Date:	1/8/2024	FIGURE NO.	**2**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Airport Diagram Map]
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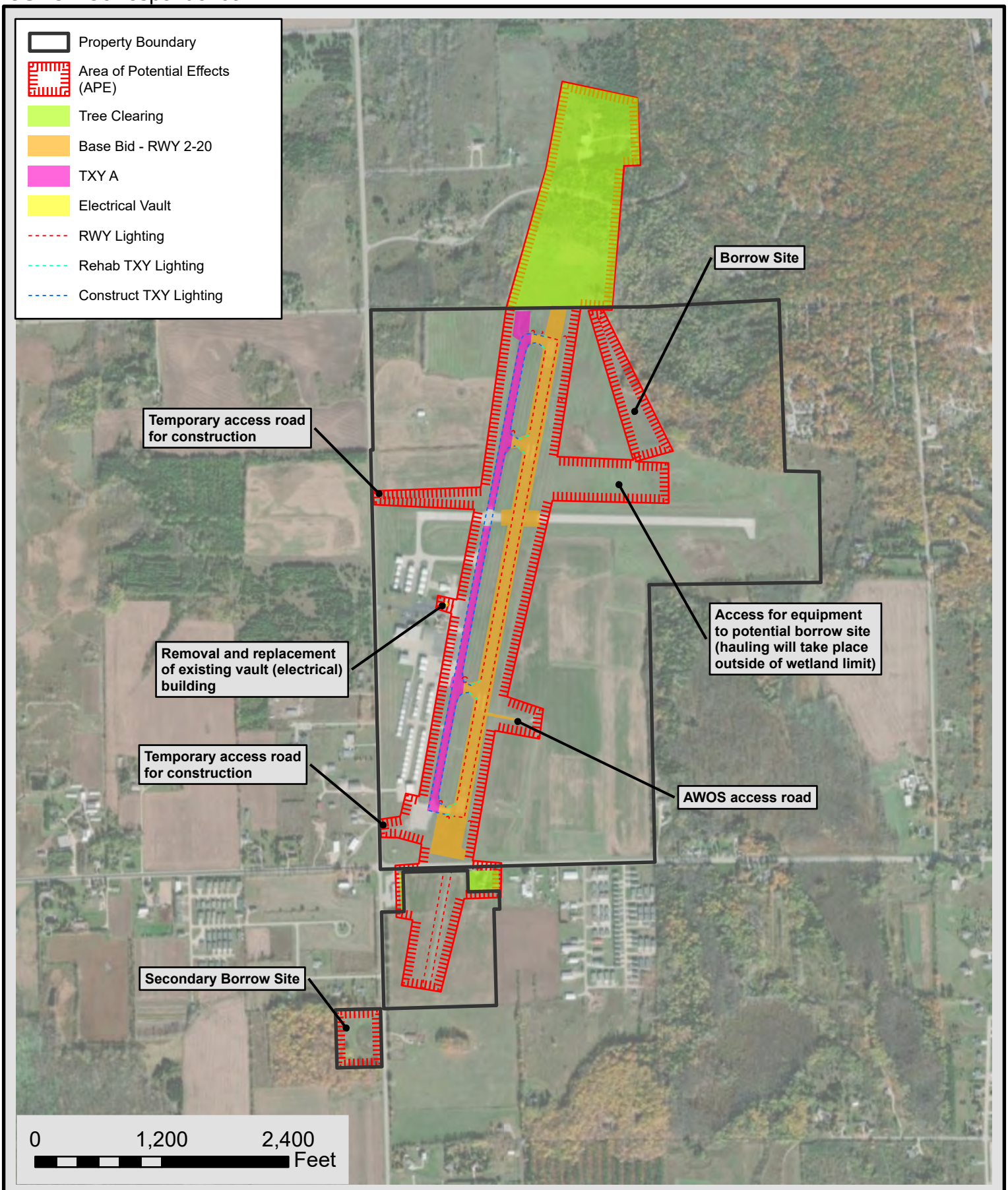

Westwood
1 Systems Drive
Appleton, WI 54914
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RWY 02/20 REHABILITATION - CONDENSED EA

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/18/2024	FIGURE NO. 3

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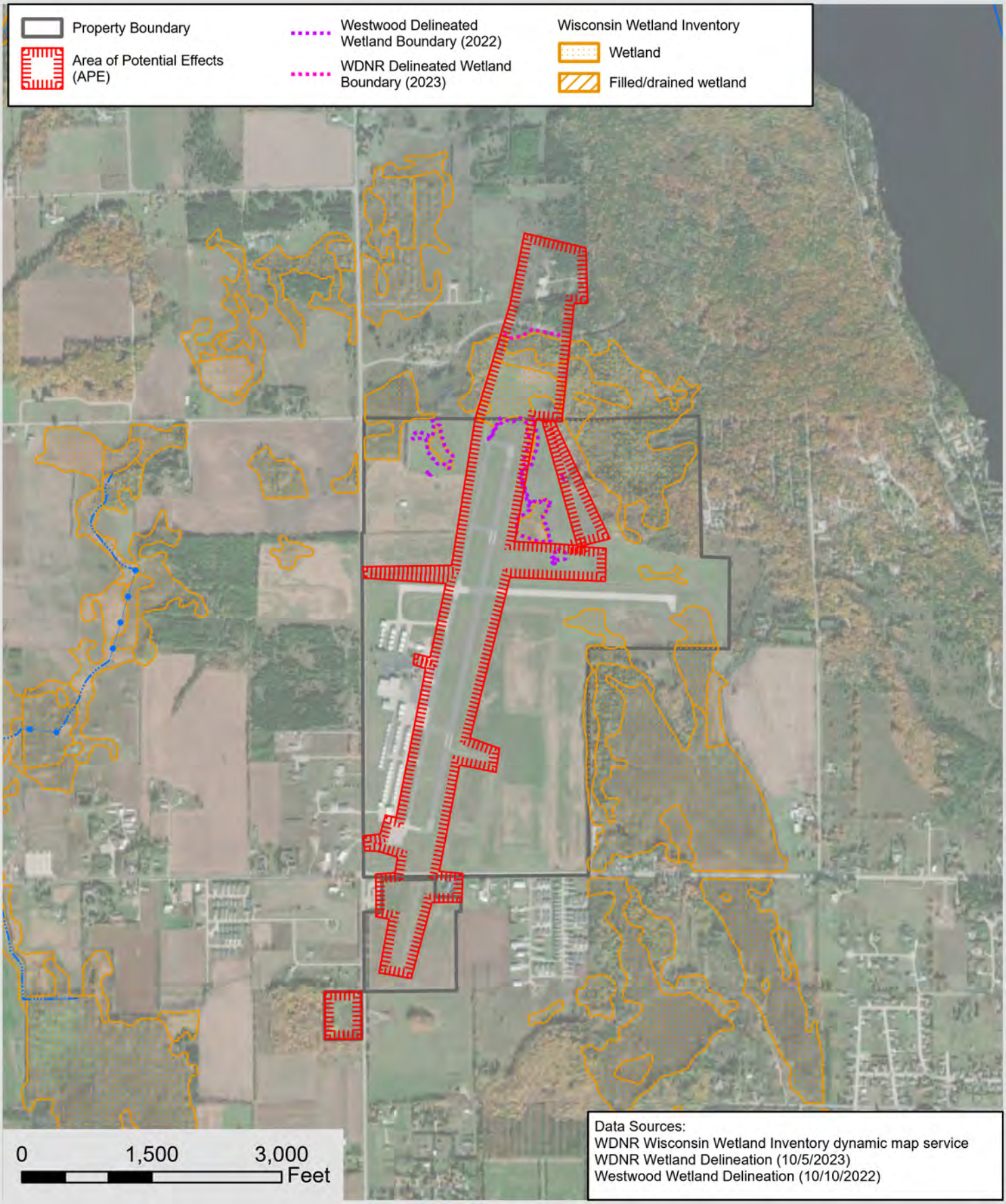

Westwood
1 Systems Drive
Appleton, WI 54914
(920) 735-6900
www.westwoodps.com

N W E S

RWY 02/20 REHABILITATION - CONDENSED EA

WETLAND MAP

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

Project Manager:	SCALE: 1 in =1,500 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/11/2024	FIGURE NO. **4**

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USACE Correspondence

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	

USACE Correspondence

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.	

USACE Correspondence

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.	

USACE Correspondence

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.	

USACE Correspondence

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.

USACE Correspondence

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.	

USFWS Correspondence

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)

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 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)

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 that 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**).

- 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.

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

USFWS Correspondence

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)

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 Effect, 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.

USFWS Correspondence

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)

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

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	*Myotis septentrionalis*	Threatened	May affect
Tricolored Bat	*Perimyotis subflavus*	Proposed Endangered	May affect
Hine's Emerald Dragonfly	*Somatochlora hineana*	Endangered	NLAA
Monarch Butterfly	*Danaus plexippus*	Candidate	No effect
Dwarf Lake Iris	*Iris lacustris*	Threatened	No effect
Pitcher's Thistle	*Cirsium pitcheri*	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/xzxph6hilr13x3vfp25y3fvwl28dddz0

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

Environmental <DOTBOAEnvironmental@dot.wi.gov>
Subject: RE: Door County Cherryland Airport - Wisconsin Coastal Management Program

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

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

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

[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

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

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

Wisconsin Coastal Management Program Correspondence

Westwood

1 Systems Drive
Appleton, WI 54914

main (920) 735-6900

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

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

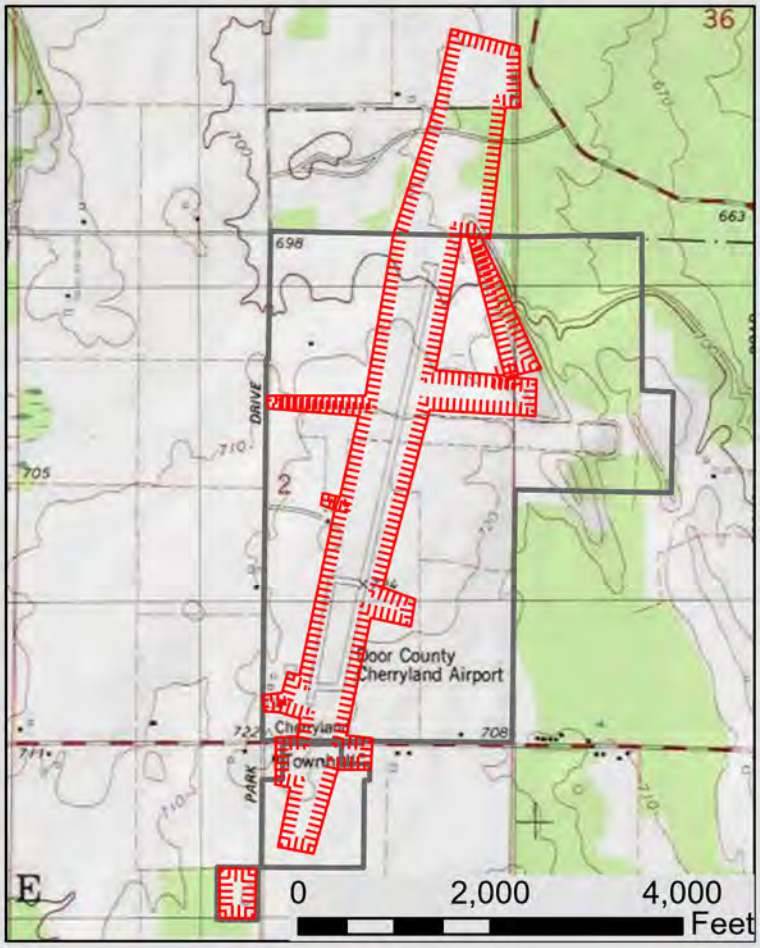
Sincerely,
Westwood Professional Services

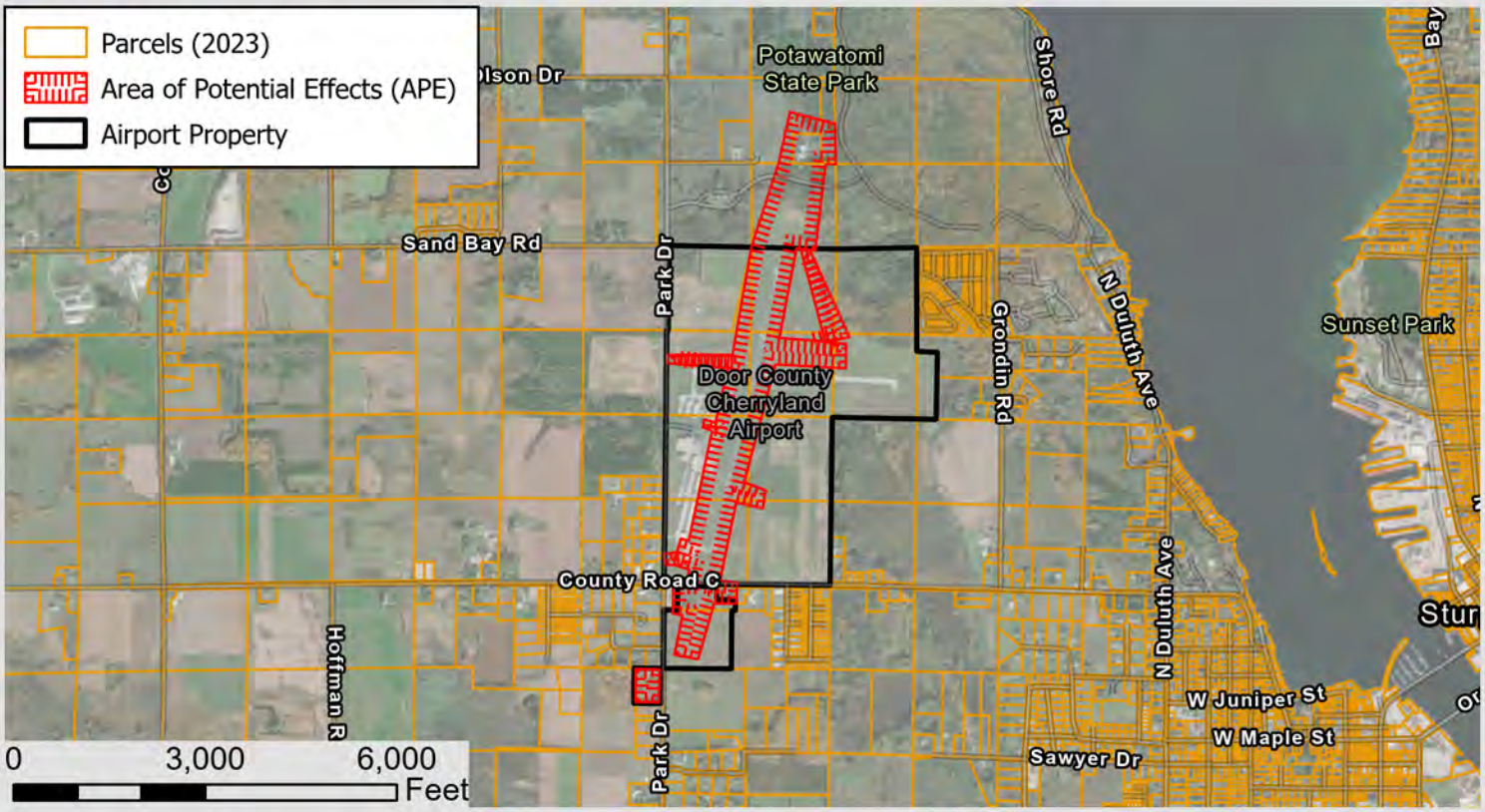
Stephanie Senst
Project Engineer

Attachments:

1. *Site Location Map*
2. *Area of Potential Effects*

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





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

N W E S

RWY 02/20 REHABILITATION - CONDENSED EA

LOCATION MAP

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

Project Manager:		SCALE: 1 in = 3,000 ft
Project Engineer:		
Drawn By:	JCW	PROJECT NO. **R3001498.00**
Checked By:		
Date:	1/8/2024	FIGURE NO. **1**

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Location Map]
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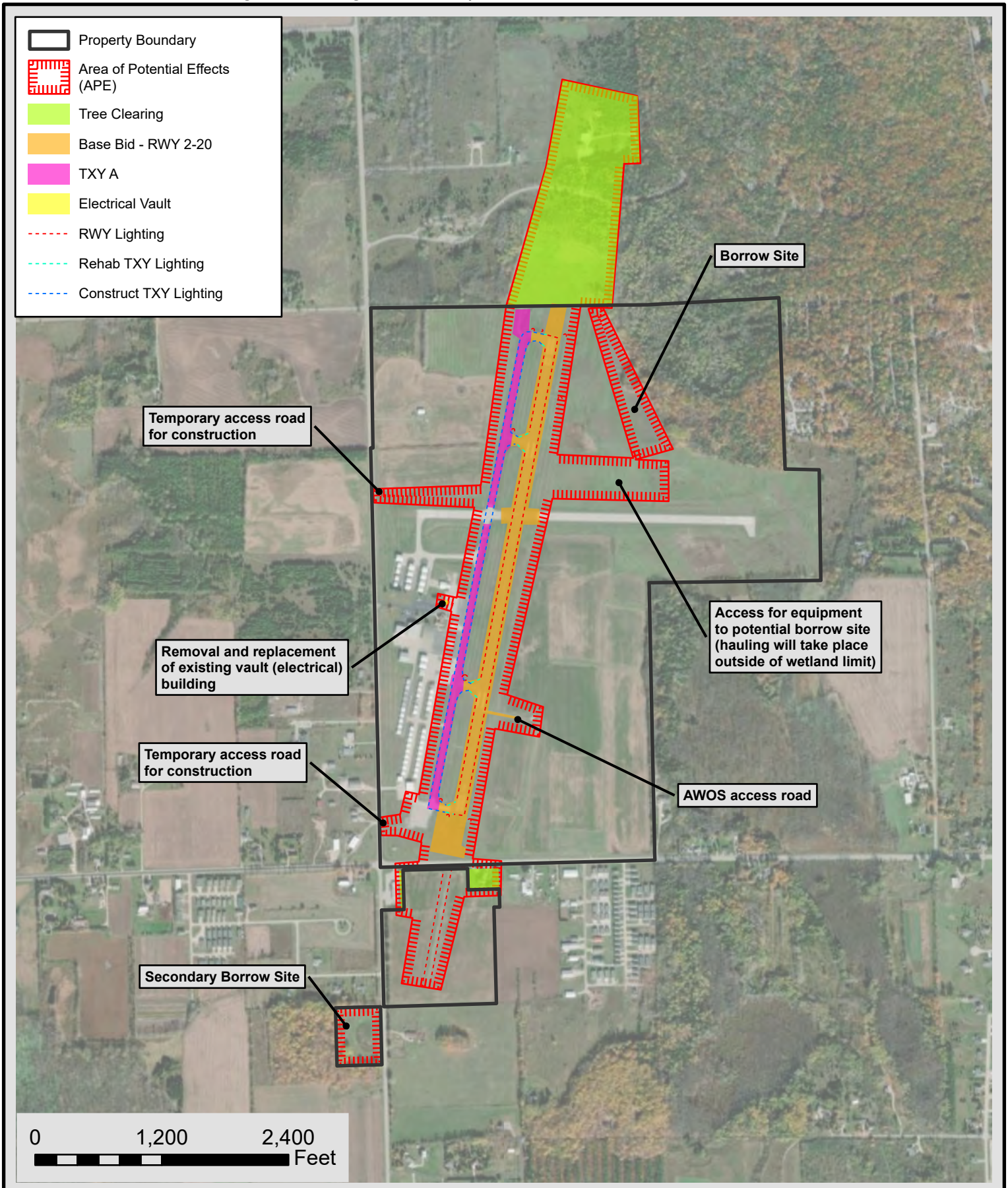

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W E
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RWY 02/20 REHABILITATION - CONDENSED EA

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 in =1,200 ft
Project Engineer:	
Drawn By: JCW	PROJECT NO. R3001498.00
Checked By:	
Date: 1/18/2024	FIGURE NO. 2

N:\3001498.00\Environmental\Condensed EA\GIS\EnvAssessmentMaps_SUE.aprx [Area of Potential Effects Map]
Printed: SLSenst 1/18/2024 8:38 AM

Site Photographs

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.	

Attachment 4

Section 106 Review
Archaeological / Historical Information

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

☐ Known Cemetery	Amount of land to be disturbed: Acres 128.5	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	HISTORY
☒ Archaeological survey **is needed** [See Chapter 26-35-1 of FDM for procedure and # of exhibits]	☒ Architecture/History survey is needed
☐ 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	☐ Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to TSS

ARCHAEOLOGY	HISTORY
☐ 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.]	☒ 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

AUSTIN LEVIN	DocuSigned by: Barry Paye 3F13353627A04D7	DocuSigned by: Kim Cook 2F3FB9179D604A4
(BOA Project Manager)	(WisDOT Historic Preservation Officer)	(State Historic Preservation Officer)
12/4/2023	21 December 2023	09 January 2024
(Date)	(Date)	(Date)
Stephanie Senst		
(Consultant Project Manager)		
11/29/2023		
(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

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 Holsey <shannon.holsey@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:

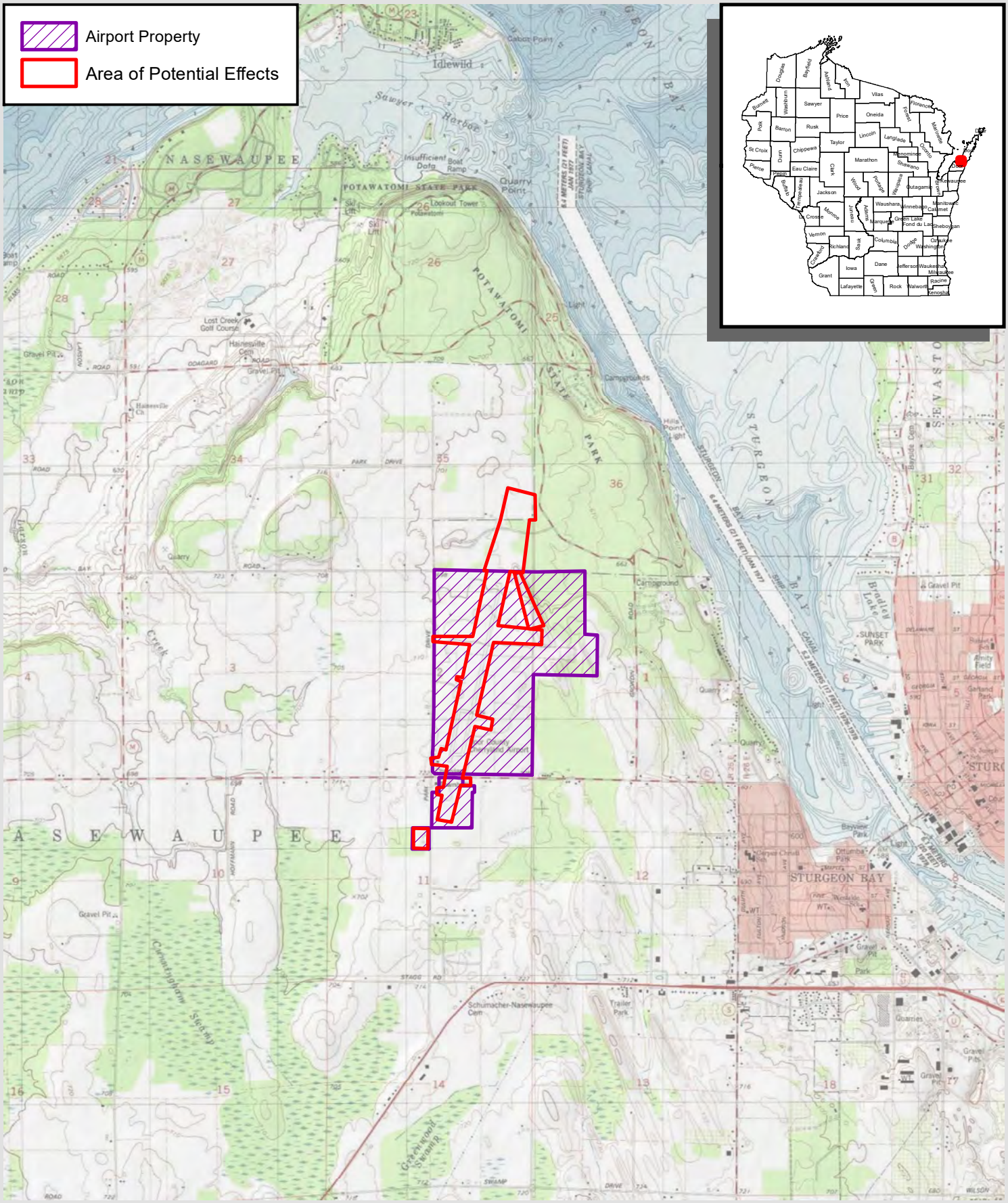
WisDOT Project Manager: Andrew Trimble
Phone: 608-267-0454
Address: Wisconsin Department of Transportation - Bureau of Aeronautics
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

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



Westwood

1 Systems Drive
Appleton, WI 54914

(920) 735-6900
www.westwoodps.com

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SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION

SITE LOCATION MAP

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

Project Manager:	SCALE: 1 " = 3,333 '
Project Engineer:	
Drawn By: JMD	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/26/2023	FIGURE NO. **1**

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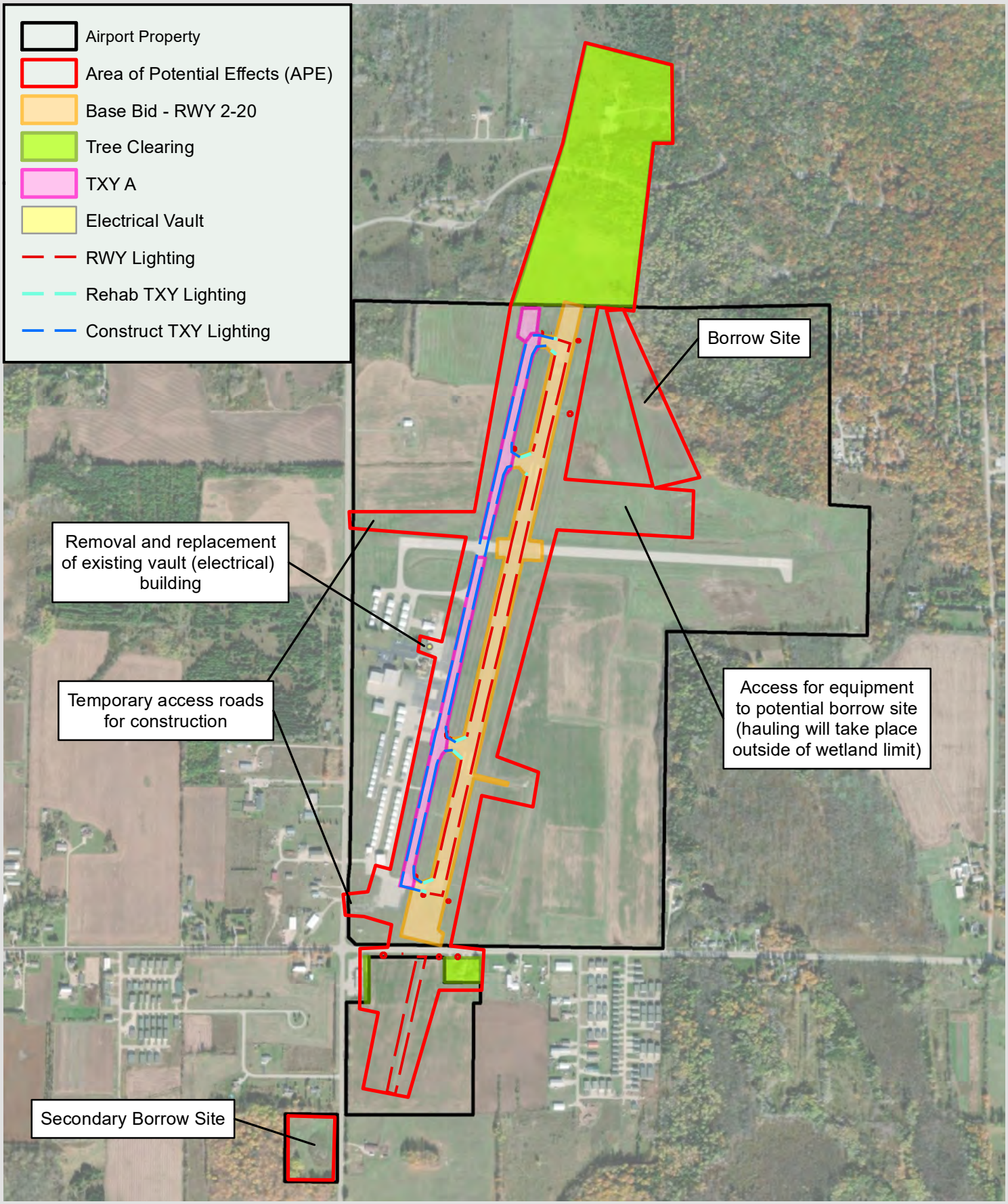

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SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 " = 1,058 '
Project Engineer:	
Drawn By: JMW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 5/17/2023	FIGURE NO. **2.a.**

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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 aŰernoon,

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

Westwood

1 Systems Drive
Appleton, WI 54914

main (920) 735-6900

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 avigation easements. The area of potential effects consists of land that is utilized by aircraft operations, except for wooded areas where the airport has avigation 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.

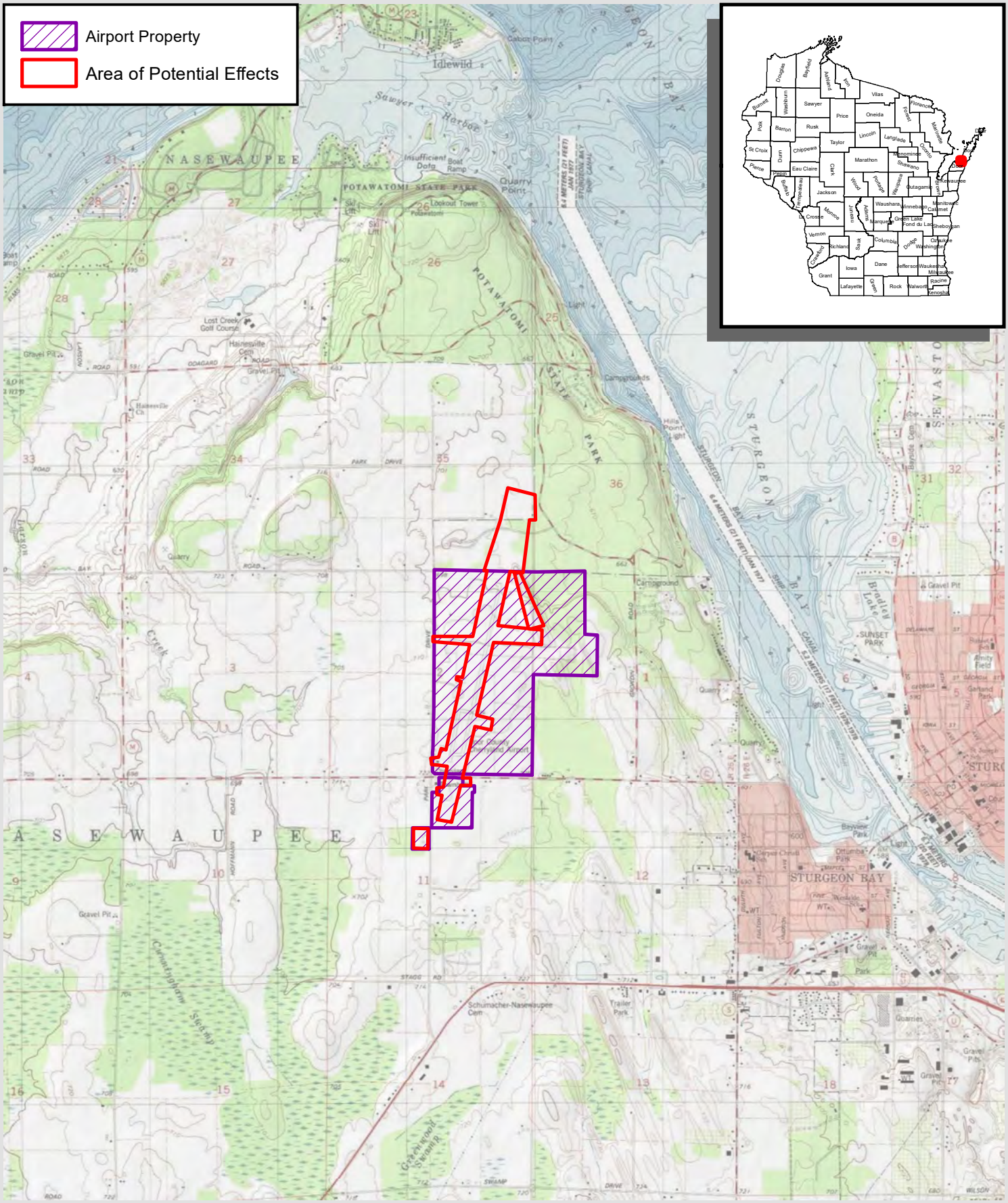
Sincerely,

Stephanie Senst

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)



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SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION

SITE LOCATION MAP

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

Project Manager:	SCALE: 1 " = 3,333 '
Project Engineer:	
Drawn By: JMD	PROJECT NO. **R3001498.00**
Checked By:	
Date: 1/26/2023	FIGURE NO. **1**

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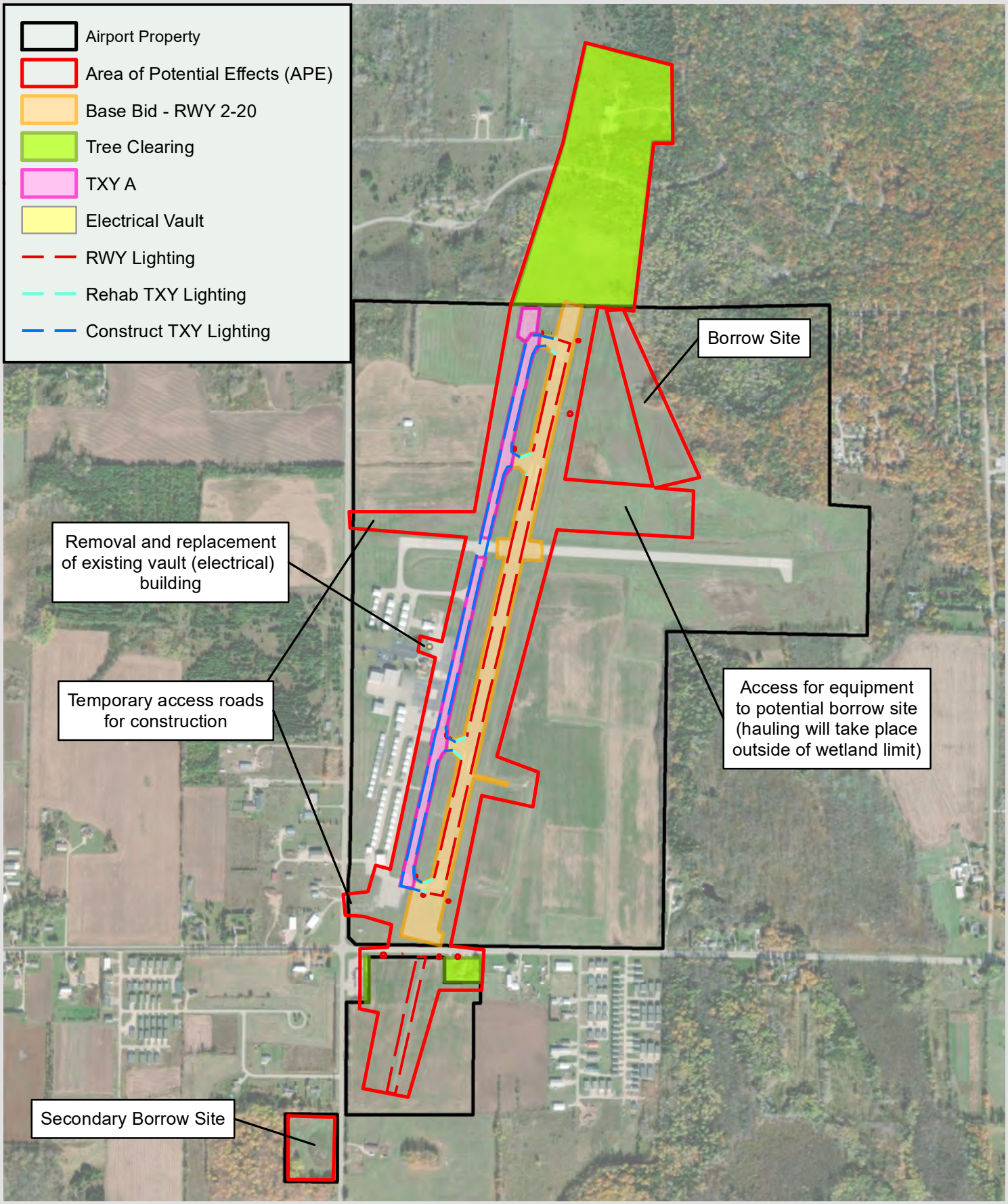

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SUE RUNWAY 2/20 REHABILITATION WITH PARTIAL RECONSTRUCTION

AREA OF POTENTIAL EFFECTS

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

Project Manager:	SCALE: 1 " = 1,058 '
Project Engineer:	
Drawn By: JMW	PROJECT NO. **R3001498.00**
Checked By:	
Date: 5/17/2023	FIGURE NO. **2.a.**

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Attachment 5

EJScreen Community Report

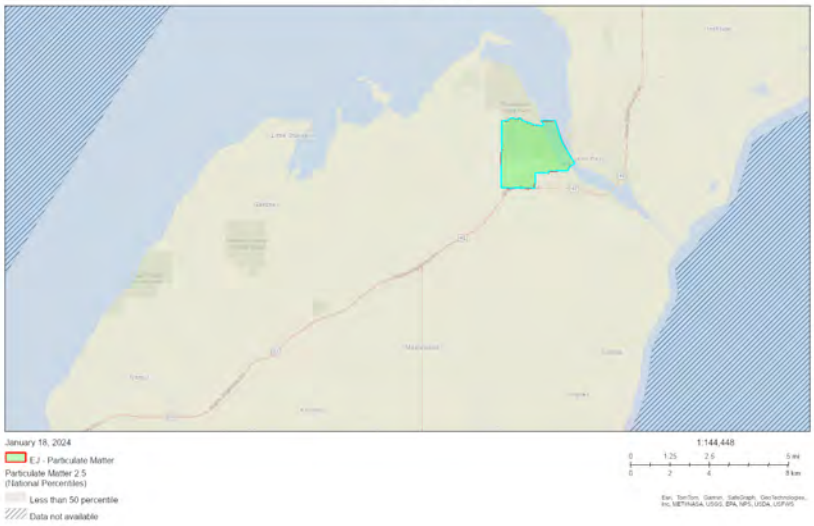
EJScreen Community Report

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



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	97%
Spanish	1%
Other Indo-European	1%
Total Non-English	3%

COMMUNITY INFORMATION

- Low income: 28 percent
- People of color: 2 percent
- Less than high school education: 0 percent
- Limited English households: 0 percent
- Unemployment: 4 percent
- Persons with disabilities: 11 percent
- Male: 47 percent
- Female: 53 percent
- 80 years — Average life expectancy
- $36,840 — Per capita income
- Number of households: 641
- Owner occupied: 70 percent

BREAKDOWN BY RACE

- White: 98%
- Black: 0%
- American Indian: 0%
- Asian: 0%
- Hawaiian/Pacific Islander: 0%
- Other race: 0%
- Two or more races: 2%
- Hispanic: 0%

BREAKDOWN BY AGE

From Ages 1 to 4	5%
From Ages 1 to 18	26%
From Ages 18 and up	74%
From Ages 65 and up	16%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	0%
Speak Other Indo-European Languages	0%
Speak Asian-Pacific Island Languages	0%
Speak Other Languages	0%

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.

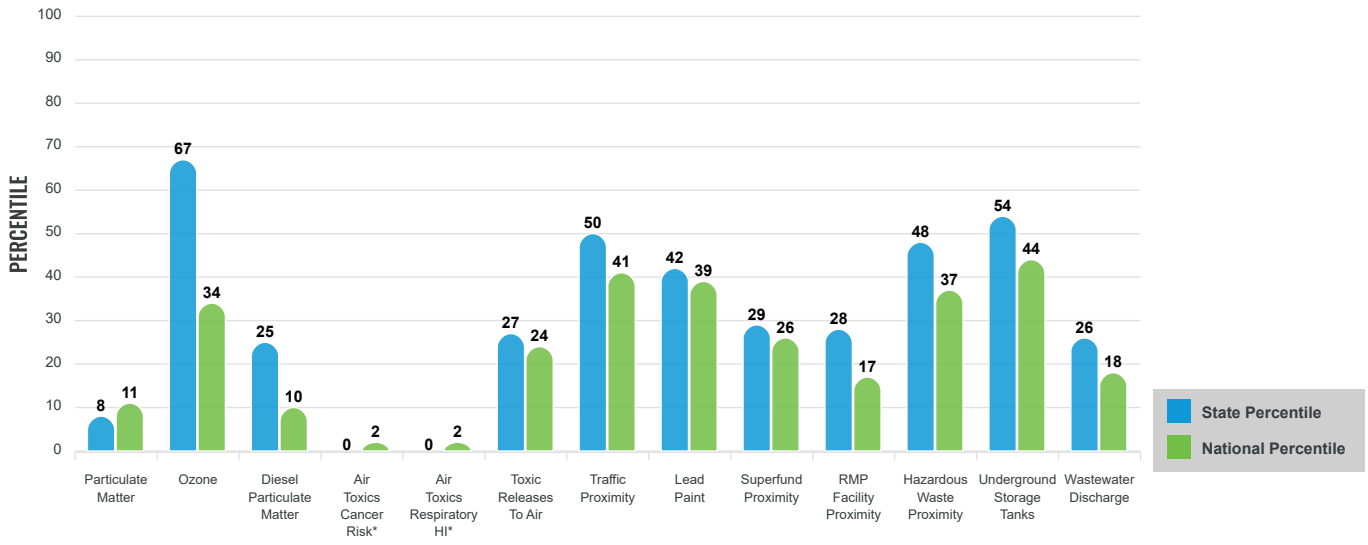
Environmental Justice & Supplemental Indexes

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.

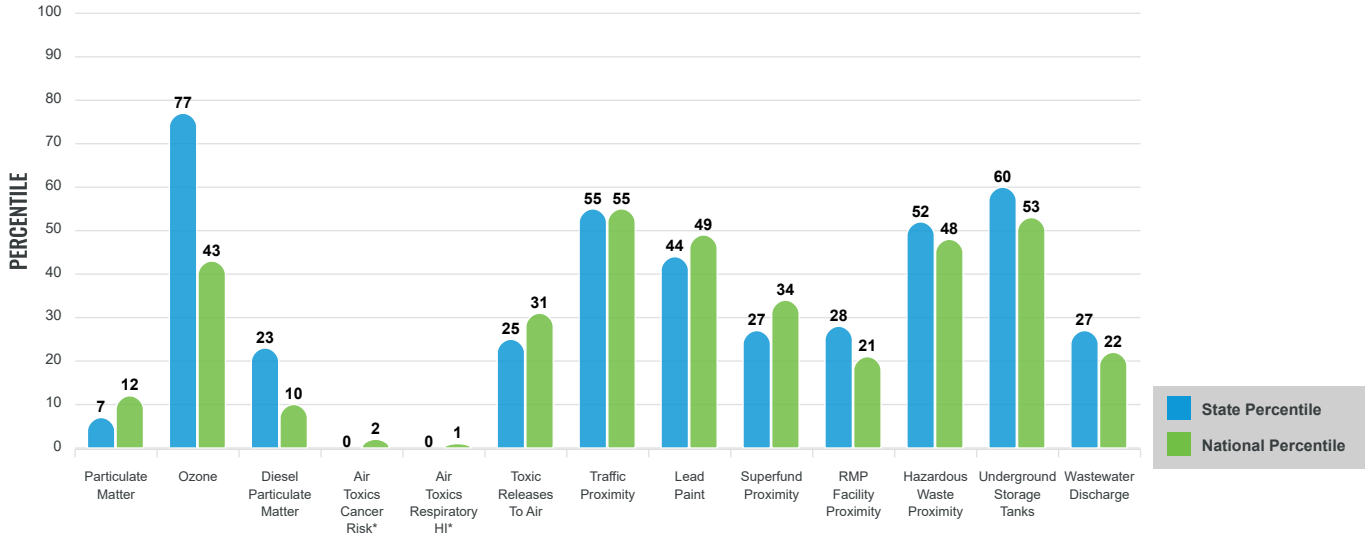
EJ INDEXES FOR THE SELECTED LOCATION



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 (µg/m^3)	6.35	7.98	7	8.08	11
Ozone (ppb)	60.7	58.6	84	61.6	46
Diesel Particulate Matter (µg/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

Report for Blockgroup: 550291008002

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

Attachment 6

Construction Emissions Calculations

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 CO_2**	**MT CH_4**	**MT N_2O**
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 CO_2
10180 grams of CO_2 = 1 gallon of diesel
10.180 x 10^-3 metric tons CO_2 = 1 gallon of diesel
Source: https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references

CH_4 & N_2O Emissions for Non-Road Vehicles	
Diesel Equipment	CH_4 = 1.01 g/gallon
	N_2O = 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-rsrces/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

Attachment 7

Wetland Delineation Report

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

Westwood

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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 a 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 panicled 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.

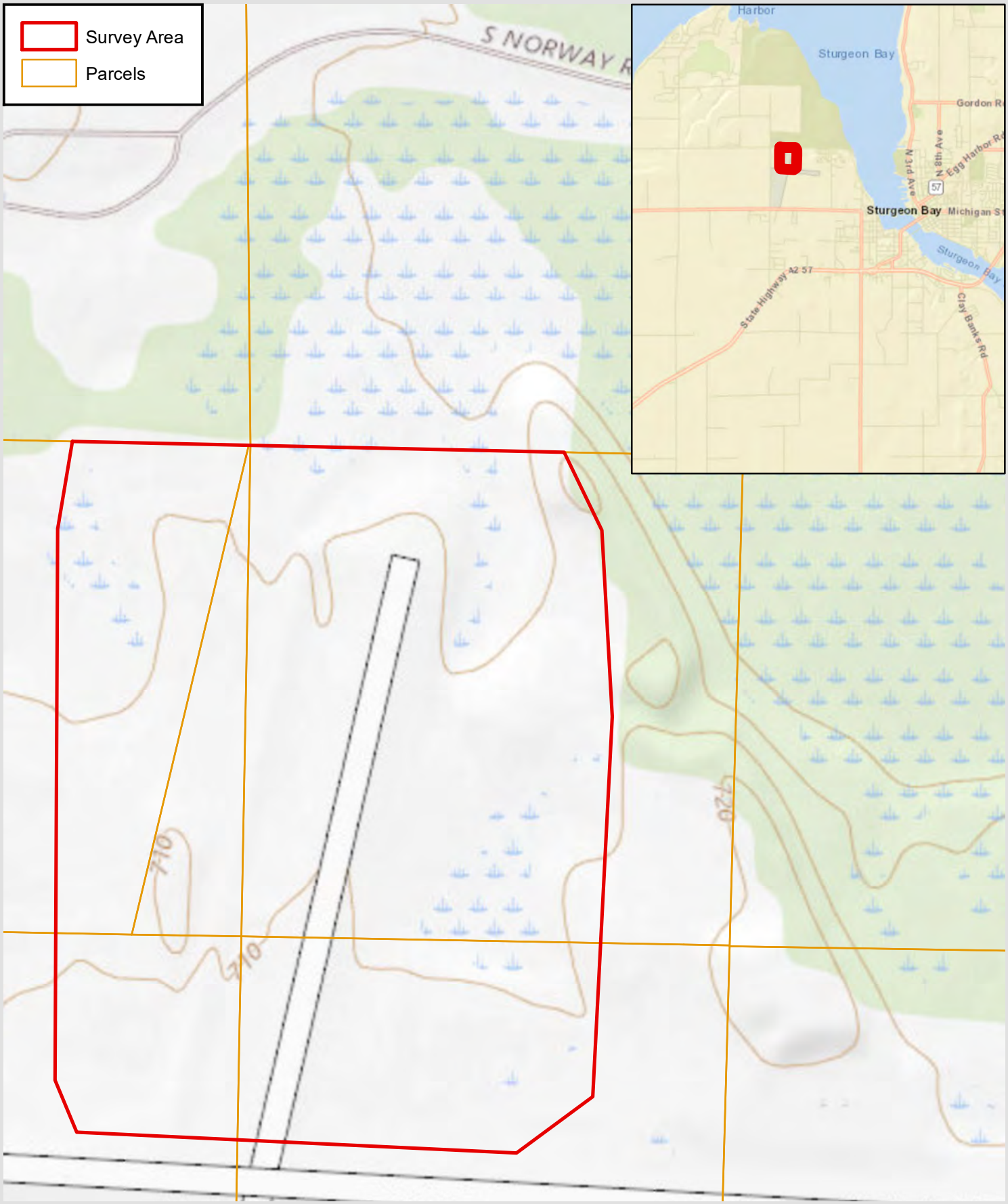
4.0 Conclusion

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



Westwood

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DOOR COUNTY CHERRYLAND AIRPORT

SITE LOCATION AND TOPOGRAPHIC MAP

STURGEON BAY
DOOR COUNTY, WISCONSIN

Project Manager:	SCALE: 1 " = 350 '
Project Engineer:	
Drawn By: KMK	PROJECT NO. **R3001498.00**
Checked By:	
Date: 10/18/2022	FIGURE NO. **1**

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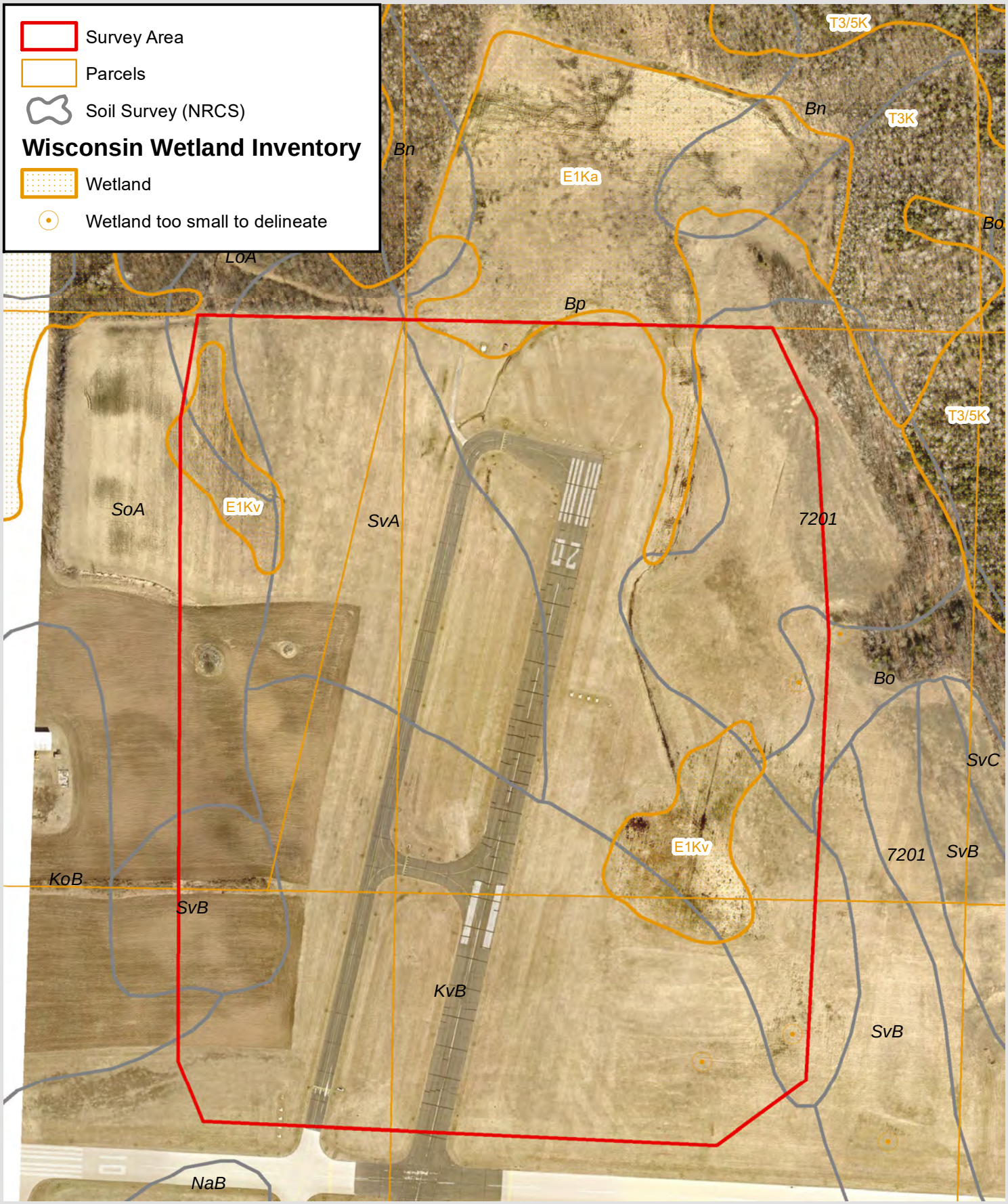

Westwood 1 Systems Drive, Appleton, WI 54914 (920) 735-6900 www.westwoodps.com	N / W / E / S	***DOOR COUNTY CHERRYLAND AIRPORT*** **WISCONSIN WETLAND INVENTORY AND NRCS SOIL SURVEY MAP** STURGEON BAY DOOR COUNTY, WISCONSIN	Project Manager: Project Engineer: Drawn By: KMK Checked By: Date: 10/13/2022	SCALE: 1 " = 300 ' PROJECT NO. **R3001498.00** FIGURE NO. **2**

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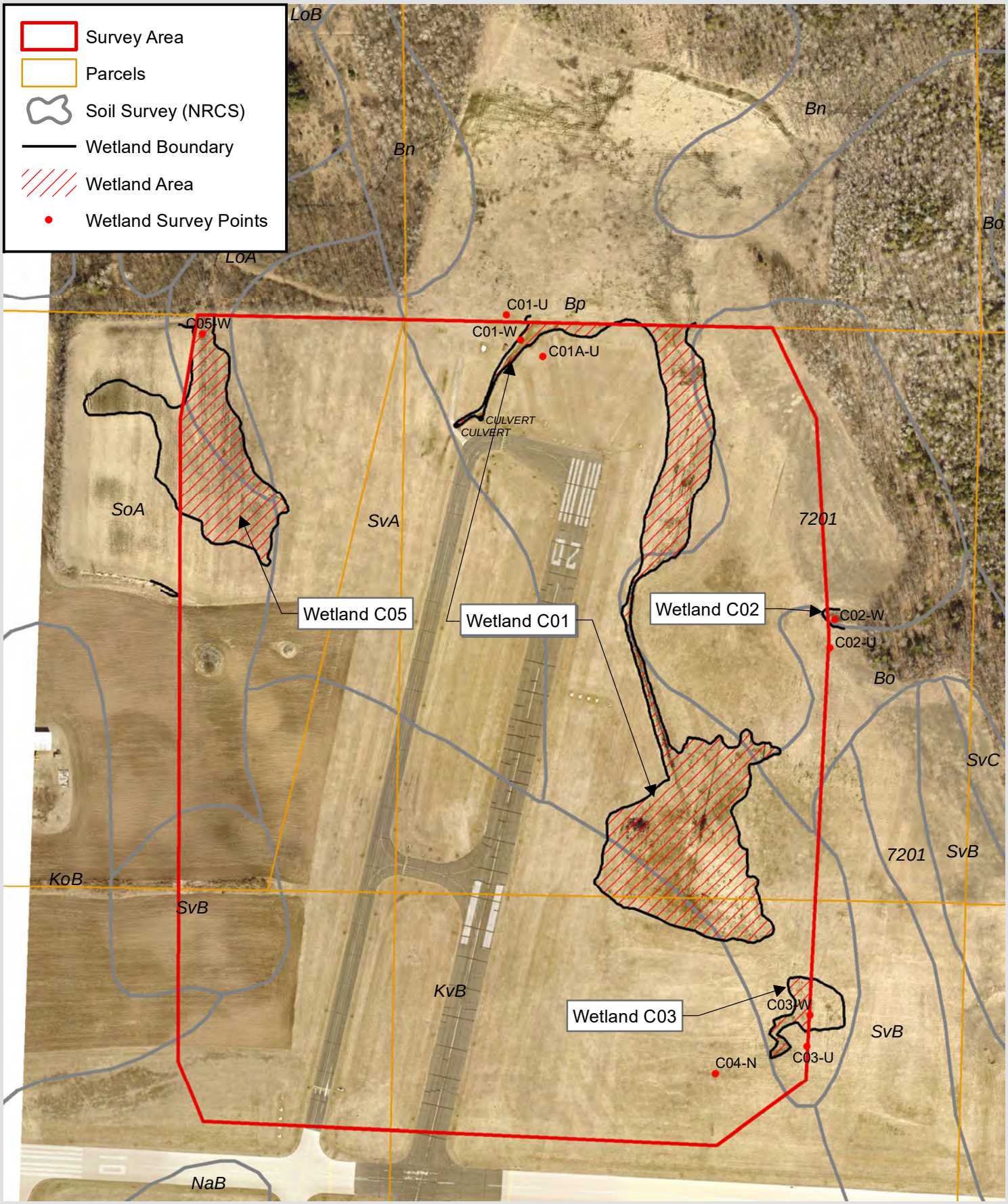

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N
W E
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DOOR COUNTY CHERRYLAND AIRPORT

WETLAND BOUNDARIES MAP

STURGEON BAY
DOOR COUNTY, WISCONSIN

Project Manager:	SCALE: 1 " = 300 '
Project Engineer:	
Drawn By: KMK	PROJECT NO. **R3001498.00**
Checked By:	
Date: 10/13/2022	FIGURE NO. **3**

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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 ✔	**Is the Sampled Area within a Wetland?** **Yes** _____ **No** ✔
Hydric Soil Present?	Yes _____	No ✔	
Wetland Hydrology Present?	Yes _____	No ✔	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)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes _____	No ✔	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✔	Depth (inches): _____

Wetland Hydrology Present? **Yes** _____ **No** ✔

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

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	25	Y	FACU
2. ***Lolium perenne***	15	Y	FACU
3. ***Symphyotrichum ericoides***	15	Y	FACU
4. ***Daucus carota***	10	N	UPL
5. ***Juncus tenuis***	10	N	FAC
6. ***Lotus corniculatus***	10	N	FACU
7. ***Rubus idaeus***	5	N	FAC
8. ***Toxicodendron rydbergii***	5	N	FAC
9. ***Alopecurus pratensis***	5	N	FAC
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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	0.00	x 1 =	0.00
FACW species	0.00	x 2 =	0.00
FAC species	25.00	x 3 =	75.00
FACU species	65.00	x 4 =	260.00
UPL species	10.00	x 5 =	50.00
Column Totals:	100.00 (A)		385.00 (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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ✔

Remarks: (Include photo numbers here or on a separate sheet.)

Vegetation ranges from UPL to FAC in vicinity of sample point.

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	No _____	**Is the Sampled Area within a Wetland?** **Yes ✔ No _____**
Hydric Soil Present?	Yes ✔	No _____	
Wetland Hydrology Present?	Yes ✔	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)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes _____	No ✔	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✔	Depth (inches): _____

Wetland Hydrology Present? Yes ✔ 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: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Phalaris arundinacea***	75	Y	FACW
2. ***Scirpus atrovirens***	15	N	OBL
3. ***Eleocharis obtusa***	10	N	OBL
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	25.00	x 1 =	25.00
FACW species	75.00	x 2 =	150.00
FAC species	0.00	x 3 =	0.00
FACU species	0.00	x 4 =	0.00
UPL species	0.00	x 5 =	0.00
Column Totals:	100.00 (A)		175.00 (B)

Prevalence Index = B/A = 1.75

Hydrophytic Vegetation Indicators:

- ✓ 1 - Rapid Test for Hydrophytic Vegetation
- ✓ 2 - Dominance Test is >50%
- ✓ 3 - Prevalence Index is ≤3.0[1]
- ___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ___

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	**Is the Sampled Area within a Wetland?** **Yes** ____ **No** ✔
Hydric Soil Present?	Yes ____	No ✔	
Wetland Hydrology Present?	Yes ____	No ✔	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:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): ____
Water Table Present?	Yes ____	No ✔	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No ✔	Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✔

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: C01a-u

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	80	Y	FACU
2. ***Trifolium pratense***	20	Y	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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	0.00	x 1 =	0.00
FACW species	0.00	x 2 =	0.00
FAC species	0.00	x 3 =	0.00
FACU species	100.00	x 4 =	400.00
UPL species	0.00	x 5 =	0.00
Column Totals:	100.00 (A)		400.00 (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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ✔

Remarks: (Include photo numbers here or on a separate sheet.)

Regularly mown field.

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/2	100					L	
8-20	7.5YR 4/4	100					CL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	**Is the Sampled Area within a Wetland?** **Yes** _____ **No** ✔
Hydric Soil Present?	Yes _____	No ✔	
Wetland Hydrology Present?	Yes _____	No ✔	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes _____	No ✔	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✔	Depth (inches): _____

Wetland Hydrology Present? Yes _____ **No** ✔

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: C02-u

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	70	Y	FACU
2. ***Trifolium pratense***	15	N	FACU
3. ***Rubus idaeus***	10	N	FAC
4. ***Daucus carota***	5	N	UPL
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ✔

Remarks: (Include photo numbers here or on a separate sheet.)

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/2	100					L	
8-24	7.5YR 4/4	100					SL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔ No _____ Hydric Soil Present? Yes ✔ No _____ Wetland Hydrology Present? Yes ✔ No _____	**Is the Sampled Area within a Wetland?** **Yes ✔ 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)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔ Depth (inches): _____

Water Table Present? Yes _____ No ✔ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✔ Depth (inches): _____

Wetland Hydrology Present? Yes ✔ 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: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1. ***Salix amygdaloides***	15	Y	FACW
2.			
3.			
4.			
5.			
6.			
7.			
	15 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1. ***Salix interior***	55	Y	FACW
2.			
3.			
4.			
5.			
6.			
7.			
	55 = Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Phalaris arundinacea***	25	Y	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	25 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1. ***Vitis riparia***	10	Y	FAC
2.			
3.			
4.			
	10 = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0.00	x 1 =	0.00
FACW species	95.00	x 2 =	190.00
FAC species	10.00	x 3 =	30.00
FACU species	0.00	x 4 =	0.00
UPL species	0.00	x 5 =	0.00
Column Totals:	105.00 (A)		220.00 (B)

Prevalence Index = B/A = 2.1

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

✔ 2 - Dominance Test is >50%

✔ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ___

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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-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 ✔	**Is the Sampled Area within a Wetland?** **Yes** _____ **No** ✔
Hydric Soil Present?	Yes _____	No ✔	
Wetland Hydrology Present?	Yes _____	No ✔	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes _____	No ✔	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✔	Depth (inches): _____

Wetland Hydrology Present? Yes _____ **No** ✔

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: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	50	Y	FACU
2. ***Bromus arvensis***	50	Y	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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	0.00	x 1 =	0.00
FACW species	0.00	x 2 =	0.00
FAC species	0.00	x 3 =	0.00
FACU species	100.00	x 4 =	400.00
UPL species	0.00	x 5 =	0.00
Column Totals:	100.00 (A)		400.00 (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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ✔

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-9	10YR 3/2	100					L	
9-24	7.5YR 4/4	100					SL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔ No _____ Hydric Soil Present? Yes ✔ No _____ Wetland Hydrology Present? Yes ✔ No _____	**Is the Sampled Area within a Wetland?** **Yes ✔ No _____** If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔ Depth (inches): _____

Water Table Present? Yes _____ No ✔ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes _____ No ✔ Depth (inches): _____

Wetland Hydrology Present? Yes ✔ 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: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Salix triandra***	50	Y	FACW
2. ***Phalaris arundinacea***	25	Y	FACW
3. ***Poa pratensis***	25	Y	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66.67 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species 0.00	x 1 = 0.00
FACW species 75.00	x 2 = 150.00
FAC species 0.00	x 3 = 0.00
FACU species 25.00	x 4 = 100.00
UPL species 0.00	x 5 = 0.00
Column Totals: 100.00 (A)	250.00 (B)

Prevalence Index = B/A = 2.5

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

✔ 2 - Dominance Test is >50%

✔ 3 - Prevalence Index is ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** _____

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 3/1	90	10YR 4/6	10			L	
8-24	7.5YR 4/3	90	7.5YR 4/6	10			SL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	**Is the Sampled Area within a Wetland?** **Yes** _____ **No** ✔
Hydric Soil Present?	Yes _____	No ✔	
Wetland Hydrology Present?	Yes _____	No ✔	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes _____	No ✔	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No ✔	Depth (inches): _____

Wetland Hydrology Present? Yes _____ **No** ✔

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: C04-n

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	40	Y	FACU
2. ***Bromus arvensis***	35	Y	FACU
3. ***Equisetum arvense***	15	N	FAC
4. ***Salix triandra***	10	N	FACW
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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	0.00	x 1 =	0.00
FACW species	10.00	x 2 =	20.00
FAC species	15.00	x 3 =	45.00
FACU species	75.00	x 4 =	300.00
UPL species	0.00	x 5 =	0.00
Column Totals:	100.00 (A)		365.00 (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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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.

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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** ✔

Remarks: (Include photo numbers here or on a separate sheet.)

Area periodically mown.

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	**Is the Sampled Area within a Wetland?** **Yes** ____ **No** ✔
Hydric Soil Present?	Yes ____	No ✔	
Wetland Hydrology Present?	Yes ____	No ✔	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)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): ____
Water Table Present?	Yes ____	No ✔	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes ____	No ✔	Depth (inches): ____

Wetland Hydrology Present? Yes ____ No ✔

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

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Poa pratensis***	25	Y	FACU
2. ***Daucus carota***	20	Y	UPL
3. ***Trifolium pratense***	15	Y	FACU
4. ***Lolium perenne***	15	Y	FACU
5. ***Juncus tenuis***	10	N	FAC
6. ***Lotus corniculatus***	10	N	FACU
7. ***Rubus idaeus***	5	N	FAC
8.			
9.			
10.			
11.			
12.			
	100 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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	0.00	x 1 =	0.00
FACW species	0.00	x 2 =	0.00
FAC species	15.00	x 3 =	45.00
FACU species	65.00	x 4 =	260.00
UPL species	20.00	x 5 =	100.00
Column Totals:	100.00 (A)		405.00 (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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ✔

Remarks: (Include photo numbers here or on a separate sheet.)

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
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	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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 ✔	No _____	**Is the Sampled Area within a Wetland?** **Yes ✔ No _____**
Hydric Soil Present?	Yes ✔	No _____	
Wetland Hydrology Present?	Yes ✔	No _____	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ✔ High Water Table (A2)
- ✔ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ 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 ✔	Depth (inches): _____
Water Table Present?	Yes ✔	No _____	Depth (inches): 1
Saturation Present? (includes capillary fringe)	Yes ✔	No _____	Depth (inches): 0

Wetland Hydrology Present? Yes ✔ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants. Sampling Point: C05-W

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Herb Stratum (Plot size: 5)			
1. ***Carex diandra***	25	Y	OBL
2. ***Poa pratensis***	20	Y	FACU
3. ***Salix interior***	15	Y	FACW
4. ***Salix triandra***	15	Y	FACW
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	75 = Total Cover		
Woody Vine Stratum (Plot size: 30)			
1.			
2.			
3.			
4.			
	= Total Cover		

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 ≤3.0[1]

___ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators 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** ___

Remarks: (Include photo numbers here or on a separate sheet.)

Periodically mown field.

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 Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	10YR 3/2	80	10YR 4/6	20			CL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: 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 Soils[3]:

- ___ 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)

[3]Indicators 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
	Sum=	*7.14*	*10.28*	*12.23*	*10.19*			Sum***=	**13**

*Normal precipitation with 30% to 70% probability of occurrence

Determination:

	Wet
X	Normal
	Dry

**Condition Value:

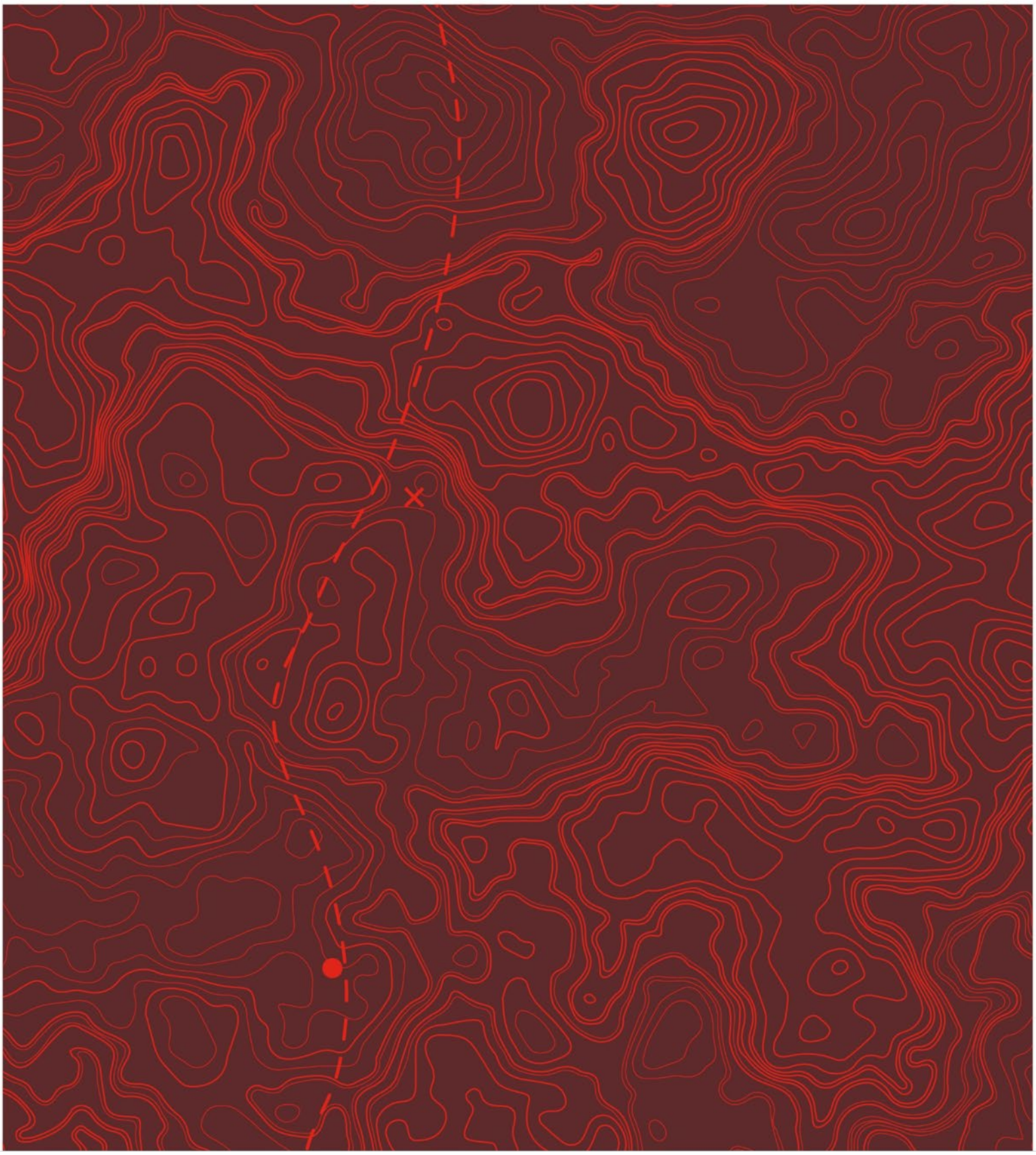
Dry =	1
Normal =	2
Wet =	3

***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.



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