

CATEGORICAL EXCLUSION CHECK LIST

FOR 23 CFR 771.117(c) ACTIONS
Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs 9269-07-00/9269-07-71		Federal Project IDs (if available)	Legal Description (Township, Range, Section) T25N, R19E, Section 22	County Brown
Project Name Town of Pittsfield, Brookside Drive			Project Termini/ Location South Branch Suamico River Bridge	
Name of Route or Facility to be Improved Brookside Drive		Facility Classification Local	Improvement Type Bridge Replacement	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$6,775 R/W Cost (year 2018) \$440,000 Construction Cost (year 2019)			Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Local	
23 CFR 771.117(c) Project Type Number and Text (23) Federally funded projects: (i) that receive less than \$5,403,484.88 of Federal Funds.				
Section 4(f) <input type="checkbox"/> None <input checked="" type="checkbox"/> De Minimis <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Historic Bridge <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception				
Right of Way Acquisition 0.223 Total Acres 0.192 Fee Simple Acres 0.000 Permanent Easement Acres 0.031 Temporary Easement Acres				
Number of Buildings Acquired <input checked="" type="checkbox"/> None Vacant Buildings Occupied Buildings				
Name of Individual/ Firm Preparing this Form Keith Behrend/Strand Associates, Inc.		CE Preparation Date 5/14/2018	Environmental Process Start Date 10/10/2017	

WisDOT Region Environmental Coordinator or
Local Program Management Consultant
I certify that I meet the requirements for staff who review
and recommend approval of Categorical Exclusion (CE)
actions, specified in the FHWA – WisDOT CE Agreement. I
further certify that I have reviewed this document, and agree
with the determination that the proposed project and
resultant impacts meet the definition of a CE as described in
23 CFR 771.117(a) & (b), and will not result in significant
environmental impacts. I recommend this CE for approval.

WisDOT Region, Central Office, or Local Program
Project Manager
I certify that I am familiar with this proposed project and its
impacts and that the information contained in this document
is accurate and can be relied upon for documentation
decisions. I further certify that the mitigation measures and
commitments proposed herein will be incorporated into the
project plans and contract documents. I approve this CE.

(Signature)

(Signature)

(Print Name)

(Print Name)

(Date)

(Date)

A determination that this project satisfies the criteria for an FHWA (c)-listed Categorical Exclusion (CE) does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a (c)-listed CE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with Federal, State, or Local laws or regulations should be maintained in the project file and provided with this checklist upon request.

I. Proposed (c)-list Categorical Exclusion – Insert the number and text of the applicable FHWA (c)-list CE from 23 CFR 771.117(c). Updated copies of the FHWA CE regulations are available on the [US Government Printing Office Website](#).

(23) Federally funded projects: (i) that receive less than \$5,000,000 of Federal Funds.

☒ Project is not being processed as a (c)(26), (c)(27), or (c)(28) project

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). Check all boxes that apply to the proposed project. If any boxes are checked, the project cannot be documented with this checklist. Instead, process it with a PCE if it meets the criteria in Section VII of the FHWA – WisDOT CE Agreement. If the action is disqualified by the Section VII criteria, prepare an ER, EA, or EIS, as applicable.

23 CFR 771.117(e) Actions described in (c)(26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve:

- ☐ (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements
*In Wisconsin, a minor amount of right-of-way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.
- ☐ (2) An action that needs a bridge permit from the US Coast Guard
- ☐ (2) An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- ☐ (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- ☐ (3) The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in de minimis impacts
*If a project includes a 4(f) de minimis determination or programmatic evaluation, the 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE.
- ☐ (3) A finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act
- ☐ (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3 or Type 4, as defined in FDM 11-50-5.
- ☐ (5) Changes in access control
*In Wisconsin, changes in access control are any changes beyond minor longitudinal shifts in existing access. Creation of new access, removal of existing access, or substantial shifts in existing access disqualifies a project from using this checklist.
- ☐ (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

II. Description of Proposed Action – Provide a concise project description below, including the project purpose and need and scope of work. Attach a project location map and other appropriate exhibits (existing and proposed typical sections, etc.). The description must be consistent with the specific CE listed in Section I, above.

The proposed project is for improvements to a bridge located on Brookside Drive over the South Branch Suamico River in the Town of Pittsfield, Brown County. The bridge is located approximately 0.5 miles north of Kunesh Road, Section 22, T25N, R19E. Brookside Drive is a north-south road that provides service to rural areas in the northwestern part of Brown County (see Project Location Maps, Exhibit A). Brookside Drive is classified as a local road and is not on the National Highway System. This is a spot improvement project.

Existing Facility

The existing bridge, P-5-80, was built in 1960. It is a single-span steel girder structure with a clear roadway width between concrete curbs of 24 feet and a clear waterway opening between concrete abutment substructures of 42 feet. The abutments are full retaining timber structures consisting of vertical timber piling and horizontal timber backing.

The existing roadway consists of 10-foot asphalt traffic lanes in each direction with 3-foot gravel shoulders. The bridge is on a sag vertical curve. The horizontal alignment of Brookside Drive is straight within the project limits. The existing vertical alignment is substandard for the regulatory speed of 55 mph as the existing sag vertical curve is adequate for a maximum design speed of 25 mph. Sag vertical curve lengths are generally determined based on stopping sight distances, i.e. the higher the design speed, the flatter the curve needs to be satisfy the minimum stopping sight distance. The existing horizontal alignment is adequate for the regulatory speed.

The existing land use in the project area is primarily agricultural with some residential development. The future land use for the Town of Pittsfield shows that land in the project area will primarily remain agricultural along with limited residential development (see Town of Pittsfield Future Land Use Map, Exhibit B).

Wisconsin Department of Transportation (WisDOT) has projected that the Annual Average Daily Traffic (AADT) will be 500 vehicles per day (vpd) in construction year 2019 and 550 vpd in design year 2039.

Project Purpose and Need

The primary purposes of the proposed project are to:

- Eliminate the structural deficiencies of the existing bridge over the South Branch Suamico River so that access along Brookside Drive is maintained.
- Improve the safety at the bridge.

The project needs can be broken down into two categories:

- Structural Deficiencies.
- Safety.

Structural Deficiencies

The existing bridge is currently classified as structurally deficient. Structurally deficient is a status used to describe a bridge that has one or more structural defects that require attention. This status does not indicate the severity of the defect, but rather that a defect is present. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies. To remain open to traffic, structurally deficient bridges are often posted with reduced weight limits that restrict the gross weight of vehicles using the bridges.

The bridge sufficiency rating is 32.6. The bridge sufficiency rating is a computed numerical value between zero and 100 used to help determine a bridge’s priority for rehabilitation or replacement and eligibility for state or federal funding. The rating considers structural factors noted during a bridge inspection, a bridge’s geometry and the amount of traffic the bridge handles. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A bridge with a sufficiency rating of 50 or less is eligible for replacement funding.

WisDOT Highway Structure Information (HSI) database indicates that the structure has a substructure National Bridge Inventory (NBI) rating of 4 (poor) and a superstructure NBI rating of 4 (poor). The NBI rating system rates items on a scale of zero to 9. Items rated zero to 2 are considered in “severe” condition. Items rated 3 or 4 are considered in “poor” condition. Items rated 5 or 6 are considered in “fair” condition. Items rated 7 to 9 are considered in “good” condition. WisDOT HSI database indicates that the structure has an inventory rating of HS07. The inventory rating is the load level that a structure can safely sustain for an indefinite period. A new structure must have an inventory rating above HS20. A bridge is considered structurally deficient when the inventory rating is less than HS10.

The bridge deck is in poor condition and consists of an asphalt overlay over concrete. The asphalt overlay is cracked along the centerline of the bridge allowing passage of water through the crack. There is also a small pothole present in the asphalt overlay. There is concrete delamination with spalling concrete on the underside of the concrete deck around both deck drains. There are multiple transverse cracks in the concrete deck that are visible from the underside of the bridge. The steel open girders are heavily corroded near the abutments with approximately 50 percent section loss in the bottom flange thickness for two lineal feet near each abutment. The timber pilings are in various states of decay with four of them showing 100 percent decay.

Spalling is the separation of concrete at or near the level of the reinforcing steel, and is caused by reinforcing steel corrosion. Rust, the corrosion product of steel, has a volume approximately 7 to 10 times that of the original steel. Since

concrete has only limited tensile strength to counteract this expansive force, it cracks internally in a plane along the layer of reinforcing steel. The presence of spalling indicates that chlorides, salts or other corrosive chemicals (generally carried as a solution in water) have been absorbed by or traveled through cracks in the concrete and reached the reinforcing steel. Exposed reinforcing steel deteriorates when exposed to weather/moisture, weakening structural members.

Section loss is the actual loss of the cross-sectional area of a structural element due to the deterioration of the member. A structural element that undergoes section loss is weakened due to the loss of material. The section loss at the ends of the steel girders of the existing structure are due to corrosion.

Safety

The existing clear roadway width along the bridge does not meet the current WisDOT standard minimum width of 28 feet at this site. The ends of the bridge parapets are not protected resulting in blunt objects within the roadway width. The steel railings are severely corroded and not structurally adequate.

Alternatives Considered

“No Build” Alternative

This alternative would not improve any elements of the existing bridge and roadway approaches besides routine maintenance and future access may not be maintained. This alternative will eventually lead to failure of the existing bridge and closure of the road. This alternative does not meet the purpose and need of the project because the structural deficiencies and safety concerns will not be corrected and access will not be maintained. The “No Build” alternative is not recommended. While the “No Build” alternative does not meet the purpose and need for this project, it does serve as a baseline for comparison of impacts for all other alternatives.

“Rehabilitation” Alternative

This alternative would replace the superstructure and rehabilitate the substructures. This alternative is not recommended because the existing substructures are nearing the end of their service life. Rehabilitation of the substructures would likely only extend their service life by 10-20 years. This alternative is not recommended because it would not provide a long-term solution to the current structural deficiencies and it is not economically prudent because the cost to replace the superstructure and rehabilitate the substructures would likely be nearly as costly as the replacement alternative.

“Replacement” Alternative (Preferred Alternative)

This alternative would completely remove the existing bridge and construct a new bridge at the same location with a structure that meets current standards set by WisDOT, American Association of State Highway and Transportation Officials (AASHTO), and Federal Highway Administration (FHWA). The proposed improvement would address safety concerns including the narrow width of the existing bridge and deteriorating railings. This is the preferred alternative because it is the most feasible, long-term solution that meets the project purpose and need as shown in this document. The expected service life of a new structure exceeds 75 years.

Description of Proposed Action

It is proposed to replace the bridge with a single-span 28-inch prestressed concrete girder bridge at the same location. The new bridge will be designed to current standards and will provide useful service for the next 75 years. The proposed replacement structure, B-5-442, will be constructed with concrete and will be approximately 52.5 feet long and have a clear roadway width of 28 feet to accommodate one lane of traffic in each direction. The bridge will have 42-inch high WisDOT type M open steel railings and will be supported on concrete abutments. HP 10x42 steel pilings will be used to support the substructures. Large stone riprap will be placed in front and adjacent to the abutments.

It is proposed to reconstruct Brookside Drive from approximately 100 feet south to approximately 60 feet north of the bridge. No changes will be made to the existing horizontal alignment of the road. The vertical alignment of the road at the bridge will be flattened to improve the sight distance of the vertical sag curve and provide a smoother ride through the bridge. The new vertical sag curve will improve the stopping sight distances by increasing the vertical curve design speed criteria from 25 mph to 30 mph. The roadway approaching the bridge will have two 11-foot traffic lanes and 3-foot gravel shoulders. The project is 0.040 miles (210 feet) in length and extends from Station 8+75 on the south to 10+85 on the north with the center of the proposed bridge at Station 10+00 (see Typical Sections and Plan and Profile Sheets, Exhibit C).

Bicycle accommodations do not currently exist on Brookside Drive and the road is not designated as an existing or future bike route for Brown County or the Town of Pittsfield. It is proposed that bicyclists will share the roadway with vehicles because this is a low volume road with no other identified need for bicycle accommodations.

Pedestrian accommodations do not currently exist on Brookside Drive and are not proposed for this replacement project due to an absence of need. Brookside Drive is in a rural area and the future land use for the Town of Pittsfield shows that land in the project area will primarily remain agricultural (see Town of Pittsfield Future Land Use Map, Exhibit B).

Brookside Drive will be closed to through traffic during construction. A detour route will be signed and maintained during construction. Access to existing properties will be maintained throughout construction. It is currently scheduled for construction during late summer and fall of 2019.

Wetlands will likely be impacted at all four quadrants of the bridge. It is anticipated that a total of 0.089 acres of wetlands will be impacted (see Wetland Tracking Form, Exhibit D). Wetland impacts will be mitigated in accordance with the WisDOT/Wisconsin Department of Natural Resources (WDNR) Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline.

The property at the northeast quadrant of the project is owned by the Town of Pittsfield. A Section 4(f) de minimis was prepared for the property. The proposed project will have no adverse effects on the activities, features, or attributes qualifying the Town of Pittsfield recreational property for protection under Section 4(f). See Exhibits K and L.

This project is included in the 2017-2020 Statewide Transportation Improvement Program (STIP). See Exhibit E.

A public informational meeting was held on October 18, 2017 at the Town of Pittsfield town hall. See Exhibit F for the notification and sign-in sheet. A driveway entrance located in the northwest quadrant of the project that will likely be affected by beam guard was discussed with the landowner at the meeting. Relocation of the driveway entrance will be coordinated with the landowner during final design.

III. Project is a Complete FHWA Action – Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check either boxes (1-3) or the last box. If this is not possible, adjust the scope of the project to meet the criteria.

23 CFR 771.111(f) In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements
- ☐ Project is not an action resulting in construction and does not require compliance with (1-3) above

IV. Categorical Exclusion Definition - Check all boxes that apply to the proposed project. If you are unable to check a box in this section, evaluate the scope of the project and prepare more detailed environmental documentation.

23 CFR 771.117(a) Categorical exclusions (CEs) are actions which, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which:

- ☒ Do not induce significant impacts to planned growth or land use for the area
- ☒ Do not require the relocation of significant numbers of people
- ☒ Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- ☒ Do not involve significant air, noise, or water quality impacts
- ☒ Do not have significant impacts on travel patterns
- ☒ Do not otherwise, either individually or cumulatively, have any significant environmental impacts

V. Unusual Circumstances - Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper.

Such unusual circumstances include:

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:

N/A

VI. Supporting Documentation – List any additional discussion, agency correspondence, or supporting documentation used in this CE determination. Attach this documentation to the checklist and maintain a copy in the project file. Projects with 4(f) de minimis determinations or programmatic evaluations will require review by WisDOT Central Office and review and approval by FHWA prior to the approval of this CE.

This project is on the Section 106 Screening list for both archeology and history. See Exhibit G.

WDNR initial project review was received on August 11, 2017. See Exhibit H.

An asbestos inspection and report was completed and regulated asbestos containing materials are anticipated to be encountered during project construction.

United States Army Corps of Engineer (USACE) initial project coordination letter was sent on July 27, 2017.

Native American Coordination letters were sent on October 10, 2017. See Exhibit I.

United States Fish and Wildlife Service (USFWS) initial project coordination letter was sent on October 11, 2017.

USFWS Section 7 Endangered Species Act consultation letter was sent on November 1, 2017.

United States Coast Guard jurisdiction determination was received on September 11, 2017. See Exhibit J.

A Phase I Hazardous Materials Assessment Site Summary was completed. No hazardous material concerns were found to be present.

List of Exhibits

- Exhibit A - Project Location Maps
- Exhibit B - Town of Pittsfield Future Land Use Map
- Exhibit C - Typical Sections and Plan and Profile Sheets
- Exhibit D - Wetland Tracking Form
- Exhibit E - Statewide Transportation Improvement Program
- Exhibit F - Public Informational Meeting
- Exhibit G - Section 106 Screening List
- Exhibit H - WDNR Coordination
- Exhibit I - Native American Correspondence
- Exhibit J - United States Coast Guard Coordination
- Exhibit K - Section 4(f) De Minimis
- Exhibit L - Factor Sheet B-8 for Section 4(f) and 6(f) or other Unique Areas

VII. Mitigation & Commitments – List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitments required.
Business	No special or supplemental commitments required.
Agriculture	No special or supplemental commitments required.
Community or Residential	No special or supplemental commitments required.
Indirect Effects	No special or supplemental commitments required.
Cumulative Effects	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required.
Archaeological/Burial Sites	No special or supplemental commitments required.
Tribal Coordination/Consultation	No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
Aesthetics	No special or supplemental commitments required.
Wetlands	<p>Commitments made.</p> <p>Unavoidable wetland impacts will be mitigated in accordance with the WisDOT/WDNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. The WDNR and USACE will be notified regarding the amount and type of unavoidable wetland impacts at final design. A Section 401 Water Quality Certification from the WDNR and a Section 404 Permit from the USACE will be obtained prior to construction. WisDOT plans to direct unavoidable wetland impacts to a Northeast Region Wetland Mitigation Bank Site. The WisDOT Environmental Coordinator and the Design Engineer will ensure fulfillment of this commitment.</p>
Rivers, Streams and Floodplains	<p>Commitments made.</p> <p>In order to protect developing fish eggs and substrate for aquatic organisms, we will work with the DNR to avoid in stream work that could adversely impact water quality between March 1 and June 15. This requirement will be incorporated into the project documents by the Design Engineer. The Construction Project Leader will assure fulfillment of this commitment during construction.</p> <p>All construction equipment will be cleaned and disinfected to reduce the potential spread of invasive species and viruses. WisDOT standard special provision 107-055, Environmental Protection - Aquatic Exotic Species Control, will be incorporated into the project documents by the Design Engineer. The Construction Project Leader will assure fulfillment of this commitment during construction.</p>
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.

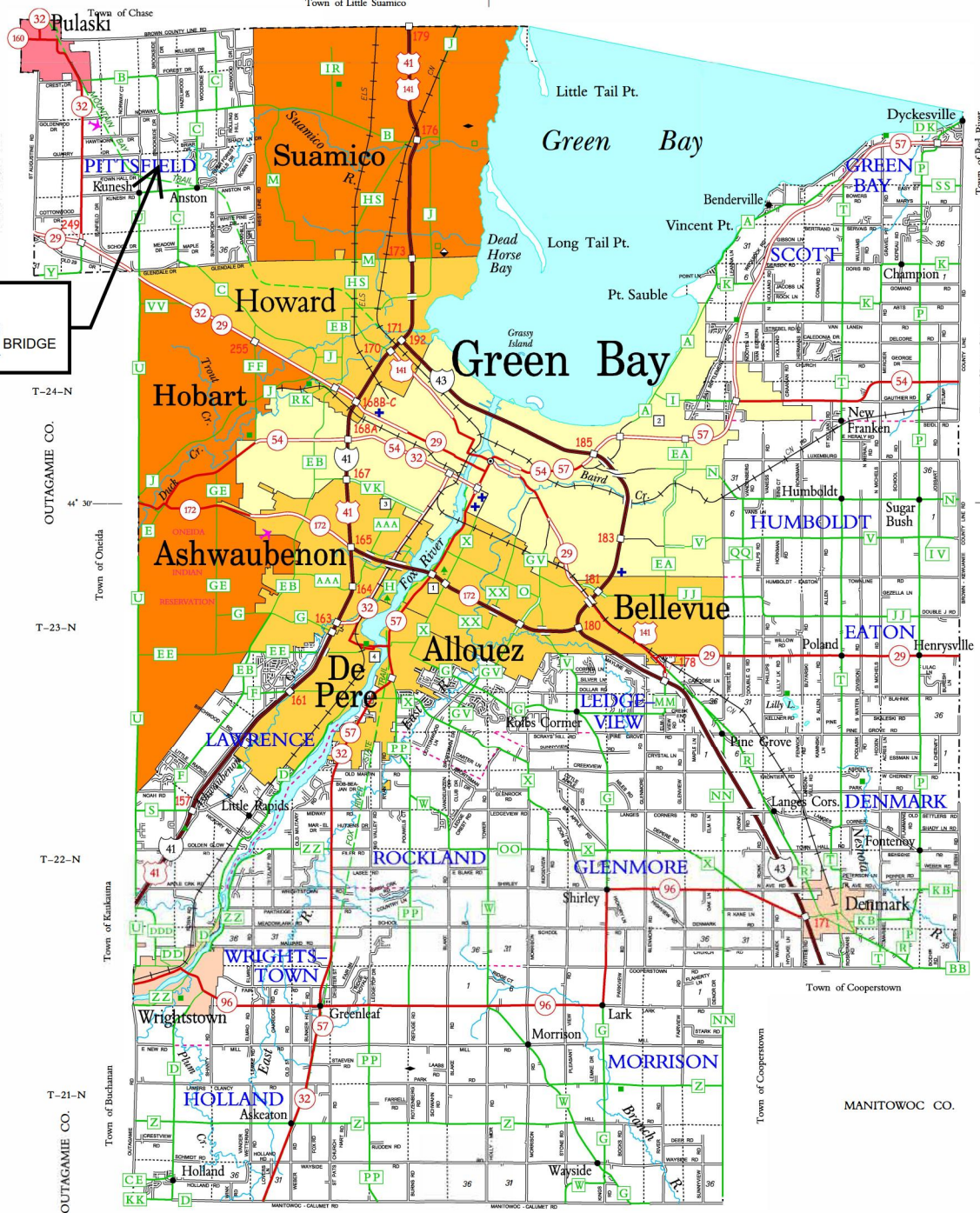
Upland Wildlife and Habitat	<p>Commitments made.</p> <p>The WDNR has indicated that there is evidence of past migratory bird nesting on structure. A special provision will be incorporated into the project documents by the Design Engineer requiring the installation of barrier netting prior to May 1 of the construction year. The Construction Project Leader will assure fulfillment of this commitment during construction. The Design Engineer will assure that WDNR completes their review of the structure.</p>
Coastal Zones	No special or supplemental commitments required.
Threatened and Endangered Species	<p>Commitments made.</p> <p>The WDNR has indicated that State Threatened endangered Slippershell Mussels (<i>Alasmidonta viridis</i>) may be present at the site. Prior to commencement of construction, the site will be reviewed by WDNR for the presence of mussels. If necessary, a mussel relocation will occur. WDNR staff will perform the relocation effort. The Design Engineer will assure that WDNR completes their review and relocation of the mussels, if necessary.</p> <p>The WDNR has indicated that State Threatened endangered Snow Trillium (<i>Trillium nivale</i>) may be present at the site. Ground disturbance and tree removal will be kept to a minimum. The Construction Project Leader will assure fulfillment of this commitment during construction.</p> <p>The WDNR has indicated that State Threatened and Federal Species of Concern endangered Wood Turtles (<i>Glyptemys insculpta</i>) and Blandings Turtles (<i>Emydoidea blandingii</i>) may be present at the site. We will work with the DNR to minimize impacts to these species. Amphibian and reptile exclusion fencing protocols will be followed. The construction area will be surveyed prior to disturbance and any turtles found will be moved to the other side of the silt fence. The Design Engineer will assure that the exclusion fencing protocols are included in the construction documents. The Construction Project Leader will assure fulfillment of this commitment during construction.</p>
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	No special or supplemental commitments required.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	No special or supplemental commitments required.
Storm Water	No special or supplemental commitments required.

Erosion Control	<p>Commitments made.</p> <p>Erosion control measures will be inspected by the Contractor once per week and after every rainfall exceeding 1/2-inch. Any necessary repairs or maintenance will be performed by the Contractor after each inspection.</p> <p>A log of erosion control inspections, repairs made, and rain events will be maintained by the Contractor. This will be made available to WDNR personnel upon request and will remain on the project site at all times work is being performed.</p> <p>All demolition material from this project will be disposed of properly. Disposal of waste or excess materials in floodplains, wetlands, or waterways will not be permitted.</p> <p>Construction materials and equipment will be stored in an upland location. Storage in wetlands, waterways, or floodplains will not be permitted.</p> <p>All temporary stockpiles will be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Stockpile of materials in wetlands, waterways, or floodplains will not be allowed.</p> <p>If dewatering is required for any reason, the water will be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin will be designed to remove suspended solids and contaminants to the maximum extent practical. A properly designed and constructed dewatering basin will take into consideration maximum pumping volume and the sedimentation rate for soils to be encountered. The dewatering technique will not be located in a wetland.</p> <p>Removal of vegetative cover will be restricted, exposure of bare ground will be minimized and disturbed soils will be restored as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site will be properly winterized (e.g. dormant seeding, erosion control matting, sodding, etc.).</p> <p>After the site is stabilized, all temporary erosion control measures will be removed and disposed of properly.</p> <p>The Design Engineer will develop an erosion control plan in consultation with WDNR. Other standard WisDOT measures for erosion control and precautions during construction will be implemented according to the current Wisconsin Standard Specifications for Highway and Structure Construction. The WisDOT, as per the WisDOT/WDNR Cooperative Agreement, will contact the WDNR liaison person and coordinate with the WDNR prior to performing any construction activities.</p> <p>Construction site erosion and sediment control procedures will be followed as set forth in TRANS 401 and the WisDOT/WDNR Cooperative Agreement.</p> <p>The Construction Project Leader will assure fulfillment of these commitments.</p>
Other	No Commitments Needed

EXHIBIT A
PROJECT LOCATION MAPS

OCONTO CO. R-19-E R-20-E R-21-E R-22-E

Town of Little Suamico

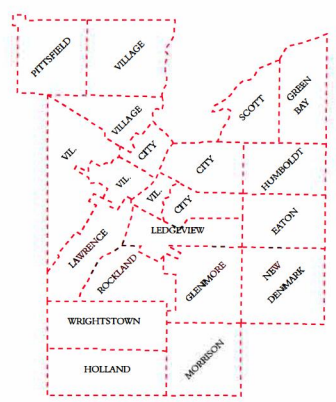


PROJECT LOCATION:
9269-07-00
T PITTSFIELD, BROOKSIDE DRIVE
SOUTH BRANCH SUAMICO RIVER BRIDGE
LOCAL STREET, BROWN COUNTY

LEGEND

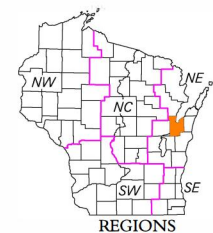
- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No.
- U.S. Highway No.
- State Highway No.
- County Highway Letter
- State Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Airport
- County Seat
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt or Fish Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park
- Without Facilities
- Rest area
- Modern Facilities
- Wayside
- Green Bay Correctional Institution
- Univ. of Wisconsin - Green Bay
- Lambeau Field
- St. Norbert College

CIVIL TOWNS



SECTION NUMBERING OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36



MILES OF HIGHWAY as of Dec. 31, 2013

STATE	184
COUNTY	360
LOCAL ROADS	1777
OTHER ROADS	8
TOTAL FOR COUNTY	2329

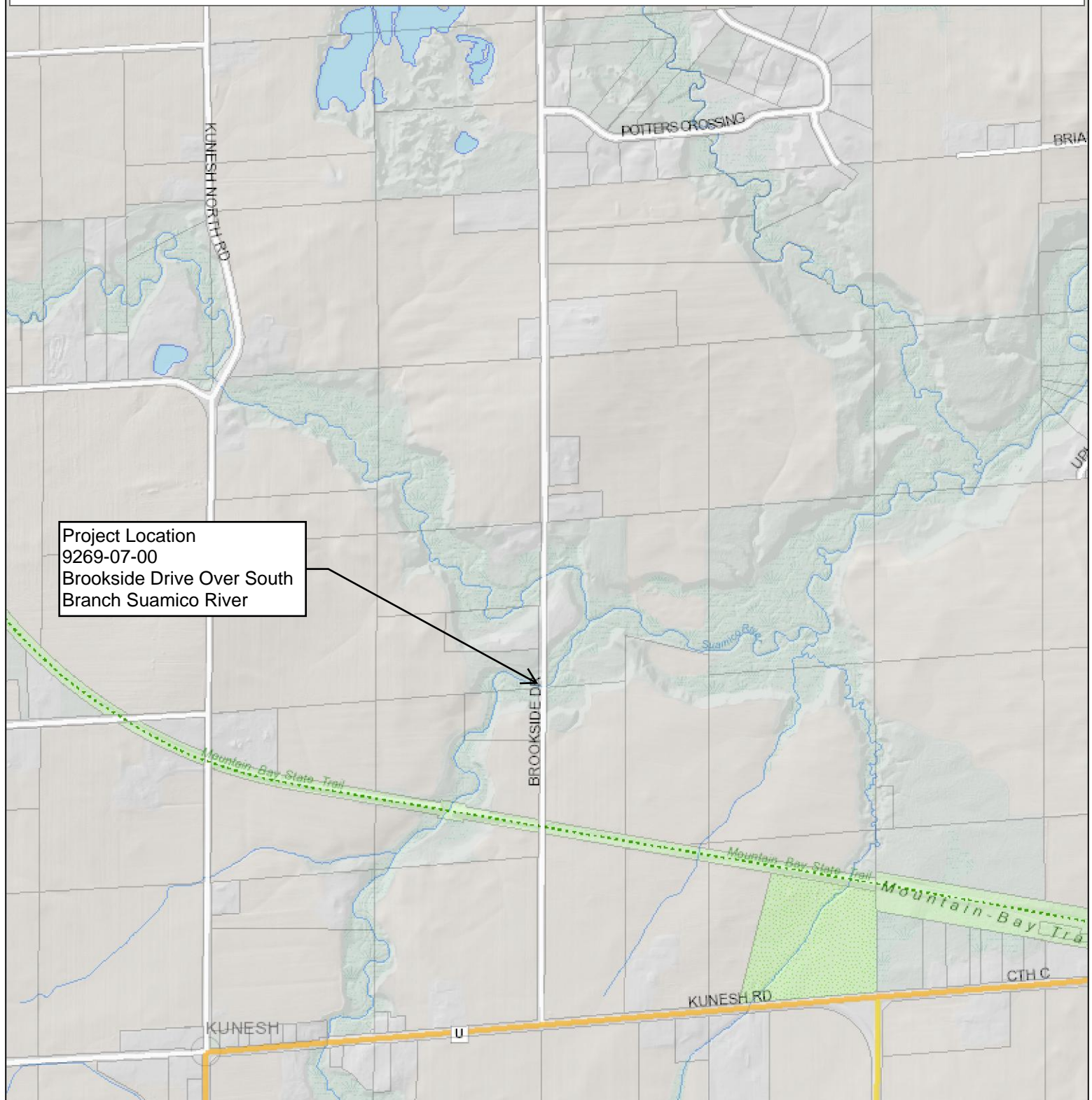
Land Area (2000 Census) 530 sq mi
Population (2000 Census) 24807
County Seat Green Bay

BROWN CO.

DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin
Corrected for JAN. 2016
Base compiled from U.S.G.S. Quadrangles 1:100,000 Series

Project Location Map

9269-07-00



Map provided by the Brown County Planning & Land Services Department - Land Information Office (LIO)

A map key (legend) and other information about this map is available at: maps.gis.co.brown.wi.us

This map is intended for advisory purposes only. It is based on sources believed to be reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. Boundaries shown on this map are general representations only and should not be used for legal documentation, boundary survey determinations, or other property boundary issues.

07/25/2017
Scale 1:12000

EXHIBIT B
TOWN OF PITTSFIELD FUTURE LAND USE MAP

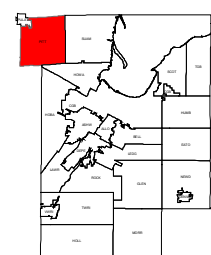
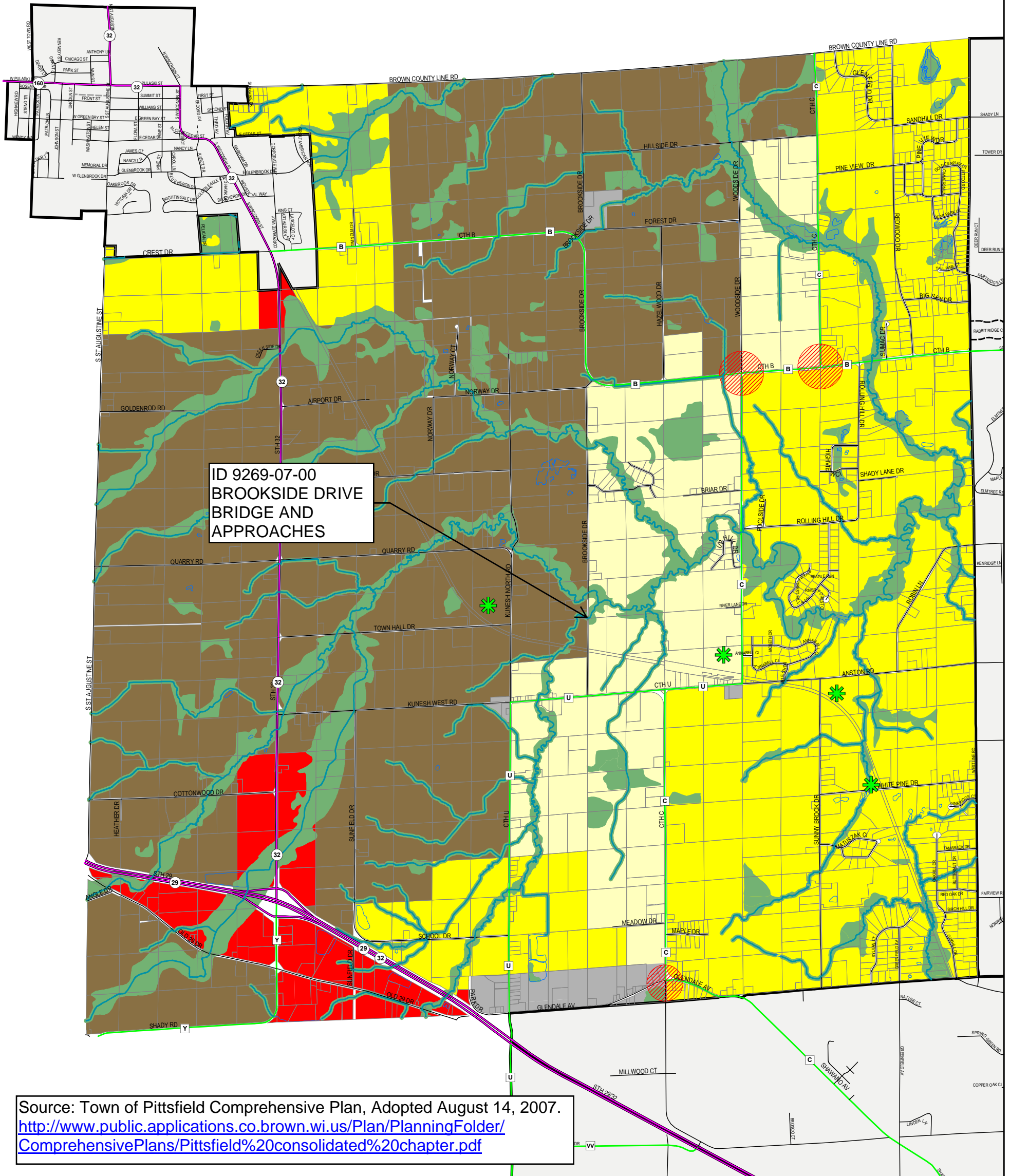


Figure 2-6 Future Land Use Town of Pittsfield, Brown County, WI



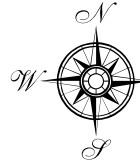
EXHIBIT B

TOWN OF PITTSFIELD FUTURE LAND USE MAP



- Industrial
- Agricultural
- Business
- Environmentally Sensitive Areas
- Primary Residential Development Area
- Secondary Residential Development Area

- Potential Park Location
- Potential Business Location



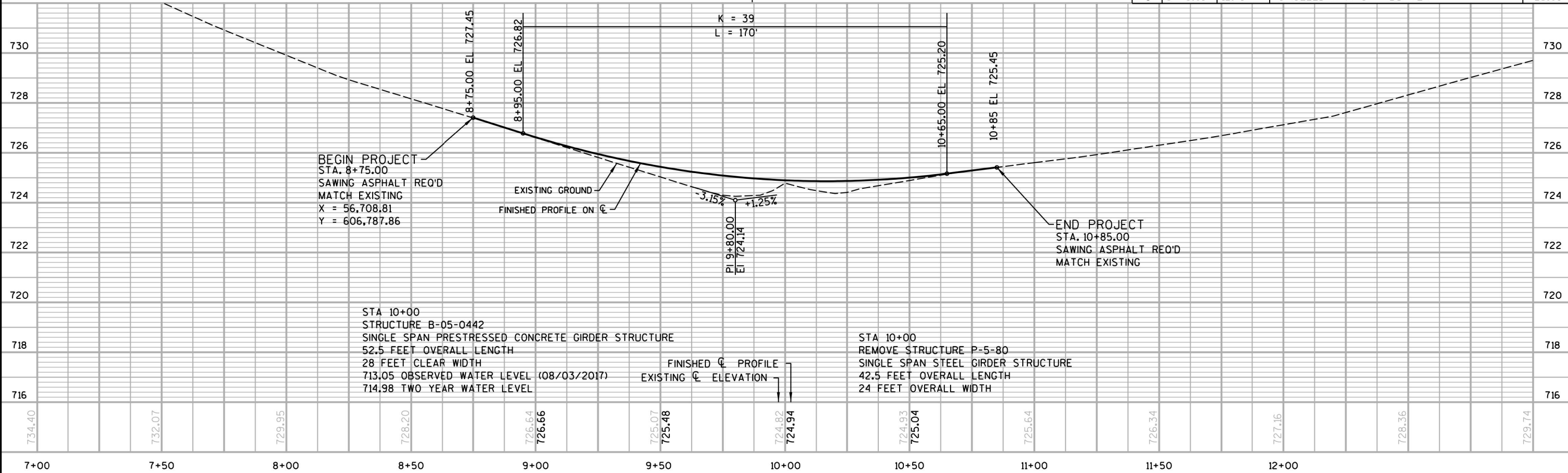
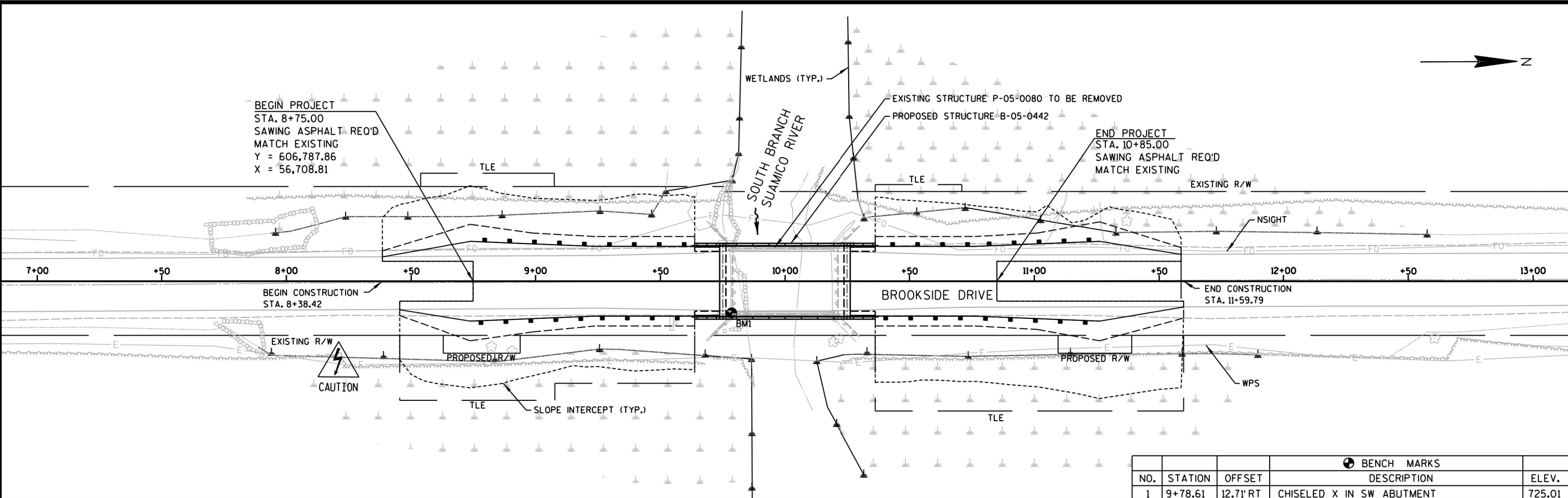
0 0.35 0.7 Miles

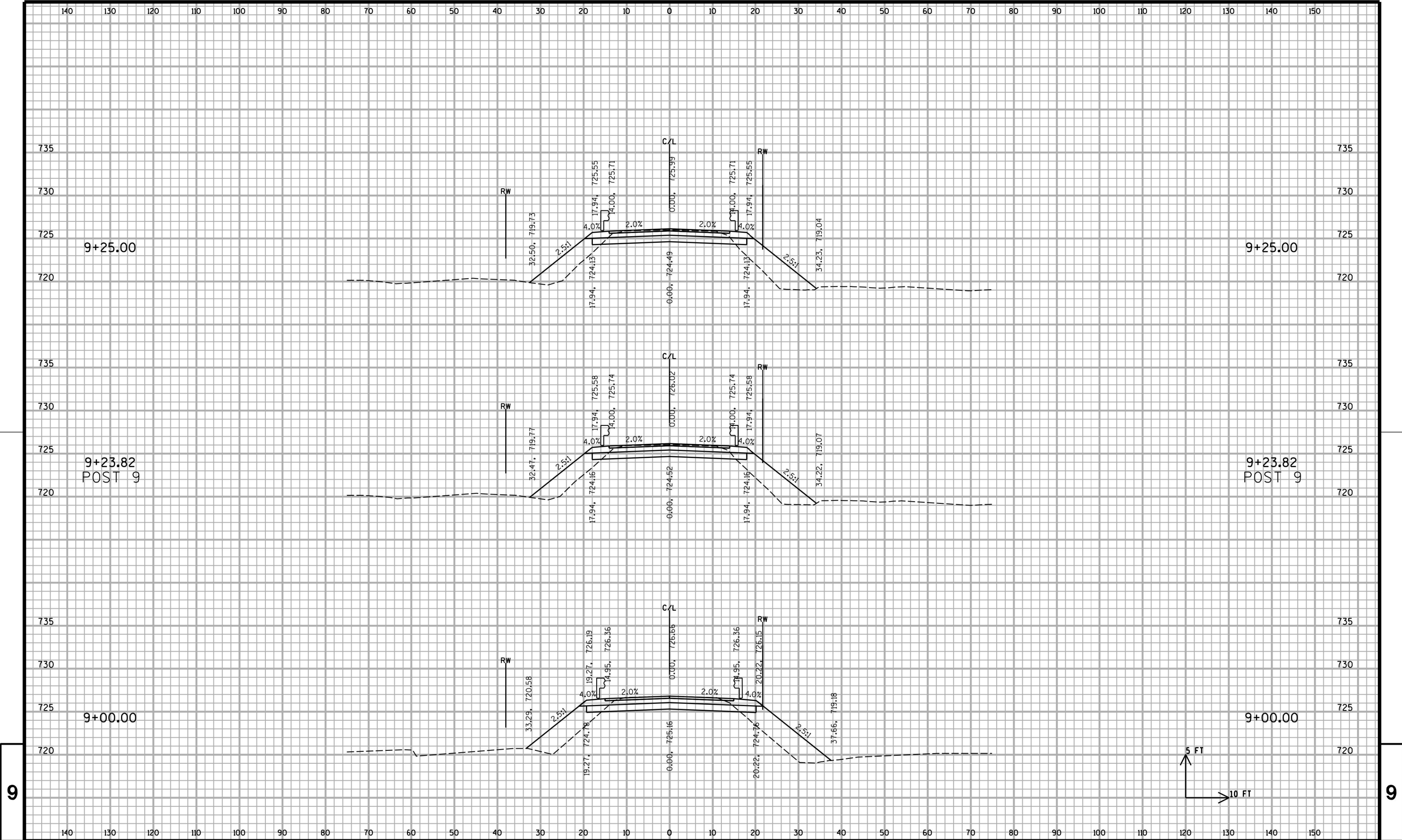
This is a compilation of records and data located in the Brown County office and is to be used for reference purposes only. The map is controlled by the field measurements between the corners of the Public Land Survey System and the parcels are mapped from available records which may not precisely fit field conditions. Brown County is not responsible for any inaccuracies or unauthorized use of the information contained within. No warranties are implied.

Map prepared by PALS, Brown County Planning Department.
March 2007.

Source: PALS, Brown County Planning Commission

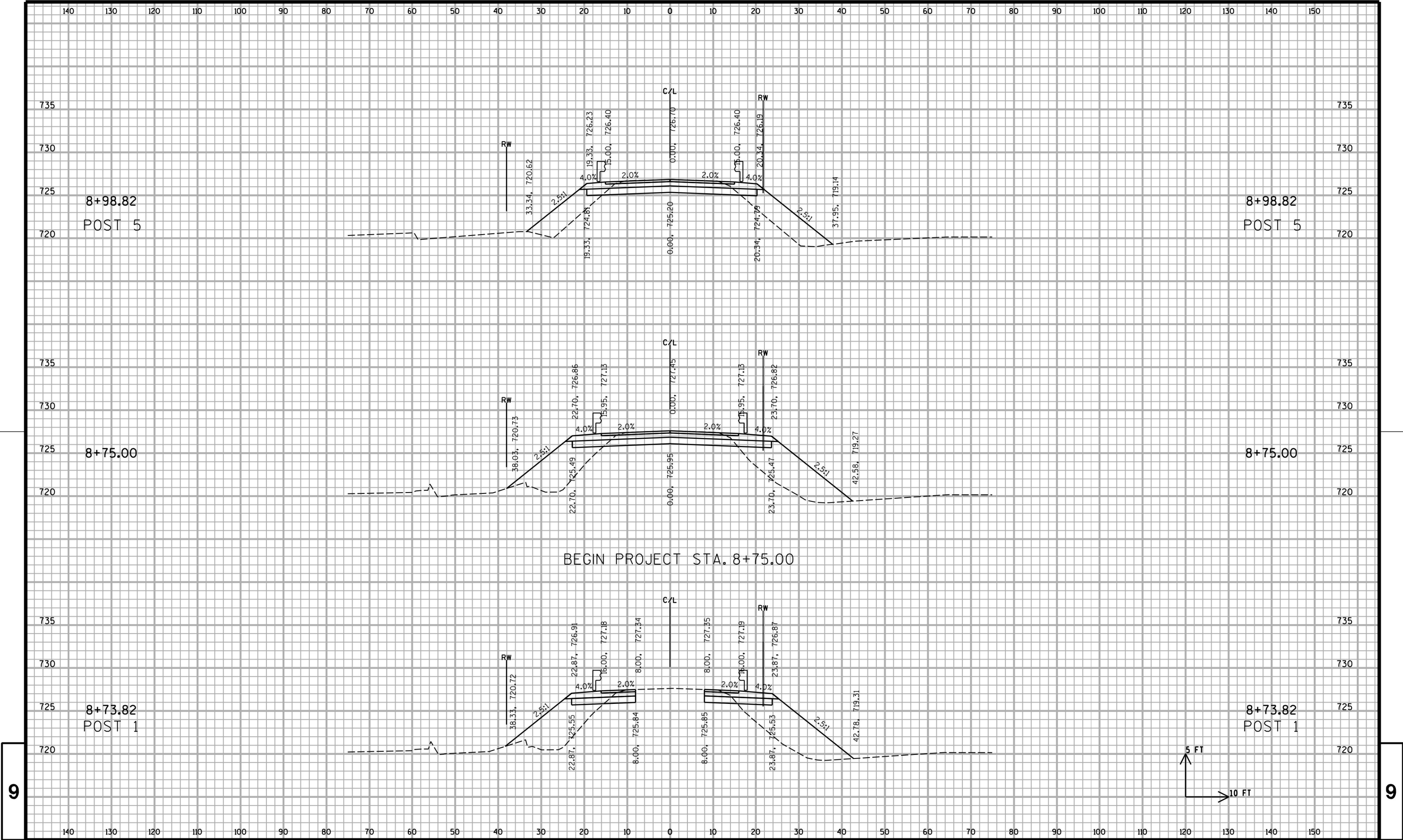
EXHIBIT C
TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS





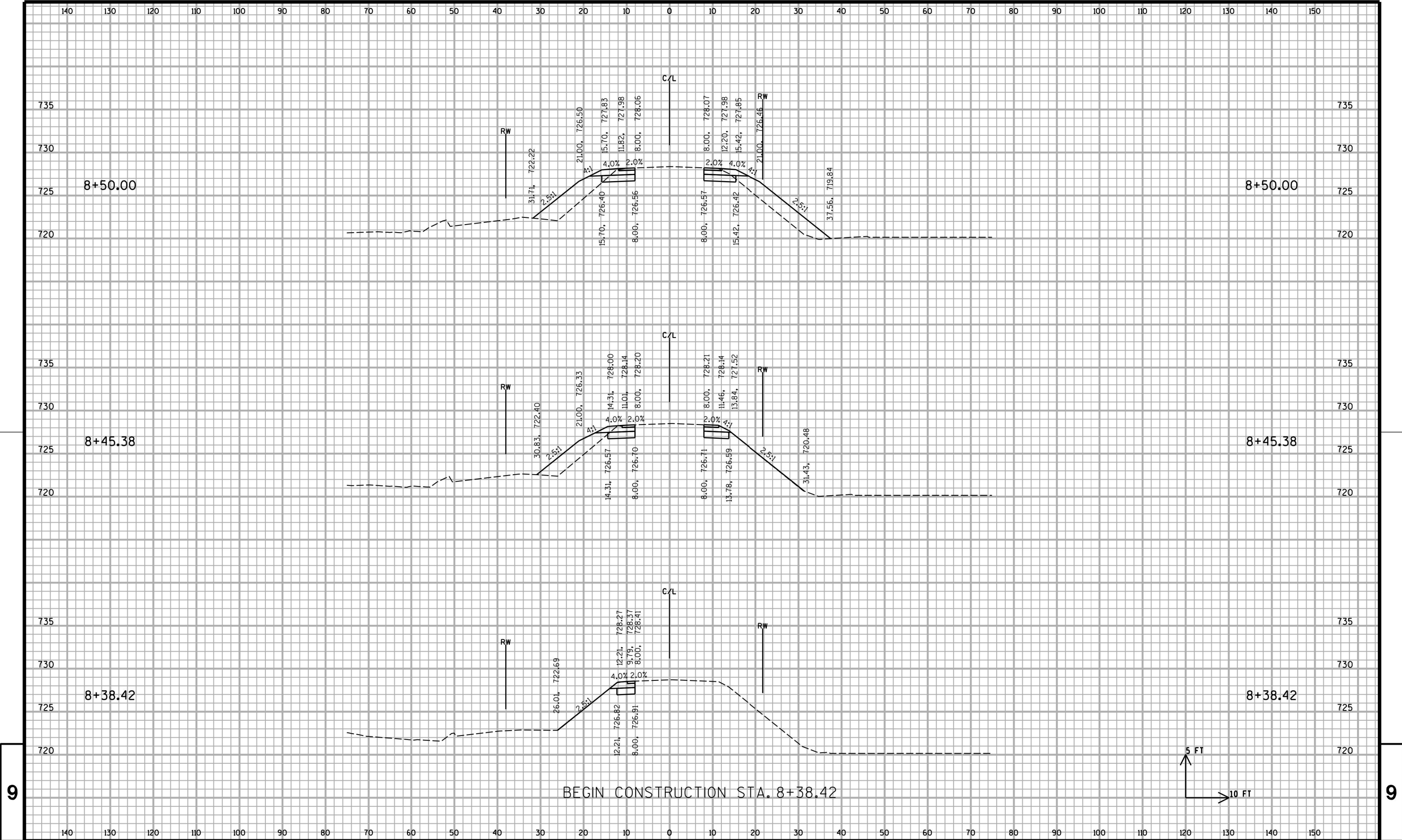
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9



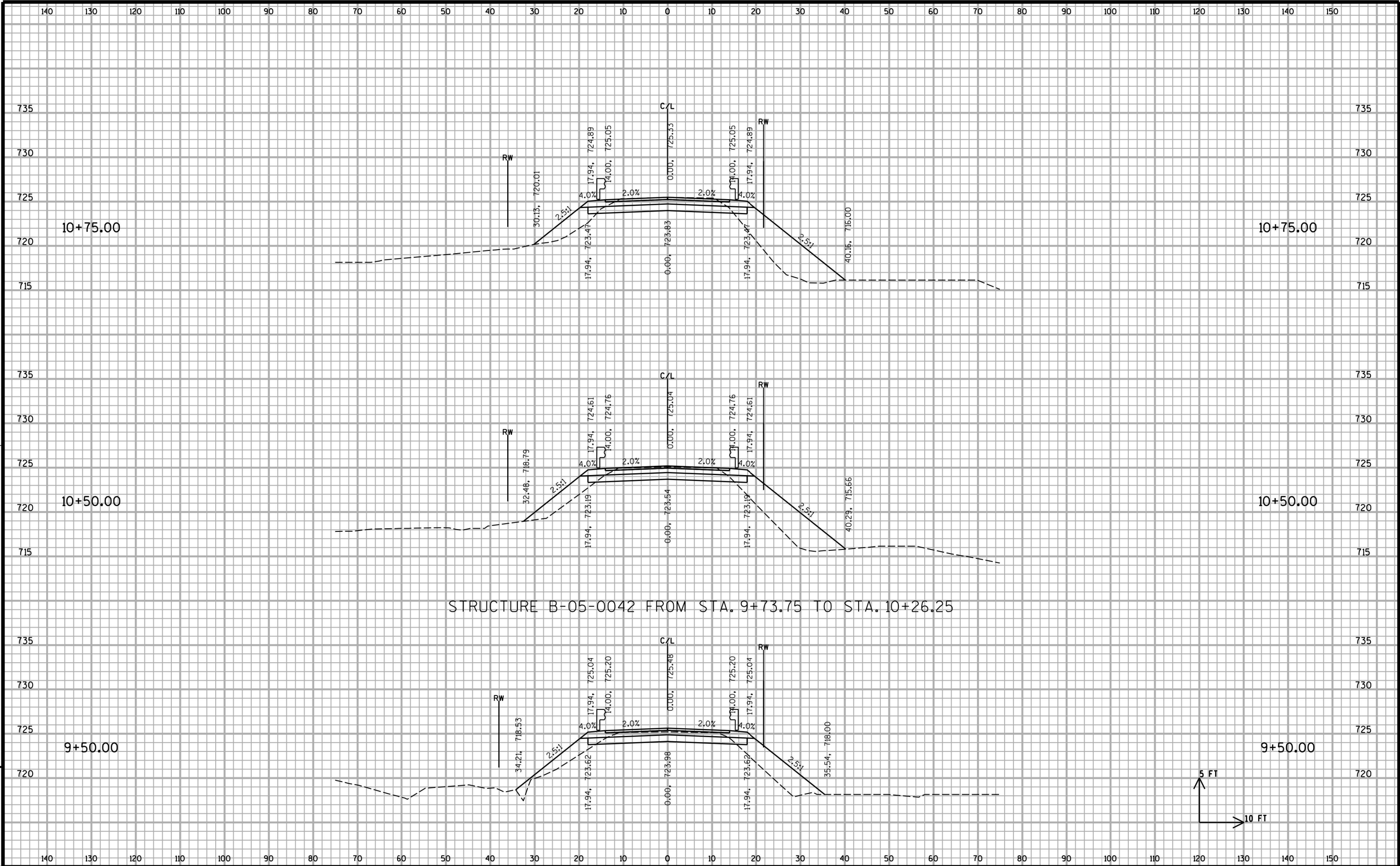
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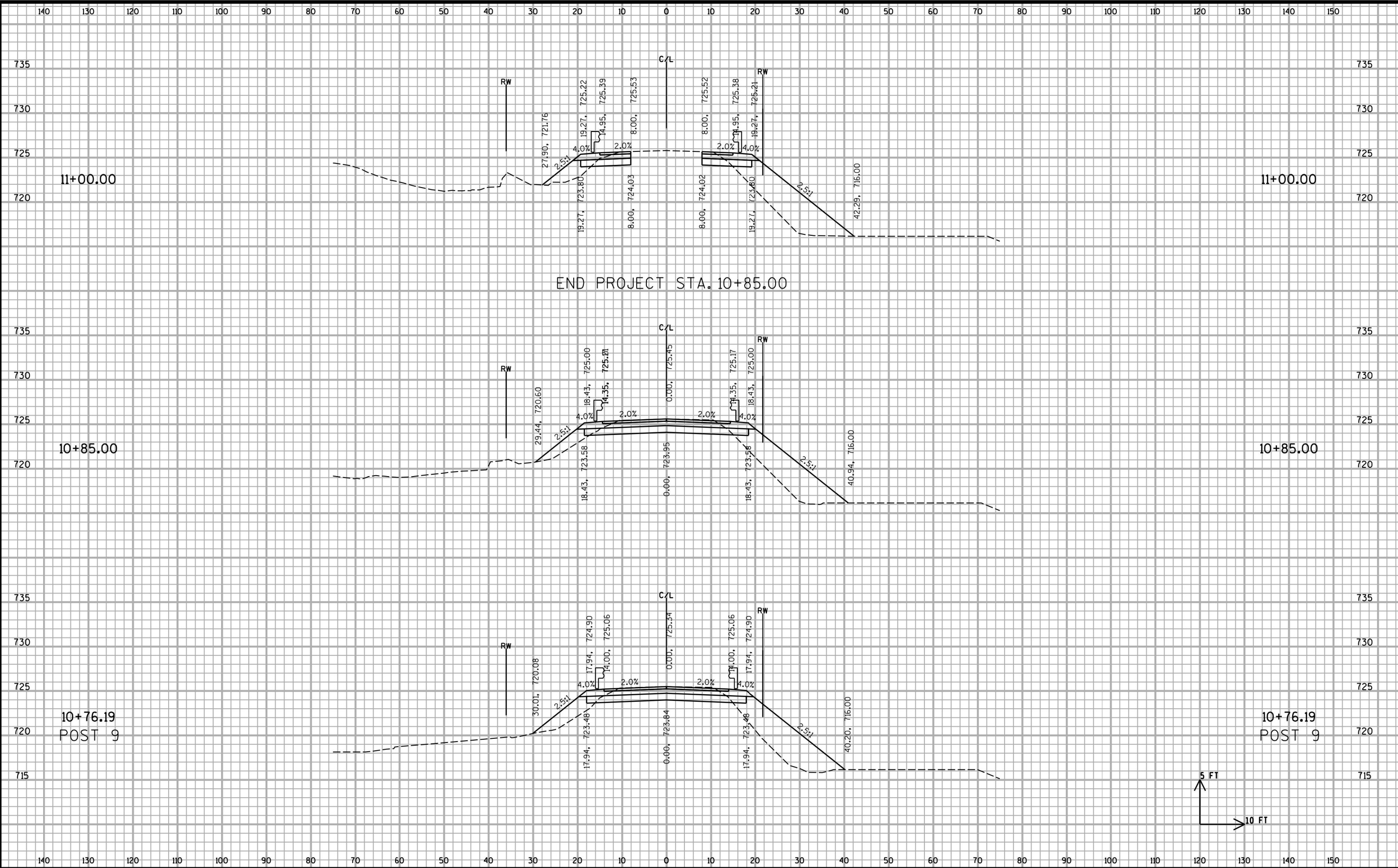
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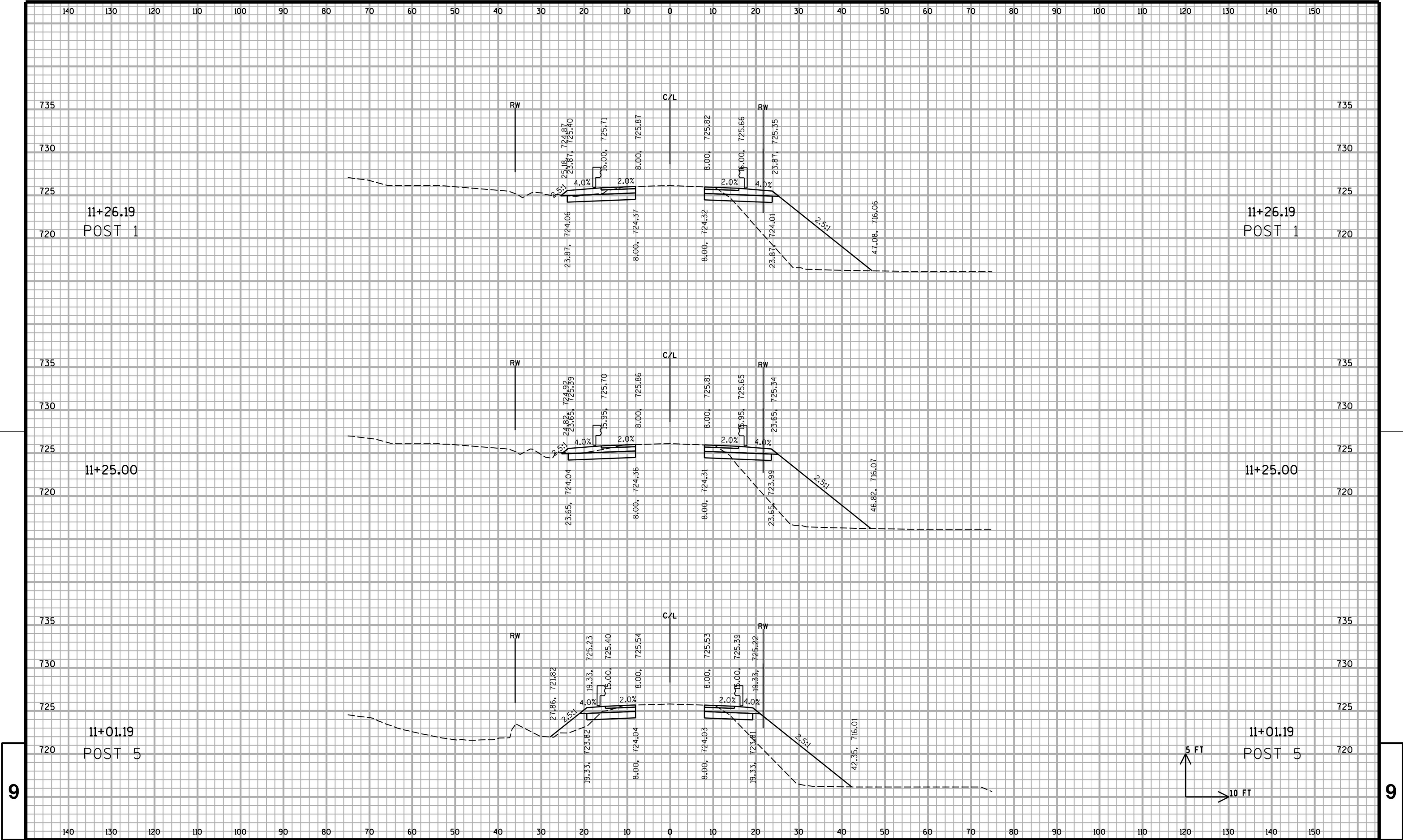


9

9







9

9

PROJECT NO: 9269-07-71

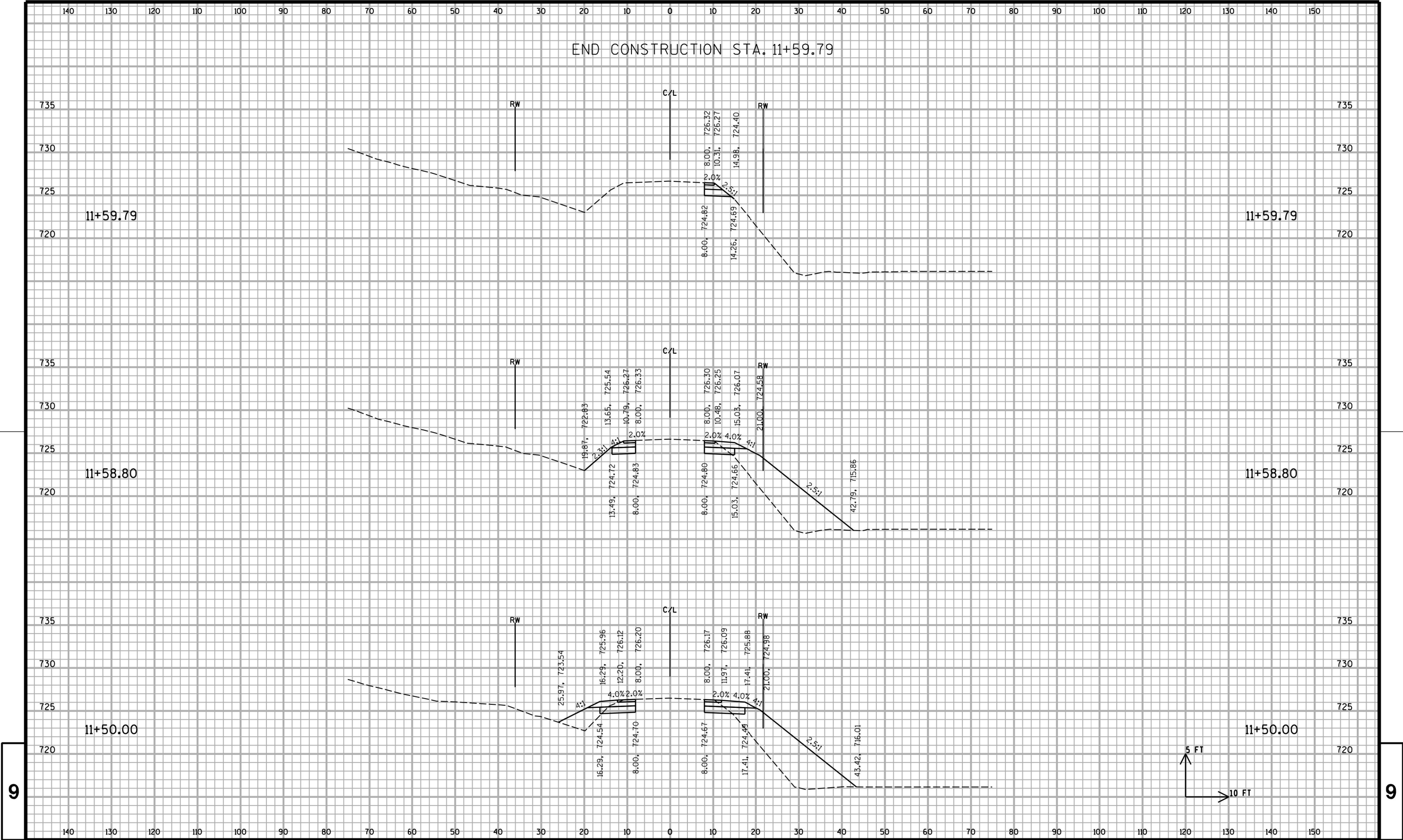
HWY: LOCAL STREET

COUNTY: BROWN

CROSS SECTIONS

SHEET 13

E





Wisconsin Department of Transportation

Division of Transportation System Development
Northeast Region

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Jennifer Gibson
Environmental Coordinator
WisDOT - Northeast Region
944 Vanderperren Way
Green Bay, WI 54304
Phone : (920) 492-4160

FAX: (920) 492-0144

Jennifer.Gibson@dot.wi.gov

This Form Prepared by:

Ashley Pridemore

Project Design I.D. #:

9269-07-00

Project Construction I.D. #:

9269-07-71

Hwy/

Project Title :

Town of Pittsfield, Brookside Drive

Local Street

County :

Brown

Construction Year :

2019

Date this form is completed:

11/13/2017

Date this form is approved:

**Please Complete All Information
Highlighted In Yellow**

**WisDOT Regional
Environmental Coordinator
(REC) Will Complete Sections
Highlighted In Green**

NAME

PHONE

EMAIL

This Form Approved by:

NAME

PHONE

EMAIL

Is a discharge of dredged or fill material into wetlands anticipated?

NO

☐


Form complete; no further information is required (RETURN FORM TO REC).

YES

☒


1. Complete remainder of form:

- After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval.

2. Include this final APPROVED form with DNR 401 and USACE 404 permit applications.

3. After receiving USACE 404 permit and DNR 401 final concurrence, return this final APPROVED form to REC along with copy of USACE 404 permit, DNR 401 final concurrence letter, and D size plan sheet showing wetland impact areas.

Wetland Delineation/

Determination completed by:

James Doperalski Jr.

920-412-0165

james.doperalski@wisconsin.gov

NAME

PHONE

EMAIL

WDNR Environmental Analysis & Review Specialist

QUALIFICATIONS

Describe methods used to avoid and minimize impacts to wetlands:

Steep slopes were used outside the clear zone and behind guardrail to minimize impacts to the wetlands.

**Was professional discretion
used to determine debit
ratio?**

No

☐

Yes

☒


Describe discretionary
rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	-
RPE	-	RPE	-
RPF	0.09	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	TOTAL	0.00
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	0.09		



WETLAND IMPACT TRACKING FORM - PAGE 2

DETAILED TABLE OF WETLAND IMPACTS**Directions to complete Page 2:**

1. One location may be made up of several different wetland types. List each type of wetland impacted from each location on the project corridor separately in the table below.
2. Contact the Environmental Coordinator for appropriate ratio and bank information.
3. Use Department of Transportation Wetland Classification System:
<http://roadwaystandards.dot.wi.gov/standards/fdm/24-05-010att.pdf#fd24-5a10.2>
4. Individual wetland areas should be reported to the **nearest 0.001-acre**. Impacts are summed by type and rounded to the **nearest 0.01-acre**.

Point #	Wetland ID	Impact Location (project station)	Lat/Long	Type Impacted	Area Impacted	DOT REC will provide this information.		
						Debit Ratio	Type Mitigated	Area Mitigated
	1	8+38 - 9+51 LT Grading for roadway	Lat: 44.623228 Long: -88.180489	RPF	0.018			0.000
	2	8+45 - 9+64 RT Grading for roadway	Lat: 44.623261 Long: -88.180265	RPF	0.021			0.000
	3	10+36 - 11+59 LT Grading for roadway	Lat: 44.623411 Long: -88.180482	RPF	0.013			0.000
	4	10+36 - 11+60 RT Grading for roadway	Lat: 44.623435 Long: -88.180272	RPF	0.037			0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000
			Lat: Long:					0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES

Where is it located? (T/R, station, map)

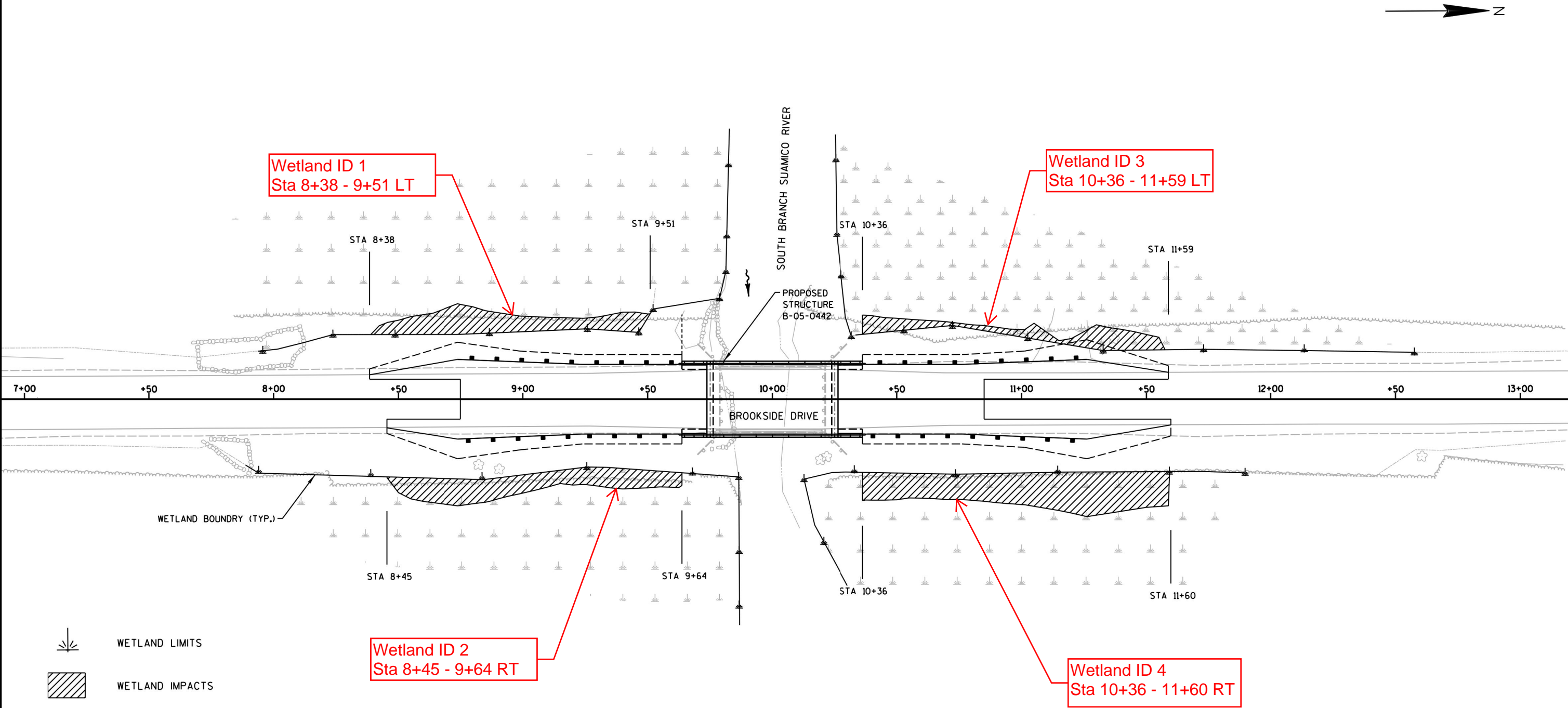
NO

☒List bank site to be used. **(Determined by REC)**

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

2

2



IMPACT LOCATION STATION	IMPACT TYPE	AREA ACRES
8+38 - 9+51 LT	RPF	0.018
8+45 - 9+64 RT	RPF	0.021
10+36 - 11+59 LT	RPF	0.013
10+36 - 11+60 RT	RPF	0.037

2017-2020 FINAL STIP Project Listing
NE Region
BROWN County

Year	Project	Schd Dt	Pgm	Contract Type	Concept	Net Miles	HWY	Project Description WISDOT Program	Estimate Anticipated Funding
2019	4987-02-65	03/12/19	206	LET	RECST	0.870	LOC STR	C GREEN BAY, WEBSTER AVE	\$6,000,000 - \$6,999,999
								UNIVERSITY AVE TO RADISSON ST	
								CONST/RECST	
								STP URBAN OVER 200,000	STP-MAD/MIL/GB/MSP/A
2019	9266-11-01	01/08/19	206	LET	RECST	0.700	LOC STR	V ASHWAUBENON, CORMIER RD	\$3,000,000 - \$3,999,999
								ONEIDA ST TO ASHLAND AVE	
								CONST/ RECONST	
								STP URBAN OVER 200,000	STP-MAD/MIL/GB/MSP/A
2019	9269-07-00	04/25/19	205	C/E	BRRPL	0.023	LOC STR	T PITTSFIELD, BROOKSIDE DRIVE	\$100,000 - \$249,999
								SOUTH BRANCH SUAMICO RIVER BRIDGE	
								DESIGN/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2019	9269-07-71	04/09/19	205	LET	BRRPL	0.023	LOC STR	T PITTSFIELD, BROOKSIDE DRIVE	\$250,000 - \$499,999
								SOUTH BRANCH SUAMICO RIVER B050442	
								CONST/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2020	4508-08-71	02/11/20	205	LET	BRRPL	0.038	LOC STR	T MORRISON, PARK VIEW RD	\$100,000 - \$249,999
								DEVILS RIVER BRIDGE & APPROACHES	
								CONST/BRRPL B-05-0425	
								LOCAL BRIDGES	STP OFF-SYSTEM BRIDG
2020	4516-08-71	01/14/20	206	LET	RECOND	1.452	LOC STR	V BELLEVUE, MANITOWOC ROAD	\$2,000,000 - \$2,999,999
								ALLOUEZ AVE. - KEWAUNEE RD	
								CONST/RECONDITIONING	
								STP URBAN OVER 200,000	STP-MADISON/MILW/RND
2020	4519-09-71	02/11/20	205	LET	BRRPL	0.047	LOC STR	T WRIGHTSTOWN, COUNTY LINE RD	\$250,000 - \$499,999
								GOLDEN CREEK BRIDGE & APPROACHES	
								CONST/BRRPL-B-5-424	

PUBLIC INVOLVEMENT MEETING NOTICE LETTER

PUBLIC WORKS DEPARTMENT

Brown County



2198 GLENDALE AVENUE
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

October 11, 2017

SUBJECT: **Brookside Drive Public Involvement Meeting**

Project ID 9269-07-00

Town of Pittsfield - Brookside Drive
South Branch Suamico River Bridge
Local Street
Brown County

The Town of Pittsfield and Brown County, along with the Wisconsin Department of Transportation (WisDOT) and their consultant, Strand Associates, Inc.[®], are hosting a Public Involvement Meeting for the proposed replacement of a bridge along Brookside Drive over the South Branch Suamico River in the Town of Pittsfield. **The open house meeting is scheduled for Wednesday, October 18, 2017, from 6 P.M. to 7 P.M. at the Pittsfield Town Hall, located at 3041 Kunesh North Road, Pulaski, Wisconsin.**

The purpose of the meeting is to show the proposed roadway and bridge improvements. The current project involves the replacement of the bridge along Brookside Drive located approximately 0.5 miles north of Kunesh Road. In addition, the roadway approaching the bridge from each direction will be reconstructed.

You are invited to attend this meeting, to ask questions and to provide input on this project. Project exhibits will be on display for your review and project personnel will be available to discuss the improvements with you on an individual basis. Your attendance and comments are appreciated.

The facility is handicapped accessible. If you are deaf or hard of hearing and require an interpreter, you may request one by contacting WisDOT at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 711).

If you have questions, or if you cannot attend, but would like to receive information about the proposed improvements, contact our Consultant Project Manager Keith Behrend at (608) 251-4843 or keith.behrend@strand.com.

Sincerely,

BROWN COUNTY PUBLIC WORKS DEPARTMENT

A handwritten signature in blue ink, appearing to read "William Berg".

William Berg
Senior Civil Engineer

Cc: Jeff Saxby, WisDOT NE Local Program Manager
Keith Behrend, Strand Associates, Inc. Project Manager

MAILING LIST FOR PUBLIC INVOLVEMENT MEETING NOTICE LETTER

Stakeholders and target audiences

Name	Title	Municipality/Agency	Address	City, State, Zip
Nick Uitenbroek	Engineering Manager	Brown County Public Works Department	2198 Glendale Ave.	Green Bay, WI 54303
William Berg	Senior Civil Engineer	Brown County Public Works Department	2198 Glendale Ave.	Green Bay, WI 54303
Keith Deneys	Chairperson	Town of Pittsfield	4135 County Road C	Pulaski, WI 54162
James Doperalski		Wisconsin Department of Natural Resources	2984 Shawano Ave.	Green Bay, WI 54313
John Gossage	Sheriff	Brown County	2684 Development Dr.	Green Bay, WI 54311
Robert Cowles	State Senator	State of Wisconsin	Room 118 South State Capitol	Madison, WI 53707
Gary Tauchen	State Assembly	State of Wisconsin	Room 13 West State Capitol	Madison, WI 53707
Bec Kurzynske	Superintendent	Pulaski School District	143 W. Green Bay St.	Pulaski, WI 54162
Robert Laskowski		Wisconsin Public Service	2850 S. Ashland Ave.	Green Bay, WI 54304
Rick Vincent		NSight	450 Security Blvd.	Green Bay, WI 54313
Tracey Szymanski	Transportation Coordinator	Pulaski School District Transportation Department	810 Industrial Way	Pulaski, WI 54162
Mark Hendzel	Fire Chief	Tri County Fire Department	600 E. Glenbrook Dr.	Pulaski, WI 54162
Bon Van Enkenvoort	Editor in Chief	Pulaski News (newspaper)	1040 S. Saint Augustine St.	Pulaski, WI 54162
Native American Tribes	See mailing list			
Pittsfield Shooting Club	Property Owner		3210-3274 Brookside Dr.	Pulaski, WI 54162
Patrick Brant	Property Owner		3087 Brookside Dr.	Pulaski, WI 54162
Steven Barry	Property Owner		3013 Brookside Dr.	Pulaski, WI 54162
John Stender	Property Owner		8455 Gohr Rd	Krakow, WI 54137
Mark Becker	District 26 Supervisor	Brown County	248 Williams St.	Pulaski, WI 54162

MAILING LIST FOR PUBLIC INVOLVEMENT MEETING NOTICE LETTER

Tribe	Contact	Address	Address2	City	State	Zip
Bad River Band of Lake Superior - Chippewa Indians of Wisconsin	Edith Leoso	P.O. Box 39		Odanah	WI	54861
Fond du Lac Band of Lake Superior Chippewa	Marcus Ammesmaki	1720 Big Lake Road		Cloquet	MN	55720
Forest County Potawatomi Community of Wisconsin	Michael LaRonge	Tribal Office	P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	William Ouackenbush	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Iowa Tribe of Oklahoma	Cultural Preservation Office	R.R. 1, Box 721		Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior - Chippewa Indians of Wisconsin	Robert Sander	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior - Chippewa Indians of Wisconsin	Melinda Young	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior - Chippewa Indians	gliwegizhigookway Martin	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Dave Grignon	P.O. Box 910		Keshena	WI	54135
Oneida Tribe of Indians of Wisconsin	Corina Williams	Tribal Office	P.O. Box 365	Oneida	WI	54155-0365
Prairie Band Potawatomi Nation	Hattie Mitchell	16281 O Road		Mayetta	KS	66509
Prairie Island Indian Community	Noah White	5636 Sturgeon Lake Road		Weich	MN	55089
Red Cliff Band of Lake Superior - Chippewa Indians of Wisconsin	Larry Balber	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Gary Bahr	305 N. Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Sandra Massey	R.R. 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo	349 Meskwaki Road		Tama	IA	52339-9629
Sokaogon Chippewa Community - Mole Lake Band	Adam VanZile	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band - Chippewa Indians of Wisconsin	Wanda McFadden	Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893-9246

PUBLIC INFORMATION MEETING

Date: October 18, 2017
Location: Town of Pittsfield Town Hall

Project ID 9269-07-00
Town of Pittsfield, Brookside Drive
South Branch Suamico River Bridge
Local Street
Brown County

SIGN-IN SHEET

NAME (please print)	ADDRESS (complete address, city, zip)	PHONE & EMAIL
1. (Fire Chief) James Styczynski	164 E Cedar St Pulaski	920-676-0317
2. WILLIAM BIERO	2198 GLENDALE AVE. GREEN BAY, WI 54303	920-662-2171
3. SHERRY STENDER	8455 GOHR RD KRAKOW, WI 54137	920-899-3354
4. JOHN STENDER	"	"
5. Pat & Tina Brauf	3087 Brookside Dr Pulaski WI 54162	920-865-4160
6. Kerth Behrend	Strand Associates	
7. Kerth Deneys	Town of Pittsfield	
8.		

EXHIBIT G
SECTION 106 SCREENING LIST

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

<i>County</i>	<i>Main ID</i>	<i>Notification Date</i>	<i>Project Put on Screening List for</i>	<i>Route</i>	<i>Title</i>	<i>Bridge ID</i>
Brown	9269-06-00	03/11/2013	Both Archaeology and History	Rockwell Road	Village of Howard	
Brown	9269-07-00	09/28/2016	Both Archaeology and History	T of Pittsfield, Brooksid	CTH U - Potters Crossing; Replacement	P-05-0080
Brown	9281-08-00	08/17/2009	Both Archaeology and History	CTH EB	Woodale Ave to Lineville Road	
Brown	9286-05-00	10/12/2016	Both Archaeology and History	V of Suamico; CTH J	Riverside Dr - CTH B; Replacement of B	B-05-0015
Brown	9287-03-00	01/21/2015	Both Archaeology and History	CTH M	School Lane-Tarragon Trail Bridge Repl	B-05-0011
Calumet	1500-55-00	09/04/2015	Both Archaeology and History	USH 10	USH 10 and STH 114 Interchange	
Calumet	1500-72-30	10/10/2017	Both Archaeology and History	USH 10	Menasha-Reedsville; STH 32/57 to CTH	
Calumet	1500-73-30	09/29/2017	Both Archaeology and History	USH 10	Menasha-Reedsville; STH 114 to STH 3	
Calumet	4050-14-00	06/25/2010	Both Archaeology and History	STH 55 & STH 114 Par		
Calumet	4050-15-00	11/03/2015	Both Archaeology and History	STH 55	STH 114/55 - USH 10/STH 55	
Calumet	4085-29-30	11/05/2008	Both Archaeology and History	STH 32	City of New Holsten SVL - NVL	
Calumet	4085-40-29	12/02/2011	Both Archaeology and History	STH 32/57	Hilbert - North Cty Line	
Calumet	4085-51-30	02/04/2014	Both Archaeology and History	STH 32	STh 114 - NCL	
Calumet	4085-52-30	03/19/2015	Both Archaeology and History	STH 32	Altona Ave - USH 151	
Calumet	4085-61-30	04/18/2016	Both Archaeology and History	STH 32	Hilbert - De Pere; NCPL Hilbert - NCL	
Calumet	4085-63-00	04/04/2017	Both Archaeology and History	STH 32	Canadian National RR Overpass	B-08-0009
Calumet	4100-28-00	08/26/2009	Archaeology Only	Main St (USH 151)	State St to Madison St	
Calumet	4100-31-00	07/23/2014	Archaeology Only	USH 151	S. Madison St - Elm Street	
Calumet	4100-37-30	10/10/2017	Archaeology Only	USH 151	Fond du Lac-Chilton; SCL to Chilton	
Calumet	4472-04-00	12/04/2014	Archaeology Only	Weeks Road Bridge	Bridge Replacement	
Calumet	4474-02-00	01/10/2014	Both Archaeology and History	SRTS - City of Brillion	Bike/Ped Trail along E. Natl Ave	
Calumet	4485-02-00	10/22/2012	Both Archaeology and History	CTH E bridge and appr		
Calumet	4487-04-71	05/10/2012	Both Archaeology and History	CTH F	1100 ft west of Finnegan Rd in Calumet	
Calumet	4495-01-30	09/13/2010	Both Archaeology and History	STH 55	Town of Sherwood to USH 10	
Calumet	4501-00-00	12/30/2016	Both Archaeology and History	CTH X	Clark St. - Manitowoc County Line	
Calumet	4580-09-00	08/29/2017	History Only	STH 114	Sherwood-Hilbert; South Junct STH 55 -	
Calumet	4580-10-00	03/14/2017	Both Archaeology and History	STH 114	USH 10 - Village of Sherwood	
Calumet	4580-11-30	02/17/2017	History Only	STH 114	Sherwood - Hilbert; STH 55 - STH 32	
Calumet	4670-10-00	12/18/2014	History Only	STH 55	Castle Drive - South Jct STH 114	
Calumet	4670-11-30	02/07/2014	History Only	Menasha - Sherwood	USH 10 S Junction STH 55	
Calumet	4670-12-30	05/25/2016	Both Archaeology and History	STH 55	Sherwood - Kaukauna; USH 10 - Momin	
Calumet	4685-16-00	04/02/2007	Both Archaeology and History	STH 441	Tri County Freeway USH 41 - USH 41	B4401260
Calumet	4685-27-00	05/18/2011	Both Archaeology and History	Telulah Ave (City of Ap	Telula Ave overpass over STH 441	
Calumet	4984-01-45	04/13/2006	History Only	Lake Park Road	Plank Road - Schaefer Circle	
Calumet	4992-00-42	08/20/2009	History Only	Noe Road Bike/Ped Fa	Town of Harrison	
Calumet	4992-00-44	01/11/2012	History Only	Freindship Trail (North	CTH LP to Fire lane 12 Road	
Door	4140-20-01	02/16/2011	History Only	STH 42	CTH MM - E Jorns Rd	
Door	4140-20-02	01/27/2011	Archaeology Only	STH 42	Michigan St. - Egg Harbor Rd.	
Door	4140-22-00	03/09/2006	Both Archaeology and History	Lift Structures over Stur	Replace system components	
Door	4140-23-00	03/17/2011	Both Archaeology and History	STH 42	Bay View Bridge	b15-0004
Door	4140-25-30	04/11/2011	Both Archaeology and History	Bayview Bridge Rehabil		b15-4
Door	4140-29-30	09/12/2013	History Only	Sturgeon Bay - Egg Ha	Mid Junction-Rainbow Ridge Ct	
Door	4150-11-60	02/07/2006	Both Archaeology and History	Mid Jc STH 42 - Institut	Mid Jct STH 42 - Brauer Road	

EXHIBIT H
WDNR COORDINATION



August 11, 2017

DOT: Brown

Keith Behrend, P.E.
Strand Associates
910 West Wingra Drive
Madison, WI 53715

Subject: DNR Initial Project Review

Project I.D. 9269-07-00
Brookside Drive over South Branch of Suamico River
CTH U to Potters Crossing (Southern Bridge Crossing)
Brown County
Section 22, T25N – R19E

Dear Mr. Behrend:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on July 27, 2017. According to your proposal, the purpose of this project is to replace the southern Brookside Bridge (P-5-80) over South Branch Suamico River. Proposed improvements include the bridge replacement at the same location and approach work for a total length of approximately 250 feet.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands

There is potential for wetland impacts to occur as a result of this project. Based on my site visit on August 2, 2017 I noted wetland vegetation in all four quadrants of the bridge. Below is a breakdown of my observations:

- *Northeast quadrant* – Forested wetland vegetation was noted at the toe of slope from the river bank to the north and east. Any widening in this quadrant will likely have wetland impacts.
- *Southeast quadrant* – Forest wetland vegetation was noted at the toe of slope from the river bank to the south and east to a point of steepening upward elevation change. Widening in this quadrant could impact wetlands.
- *Southwest quadrant* – Forested wetland vegetation was noted along the river bank at the toe of slope. Widening along the river bank could impact wetlands.
- *Northwest quadrant* - Forested wetland vegetation was noted at the toe of slope from the river bank to the north and west to the drive way access. Widening in this quadrant could impact wetlands.

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 DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option; however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work

South Branch Suamico River is classified as a cool-cold headwater under the state's Natural Community Determinations. South Branch Suamico River is used by migrating fish during the spring spawning season. Records show young of the year northern pike being found upstream from this bridge. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between June 16 and end of February.

Endangered Resources

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated August 11, 2017, the following Endangered Resources have been known to occur in the project area or its vicinity and could be impacted by this project:

- Slippershell Mussel (*Alasmidonta viridis*), State Threatened
- Snow Trillium (*Trillium nivale*), State Threatened
- Wood Turtle (*Glyptemys insculpta*), State Threatened and Federal Species of Concern
- Blanding's Turtle (*Emydoidea blandingii*), State Special Concern and Federal Species of Concern

The following measures will be needed:

- A mussel survey will be needed to determine if there is suitable habitat at the bridge site for the slippershell mussel and to look for mussels including the slippershell mussel.
- Ground disturbance and tree removal must be kept to a minimum.
- The amphibian and reptile exclusion fencing protocols, which are attached, should be followed and the construction area should be surveyed immediately prior to ground disturbance and any turtles found within the construction area should be moved to the other side of the silt fence.

The Wisconsin Natural Heritage Inventory (NHI Portal) database contains all current Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WI DNR, FWS, and private organizations. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service's 4(d) rule, it was determined that this project is more than 150 feet from a known maternity roost tree AND is more than 1/4 mile from a known hibernacula. Therefore, this project can proceed without federal restrictions.

The DNR Transportation Liaison will coordinate with Stacy Rowe, of the Bureau of Natural Heritage Conservation (NHC) as needed.

Migratory Birds

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting

period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species and Viral Hemorrhagic Septicemia (VHS)

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

DNR will work with project managers to help identify specific problem areas across the project site and recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf>.

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at: <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Brown County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (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. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as

soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.

- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Structure Removal/Bridge Demolition

Due to the characteristics of this section of the South Branch Suamico River, **STSP 203-020**, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

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 21-35-45 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 Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Navigation Concerns During Construction

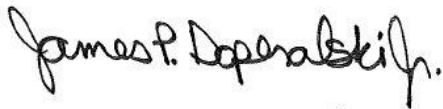
This reach of the South Branch Suamico is not used regularly by recreational watercraft. If ice conditions allow there may be snowmobile traffic in the winter. It will not be necessary to place navigational aids during construction.

Other Issues/Unique Features

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Jessica Kempke of the ACOE located in the Green Bay office, at (920) 448-2824. 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 do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 412-0165, or email at james.doperalski@wisconsin.gov.

Sincerely,



James P. Doperalski Jr.
Environmental Analysis & Review Specialist

c: Mike Helmrick, DOT
Stacy Rowe, DNR NHC
Jeff Saxby, SEH
Will Berg, Brown County Public Works
File

Attachments: Amphibian and Reptile Exclusion Fencing Protocols

Amphibian and Reptile Exclusion Fencing Protocols

Wisconsin Department of Natural Resources
Endangered Resources Review Program



These Amphibian and Reptile Exclusion Fencing Protocols contain information regarding how to install fencing around areas of disturbance (e.g., maintenance activities, construction site, development project) in order to prevent amphibians and/or reptiles from entering a workspace. These protocols should be used when an Endangered Resources Review (<http://dnr.wi.gov/topic/ERReview/Review.html>) has required/recommended the use of exclusion fencing; these protocols are not meant to take the place of a full Endangered Resources Review. Amphibian and reptile exclusion fencing is standard silt fencing that is installed in the following manner:

Timing of Fence Installation

- Fencing must be installed prior to any ground disturbing activities (including clearing and grubbing) and typically during the species' inactive period (see <http://dnr.wi.gov/topic/WildlifeHabitat/Herps.asp#regs> for commonly used inactive periods).

Fencing Specifications

- Fencing should typically be installed around the entire disturbance area unless suitable habitat is not present around the entire disturbance area AND approval has been received from Endangered Resources Review staff (DNRERReview@wi.gov).
- Exclusion fencing must be installed with the fence stakes placed on the construction side of the fence (this is typically opposite the normal requirement for sediment control) to prevent animals from using the stakes to maneuver over the fencing and into the disturbance area. One exception to this is the Blanding's turtle; due to the mobility of this species, fence stakes can be placed on the non-construction side of the fence.
- Fencing must be at least 24 inches high, with at least 4 inches trenched into the soil and at least 20 inches exposed above ground. Soils must be carefully compacted against both sides of the fence for its entire length to prevent animals from passing under the fence (Figure 1). If trenching is not possible due to soil conditions (e.g., rocks, tree roots), sand bags or other anchors may be used with approval from Endangered Resources Review staff (DNRERReview@wi.gov).
- Fencing should be installed with turn-arounds at the ends and at any access openings needed in the fencing, in order to redirect animals away from openings (Figures 2, 3). Access openings should be tightly secured with hay bales when construction-related activities are not occurring.

Fence Maintenance

- Fences must be inspected at least twice weekly on non-consecutive days AND after any significant rain event (defined as a ¾ inch downpour or 1.5 inches of rain in any 24-hour period). Repairs to the fencing must be made immediately and Endangered Resources Review staff should be contacted (DNRERReview@wi.gov).
- The non-construction side of the fence should be kept free of tall vegetation that could also allow animals to maneuver over the fencing.
- Fences must be maintained throughout the species' entire active period (typically outlined in the Endangered Resources Review) or until all construction related activities have been completed, whichever occurs first. If the project continues into more seasons, fencing must be maintained during the animal's active season until project completion.

Additional Requirements

- Additional sediment control fencing may be required as part of other Wisconsin Department of Natural Resources permit conditions.

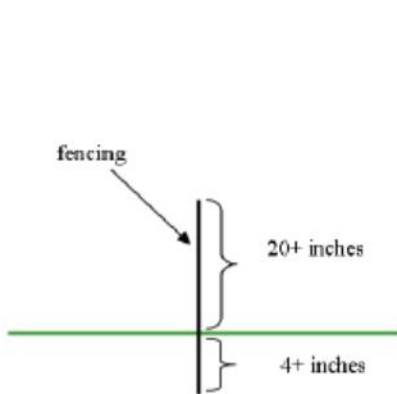


Figure 1. Side view of fencing

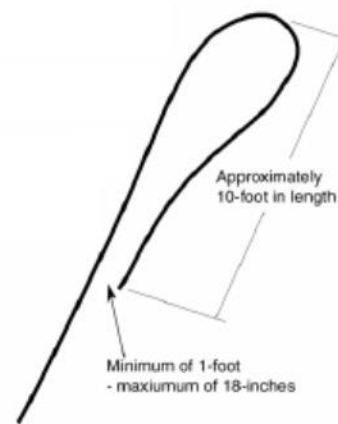


Figure 2. Overhead view of fence turn-around

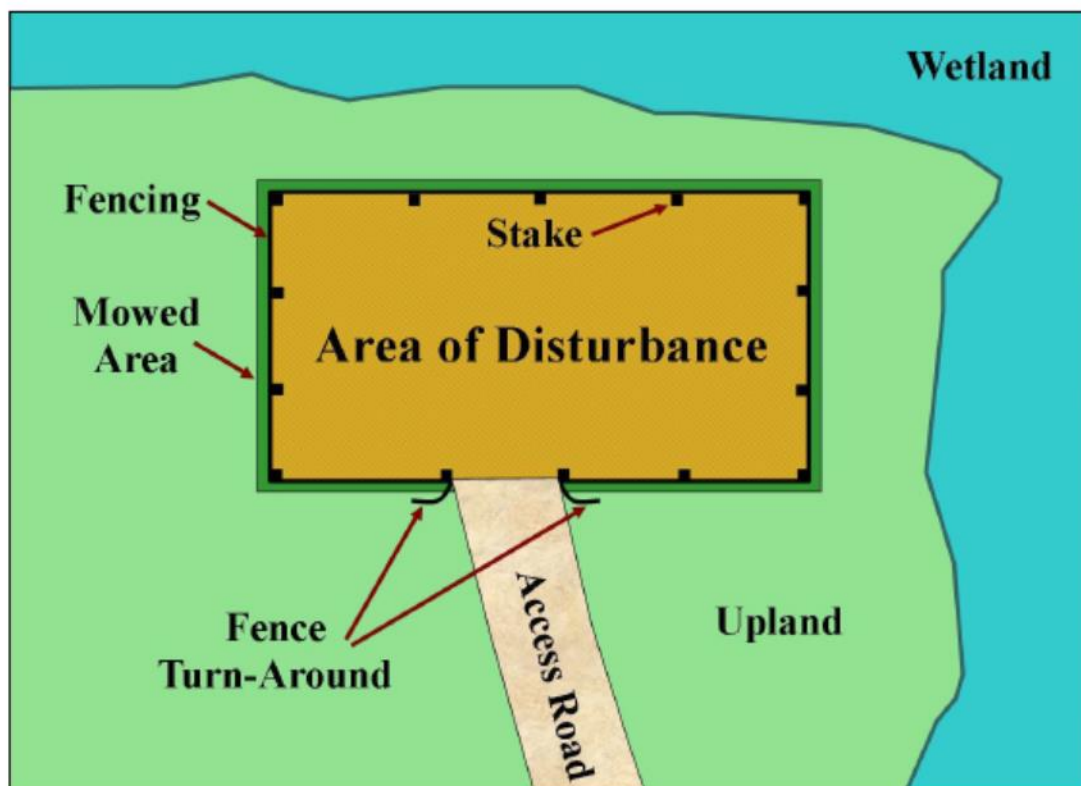


Figure 3. Site layout

EXHIBIT I
NATIVE AMERICAN CORRESPONDENCE



NATIVE AMERICAN TRIBE LETTER

Division of Transportation System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone : (608) 246-3800
Facsimile (Fax) : (608) 246-7996
E-mail : swr.dtsd@dot.wi.gov

October 10, 2017

Edith Leoso, THPO
Bad River Band of Lake Superior
Chippewa Indians of Wisconsin
PO Box 39
Odanah, WI 54861

Re: Notice of federal undertaking and request for comments under 36 CFR 800

I am writing to you in regards to the following project:

I.D. 9269-07-00
Town of Pittsfield, Brookside Drive
South Branch Suamico River
Brown County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located along Brookside Drive in the Town of Pittsfield at the bridge that crosses the South Branch Suamico River located approximately 0.5 miles north of Kunesh Road. The proposed undertaking will consist of replacing the existing single-span structure, P-5-80, on Brookside Drive over the South Branch Suamico River. In addition to the structure replacement, new approaches and minor pavement replacement is proposed. Portions of the project may have minimal impacts to wetlands.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist in consultation on the scope of identification efforts, which includes the determination and documentation of the area of potential effects (APE). A review of the state's cultural resource inventories resulted in no previously recorded historic properties and/or human burial sites in the project area. As no known historic properties and burials will be affected, this project is being considered for expedited review, in accordance with WisDOT's Facilities Development Manual [FDM 26-5-1(A1)].

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking, the determination of the APE, and any potential impacts to historic properties and/or burials. 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. Other environmental studies may be conducted for this undertaking such as endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies and comments provided by you will assist the engineers in the design to avoid, minimize or mitigate effects upon natural and cultural resources.

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 undertaking, please contact WisDOT Project Manager David Schmidt at (920) 360-0983.

Sincerely,

A handwritten signature in black ink, appearing to read "David Schmidt".

David Schmidt, WisDOT Northeast Region, Project Manager

cc: Rebecca Burkel, WisDOT Bureau of Technical Services

Attachments: Project Location Maps

NATIVE AMERICAN TRIBE MAILING LIST

Tribe	Contact	Address	Address2	City	State	Zip
Bad River Band of Lake Superior - Chippewa Indians of Wisconsin	Edith Leoso	P.O. Box 39		Odanah	WI	54861
Fond du Lac Band of Lake Superior Chippewa	Marcus Ammesmaki	1720 Big Lake Road		Cloquet	MN	55720
Forest County Potawatomi Community of Wisconsin	Michael LaRonge	Tribal Office	P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	William Quackenbush	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Iowa Tribe of Oklahoma	Cultural Preservation Office	R.R. 1, Box 721		Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior - Chippewa Indians of Wisconsin	Robert Sander	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior - Chippewa Indians of Wisconsin	Melinda Young	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior - Chippewa Indians	gliwegiizhigookway Martin	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Dave Grignon	P.O. Box 910		Keshena	WI	54135
Oneida Tribe of Indians of Wisconsin	Corina Williams	Tribal Office	P.O. Box 365	Oneida	WI	54155-0365
Prairie Band Potawatomi Nation	Hattie Mitchell	16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Noah White	5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior - Chippewa Indians of Wisconsin	Larry Balber	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Gary Bahr	305 N. Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Sandra Massey	R.R. 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo	349 Meskwaki Road		Tama	IA	52339-9629
Sokaogon Chippewa Community - Mole Lake Band	Adam VanZile	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band - Chippewa Indians of Wisconsin	Wanda McFaggen	Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893-9246

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6087
FAX: (216) 902-6088
E-mail: Scot.M.Striffler@uscg.mil

16590
September 11, 2017
B-200/wbs

Mr. Keith Behrend, P.E.
Strand Associates, Inc.
910 West Wingra Drive
Madison, WI 53715

Dear Mr. Behrend:

We are responding to your email dated September 8, 2017 regarding the proposed replacement of the Brookside Drive Bridge (WisDOT Project ID 9269-07-00) over the South Branch of Suamico River, Town of Pittsfield, Brown County, Wisconsin.

The Suamico River and its branches are in Advance Approval status for Coast Guard Bridge Permitting purposes. Accordingly, a Coast Guard Bridge Permit is not required. No further coordination with the Coast Guard is required.

Although a Coast Guard bridge permit will not be required for this project as proposed, you may need to comply with the requirements of other federal, state, or local agencies. Please ensure these requirements are satisfied.

If you require further assistance in this matter, or to schedule construction activities, please contact Blair Stanifer of this staff at (216) 902-6086.

Sincerely,

S. M. STRIFFLER
Chief, Bridge Branch
U. S. Coast Guard
By direction

EXHIBIT K
SECTION 4(f) DE MINIMIS

Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 9269-07-00/71
Route: Brookside Drive
Termini: South Branch Suamico River Bridge
City/County: Town of Pittsfield, Brown County

Project Description:

The proposed project is for improvements to a bridge located on Brookside Drive over the South Branch Suamico River in the town of Pittsfield, Brown County. The bridge is located approximately 0.5 miles north of Kunesh Road, Section 22, T25N, R19E. Brookside Drive is a north-south road that provides service to rural areas in the northwestern part of Brown County (see Project Location Maps, Exhibit A). The project will begin approximately 100 feet south of the bridge and continue to 60 feet north of the bridge.

The project consists of replacing the structurally deficient bridge at its current location. The proposed project will also include roadway approach work to accommodate bridge construction. The proposed bridge improvement will consist of a single-span 28-inch prestressed concrete girder bridge. It will be 52.5 feet long and have a clear roadway width of 28 feet to accommodate one lane of traffic in each direction. The bridge will have 42-inch high WisDOT type M open steel railings and will be supported on concrete abutments. HP 10x42 steel pilings will be used to support the substructures. Large stone riprap will be placed in front and adjacent to the abutments.

The proposed action is proposed to impact the town of Pittsfield shooting range recreational land at the northeast quadrant of the project. Portions of the recreational land were acquired with Wisconsin Department of Natural Resources (WDNR) Stewardship Program funding. WDNR has determined that the portion of the recreational land that will be impacted by this project is not part of the portions of the property that were acquired with WDNR Stewardship Program funding (see WDNR Letter, Exhibit B). The proposed project will have no adverse effects on the activities, features, or attributes qualifying the recreational land for protection under Section 4(f).

In order to construct and maintain the proposed bridge and roadway, a total of 0.11 acres of Permanent Simple Fee Right of Way will be obtained from the town of Pittsfield.

The total cost of the project is estimated to be approximately \$440,000 and will have a project length of approximately 0.040 miles (see Typical Sections and Plan and Profile Sheets, Exhibit C).

The National Environmental Policy Act (NEPA) class of action that the project applies to is Categorical Exclusions (CEs). The project is being processed as a CE (c)(23) project, a federally funded project that receives less than \$5,403,484.88 of federal funds.

2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

Town of Pittsfield shooting range and recreational land.

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

The town of Pittsfield shooting range and recreational land is owned by the Town of Pittsfield and is used for a variety of activities, including the following:

- trap shooting
- hiking
- snowshoeing

The town of Pittsfield shooting range and recreational land is 33.33 acres in size (see Town of Pittsfield Property Map, Exhibit D; and Town of Pittsfield Property Photos, Exhibit E).

4. Description of impacts:

The specific Section 4(f) impact to the town of Pittsfield shooting range and recreational land includes a total of 0.11 acres of Permanent Simple Fee Right of Way to be obtained from the town of Pittsfield in order to construct and maintain the proposed bridge, roadway and guardrail along the shoulder of the road (see Plat, Exhibit F). Permanent removal of trees and brush within this area will be required to accommodate proposed grading and will be restored to grass.

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

Impacts to the Section 4(f) property were reduced by using 2.5:1 slopes for the graded slopes behind the proposed guardrail (standard slope is 3:1). The guardrail is provided to maximize the slopes adjacent to the roadway so that slope grading and wetland impacts are minimized. The area that is impacted is directly adjacent to the existing road and is not used as a primary access route to the property.

6. Describe the public involvement process and results:

The public has been afforded an opportunity to review and comment on the effects of the project on the Section 4(f) resource. The proposed improvements were shown on exhibits and discussed with the public at a public informational meeting held on October 18, 2017 (see Public Informational Meeting, exhibit G). There were no comments received pertaining to the town of Pittsfield shooting range and recreational land.

7. Name of and notification to the official(s) with jurisdiction over the property:
Keith Deneys, Chairperson, town of Pittsfield has been informed that FHWA may make a de minimis finding under Section 4(f) and may use the Town of Pittsfield's written concurrence that the project does not adversely affect the activities, features, and attributes listed in item 3 above (see Town of Pittsfield Letter, exhibit H).

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

The town of Pittsfield has provided written concurrence that the project does not adversely affect the activities, features, and attributes listed in item 3 above (see Town of Pittsfield Letter, exhibit H).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination.

No. Portions of the recreational land were acquired with WDNR Stewardship Program funding. However, WDNR has determined that the portion of the recreational land that will be impacted by this project is not part of the portions of the property that were acquired with WDNR Stewardship Program funding (see WDNR Letter, Exhibit B).

This *de minimis* determination documentation was prepared by

Signature Keith Behrend Date 5/21/2018

Print Name & Title Keith Behrend, Project Manager (Consultant)
(Consultant or Region Project Staff) Strand Associates, Inc.

This *de minimis* determination documentation was reviewed by

Signature Mike Helmrich Date 5-23-2018

Print Name & Title Mike Helmrich Env. Coordinator
(Regional Environmental Coordinator or Region Local Program Manager)

Signature _____ Date _____

Print Name & Title _____
(EPDS Liaison or Section Manager)

This *de minimis* determination documentation was reviewed and approved by

Signature _____ Date _____

Print Name & Title _____
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

SECTION 4(f) DE MINIMIS
EXHIBIT A
PROJECT LOCATION MAPS

OCONTO CO. R-19-E R-20-E R-21-E R-22-E

Town of Little Suamico

SHAWANO CO.

KEWAUNEE CO.

KEWAUNEE CO.

KEWAUNEE CO.

KEWAUNEE CO.

KEWAUNEE CO.

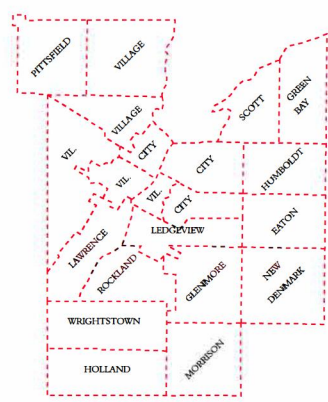
KEWAUNEE CO.

PROJECT LOCATION:
9269-07-00
T PITTSFIELD, BROOKSIDE DRIVE
SOUTH BRANCH SUAMICO RIVER BRIDGE
LOCAL STREET, BROWN COUNTY

LEGEND

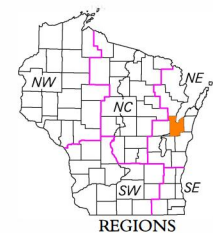
- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No.
- U.S. Highway No.
- State Highway No.
- County Highway Letter
- State Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Airport
- County Seat
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt or Fish Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park
- Without Facilities
- Rest area
- Modern Facilities
- Wayside
- Green Bay Correctional Institution
- Univ. of Wisconsin - Green Bay
- Lambeau Field
- St. Norbert College

CIVIL TOWNS



SECTION NUMBERING OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36



MILES OF HIGHWAY as of Dec. 31, 2013

STATE	184
COUNTY	360
LOCAL ROADS	1777
OTHER ROADS	8
TOTAL FOR COUNTY	2329

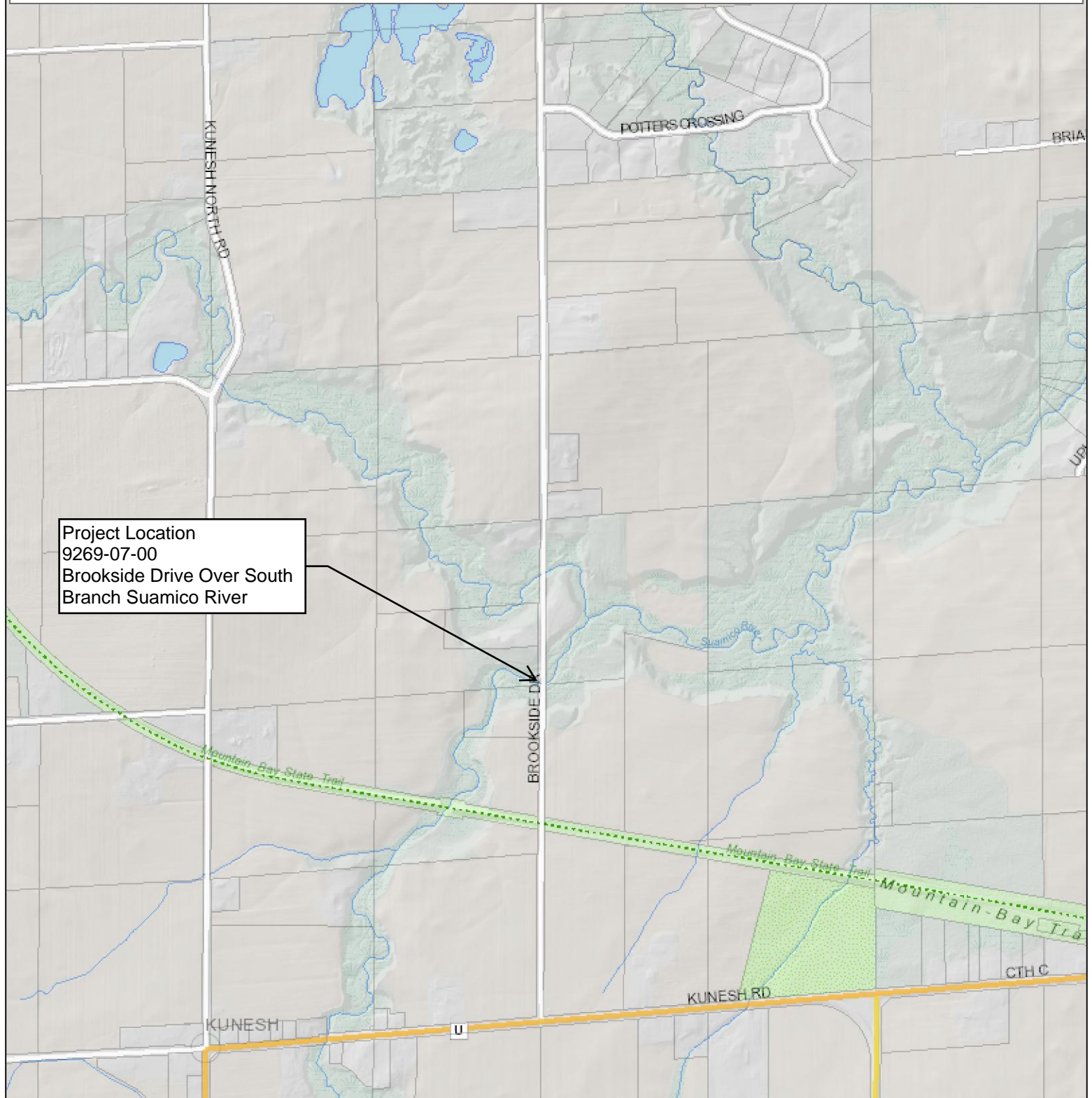
Land Area (2000 Census) 530 sq mi
Population (2000 Census) 24807
County Seat Green Bay

BROWN CO.

DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin
Corrected for JAN. 2016
Base compiled from U.S.G.S. Quadrangles 1:100,000 Series

Project Location Map

9269-07-00



Map provided by the Brown County Planning & Land Services Department - Land Information Office (LIO)

A map key (legend) and other information about this map is available at: maps.gis.co.brown.wi.us

This map is intended for advisory purposes only. It is based on sources believed to be reliable, but Brown County distributes this information on an "As Is" basis. No warranties are implied. Boundaries shown on this map are general representations only and should not be used for legal documentation, boundary survey determinations, or other property boundary issues.

07/25/2017
Scale 1:12000

SECTION 4(f) DE MINIMIS
EXHIBIT B
WDNR LETTER

DATE: April 10, 2018

TO: Town of Pittsfield c/o Jessica Terrien, DNR, Northeast Region Grant Specialist

FROM: Jennifer Gihring, DNR, Grant Manager

SUBJECT: Pittsfield Stewardship Grant S-ADLP-550 Conversion Status

Several years ago, the Town initiated discussion with WDNR regarding conversion of property acquired via Stewardship grant S-ADLP-550. Details are documented in the "2011 Revision of Formal Stewardship Grant Conversion Request" document presented to the Pittsfield Town Board on February 22, 2011. Side note – The 2011 document is an excellent summary of the School/Brookside/Kunesh Road grant property issue. Kudos to the author and the Town for pulling this together.

Based on review of our files for this Stewardship grant, it appears that the proposed Stewardship conversion for grant S-ADLP-550 was never finalized. The conversion would likely have been approved via a grant amendment that modified the legal description. We have had several rounds of staff turnover in the interim, so our records may be incomplete. Regardless, I recommend that we process a formal grant amendment to modify the legal description and ensure that we all agree on the boundaries of state interest.

I understand that two projects brought this issue forward: 1) a pending DOT bridge renovation project on Brookside Road; and 2) a possible new town hall on Kunesh Road. ***Based on information at-hand, it appears that both of these projects can move forward at this time without the need to first process a Stewardship conversion.*** We can finalize the conversion in parallel.

DNR typically would require current appraisals and development costs in order to process a conversion. However, since the Town no longer owns the School Road property and development activities have already been completed, we can use values from the 2011 document.

Brookside Road

- As shown in Exhibit A, the portion of the Town's Brookside Road parcel with road frontage was not proposed as replacement property for the proposed conversion.
- As such, the Town does not need to obtain DNR grant clearance prior to executing the real estate transactions necessary for DOT to complete the bridge renovation. Other requirements such as Chapter 30 waterway/wetland permits may still apply.

Kunesh Road

- As shown in Exhibit B, the portion of the Town's Kunesh Road parcel proposed for development of a new town hall was not proposed as replacement property for the proposed conversion.
- As such, the Town does not need to obtain DNR grant clearance prior to moving forward with the town hall project. All other permit requirements will still apply.

DNR staff concur that the following conversion and replacement scenario meets requirements of the Stewardship program and is approvable:

- Remove Stewardship encumbrance from the entire School Road property (\$314K + \$19.5K in rent paid to the Town).
- Encumber portions of the Brookside and Kunesh Road parcels as replacement (as shown in Exhibits A & B; total value \$205K).
- Incorporate Brookside and Kunesh Road property development expenditures as replacement (\$128.5K; details provided in 2011 document)

If the Town would like to proceed with finalizing this conversion per the scenario above, here are the next steps:

- Town: Provide legal descriptions or certified survey maps for the portions of the Brookside and Kunesh Road parcels that will be used as replacement.
- DNR: Execute a grant amendment that identifies these two parcels as the grant-encumbered property.
- Town: Record the grant amendment on title for both properties.
- DNR: Execute a Satisfaction of Contract document for the School Road parcel.
- Town: Send Satisfaction of Contract document to current private landowner of the School Drive property with a recommendation that they record the document on the property title. This will ensure that the grant status is clear to anyone conducting a future title search.

When you have the updated legal descriptions/certified survey maps developed, please send them to Jessica Terrien, DNR-Green Bay, Jessica.Terrien@wisconsin.gov, 920-662-5121. We will then process a grant amendment and Satisfaction of Contract document. If the Town would like to discuss an alternative conversion scenario, please contact Jessica.

Feel free to contact me at 608-264-6138 or jennifer.gihring@wisconsin.gov with any questions.

Exhibit A: Pittsfield – Brookside Road Parcel

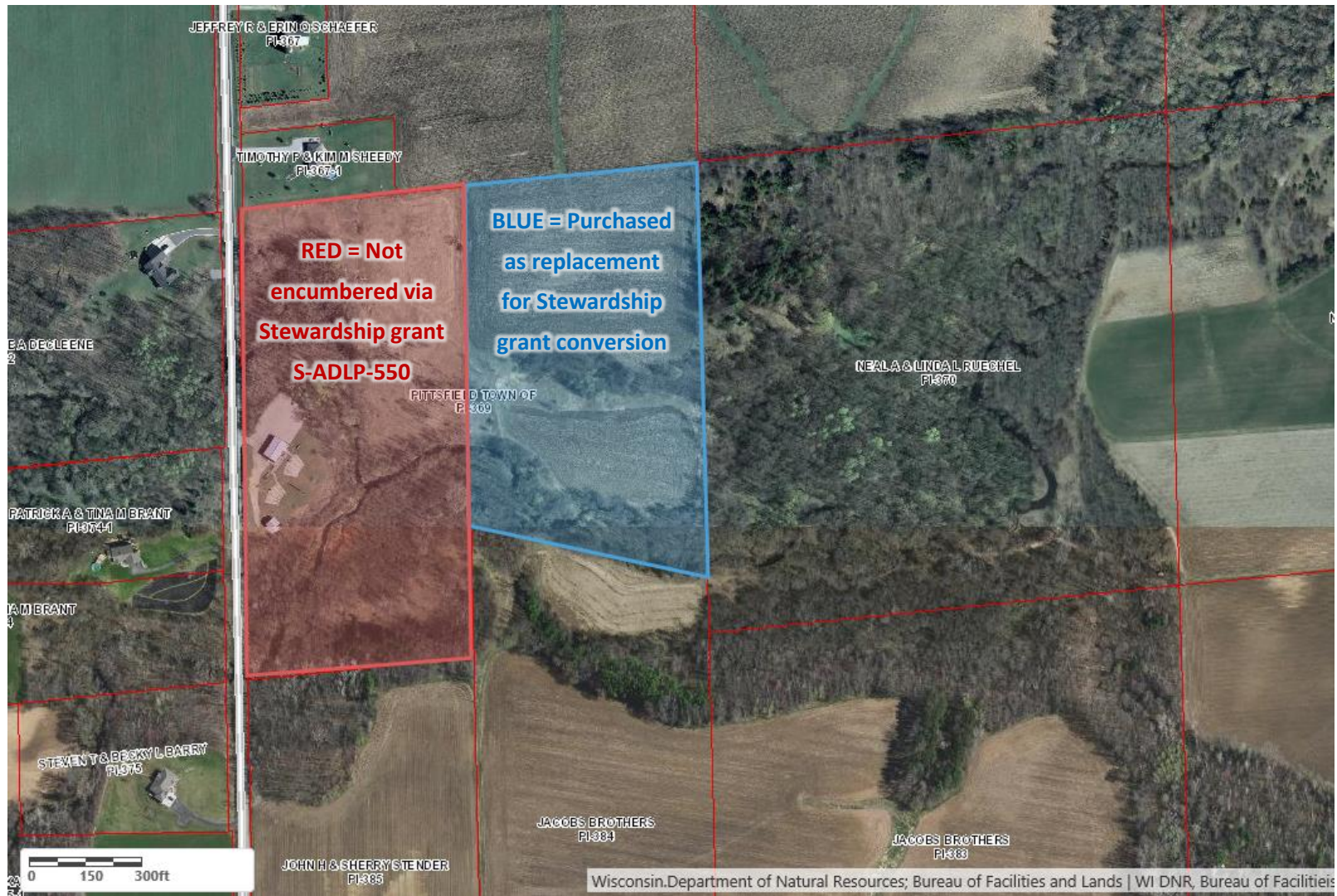
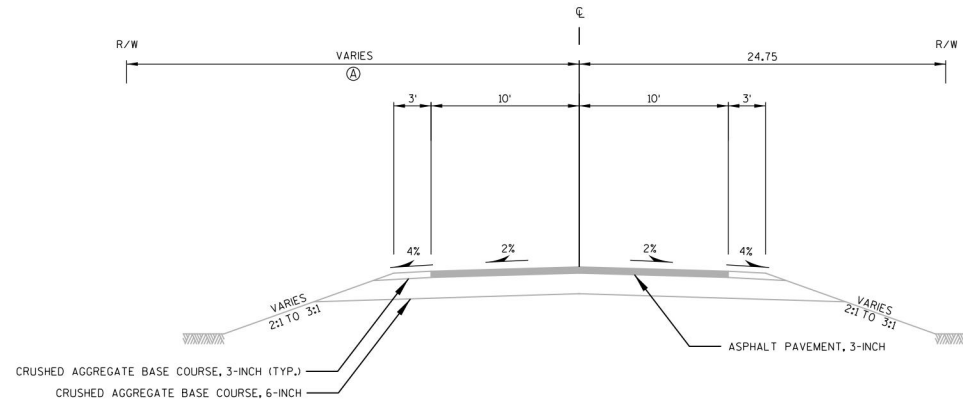


Exhibit B: Pittsfield – Kunesh Road Parcel

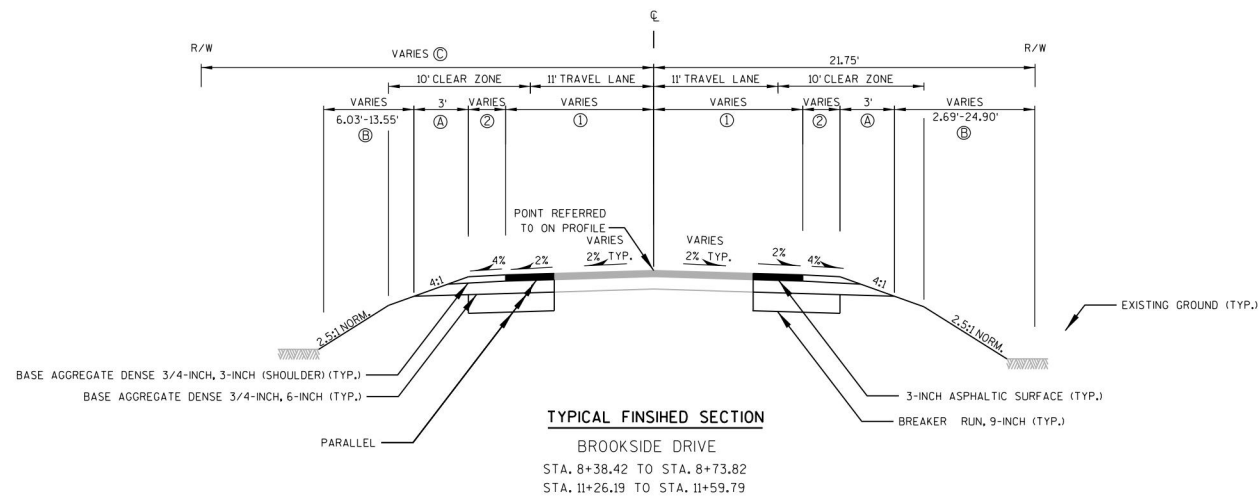


SECTION 4(f) DE MINIMIS
EXHIBIT C
TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS



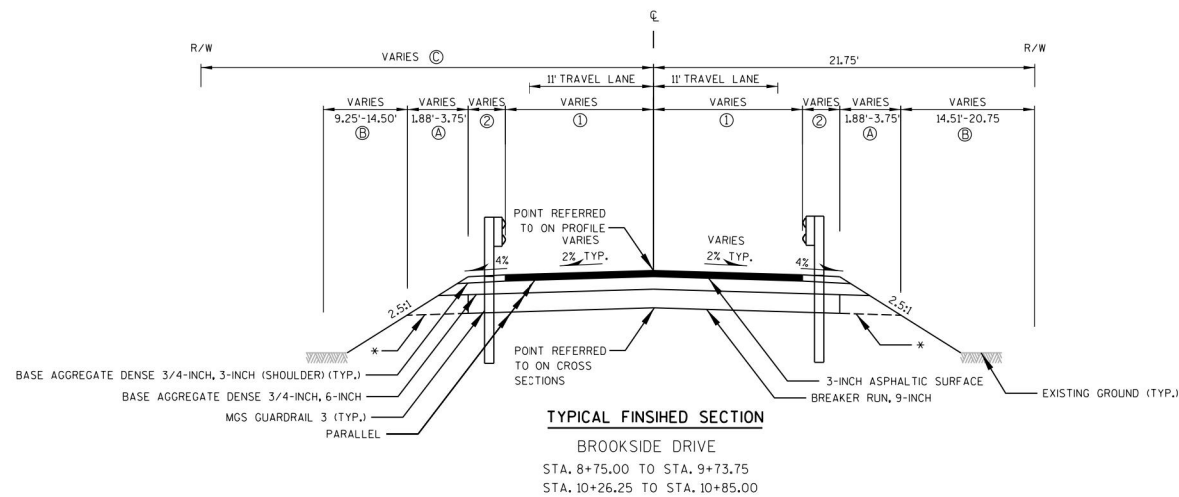
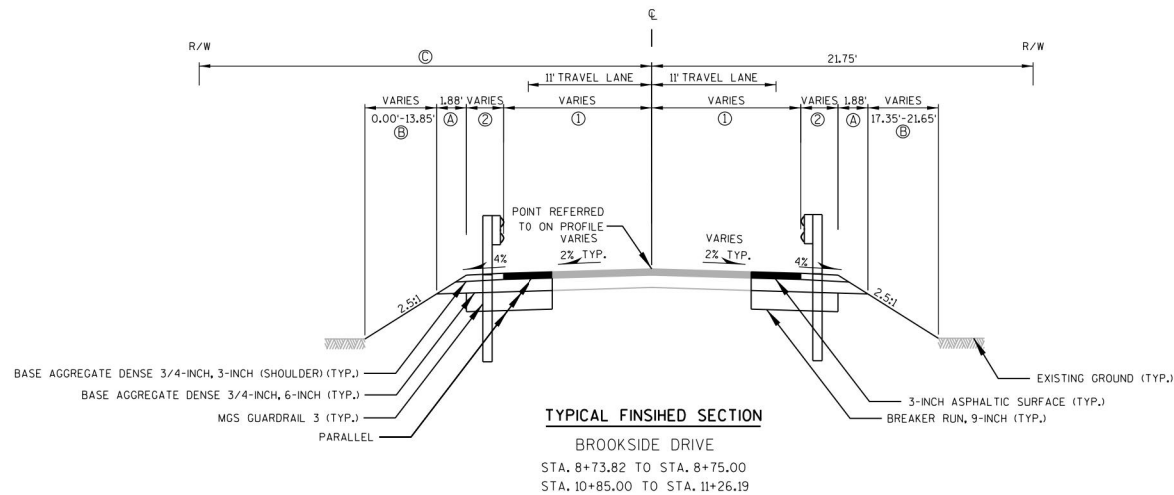
- ① 38' FROM STA 8+38.42 TO 9+75.61
36' FROM STA 9+75.61 TO 11+58.80

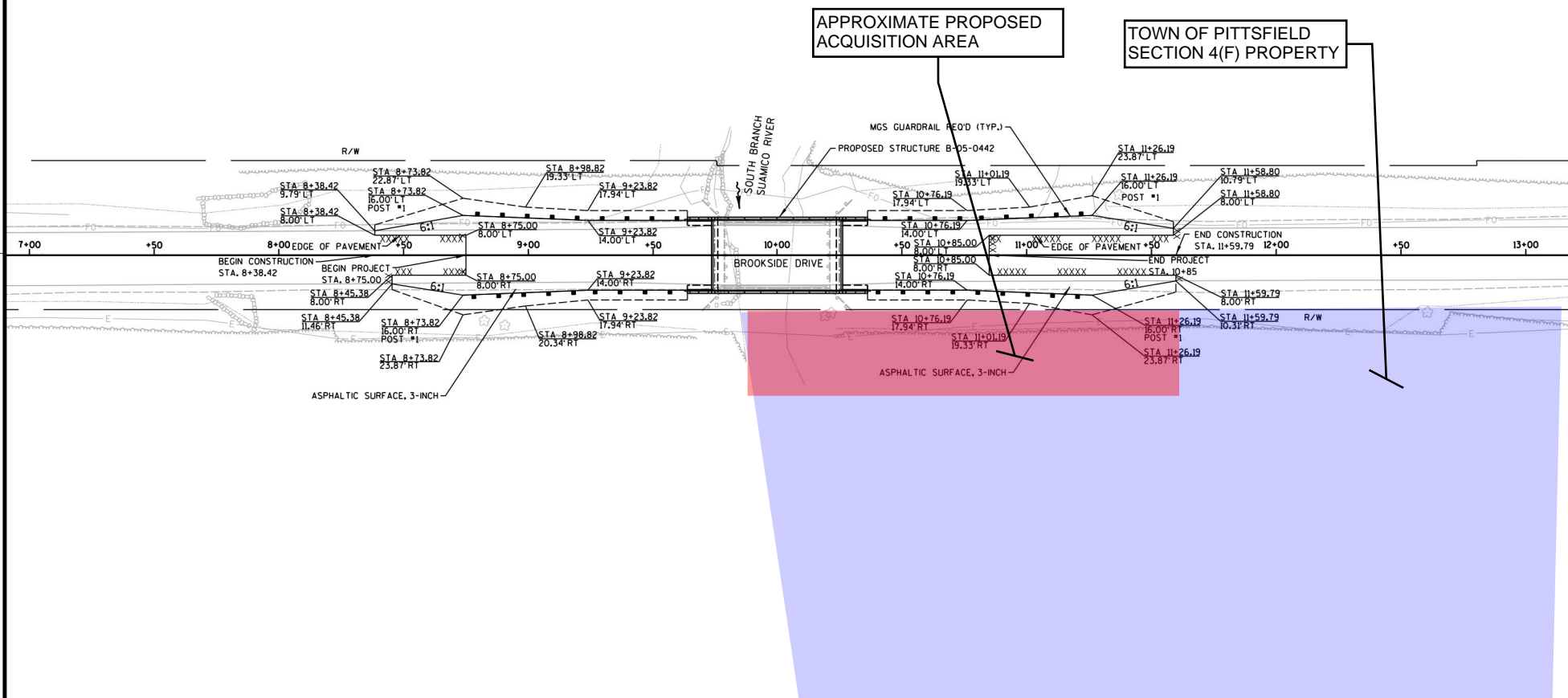
TYPICAL EXISTING SECTION
BROOKSIDE DRIVE



- ① VARIES FROM 10.20'-16.00', 11' LANE TYPICAL
SEE LAYOUT DETAIL
② VARIES FROM 2.32'-7.87', 3' TYPICAL
SEE LAYOUT DETAIL
③ SEEDING MIXTURE NO. 20
AND FERTILIZER TYPE B
④ SALVAGED TOPSOIL; SEEDING MIXTURE
NO. 20; FERTILIZER TYPE B; AND
EROSION MAT CLASS I TYPE A
⑤ 38' FROM STA 8+38.42 TO 9+75.61
36' FROM STA 9+75.61 TO 11+58.80

TYPICAL FINISHED SECTION
BROOKSIDE DRIVE
STA. 8+38.42 TO STA. 8+73.82
STA. 11+26.19 TO STA. 11+59.79





PROJECT NO:9269-07-71

HWY:LOCAL STREET

COUNTY:BROWN

LAYOUT DETAIL

SHEET

E

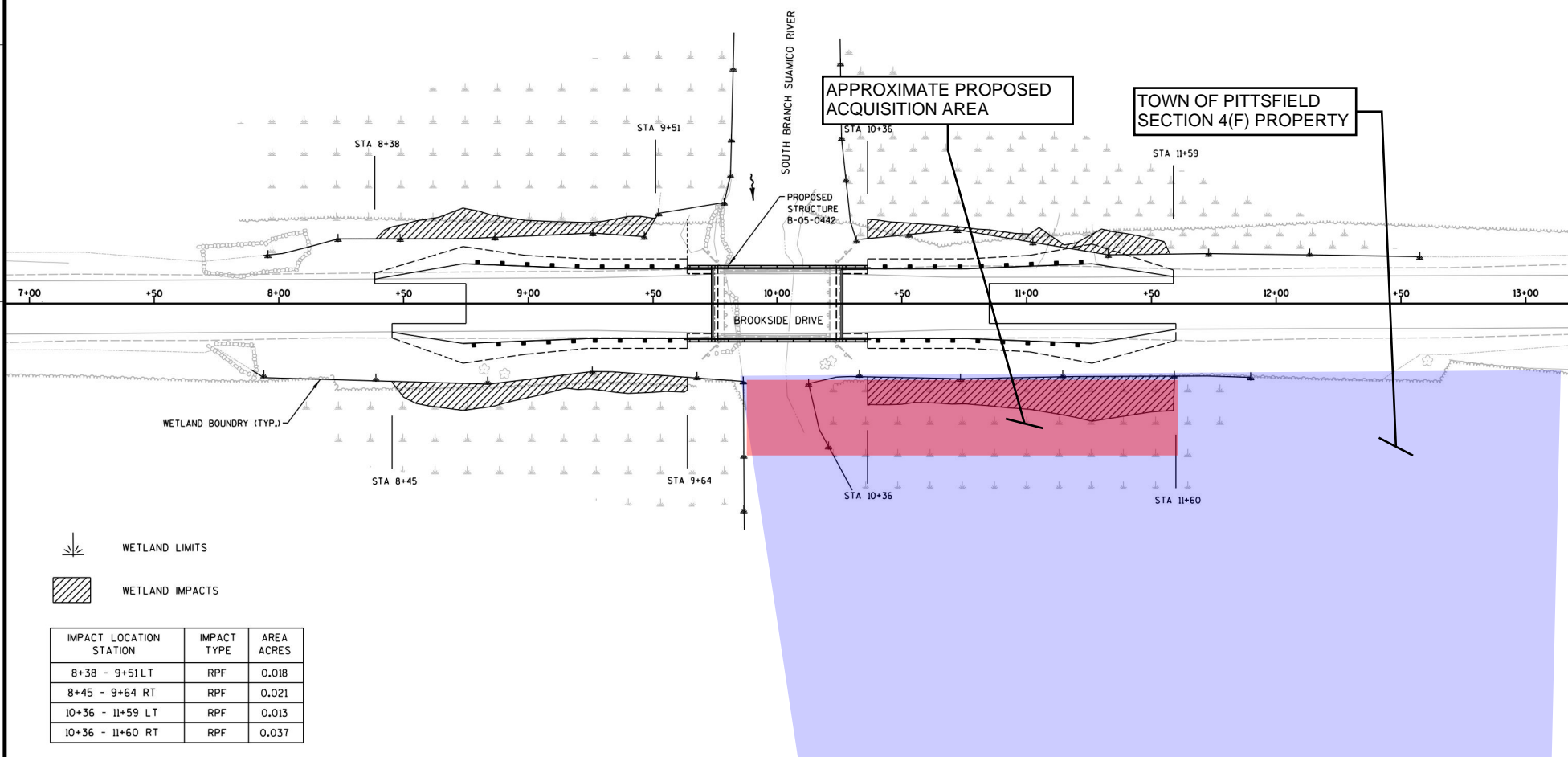
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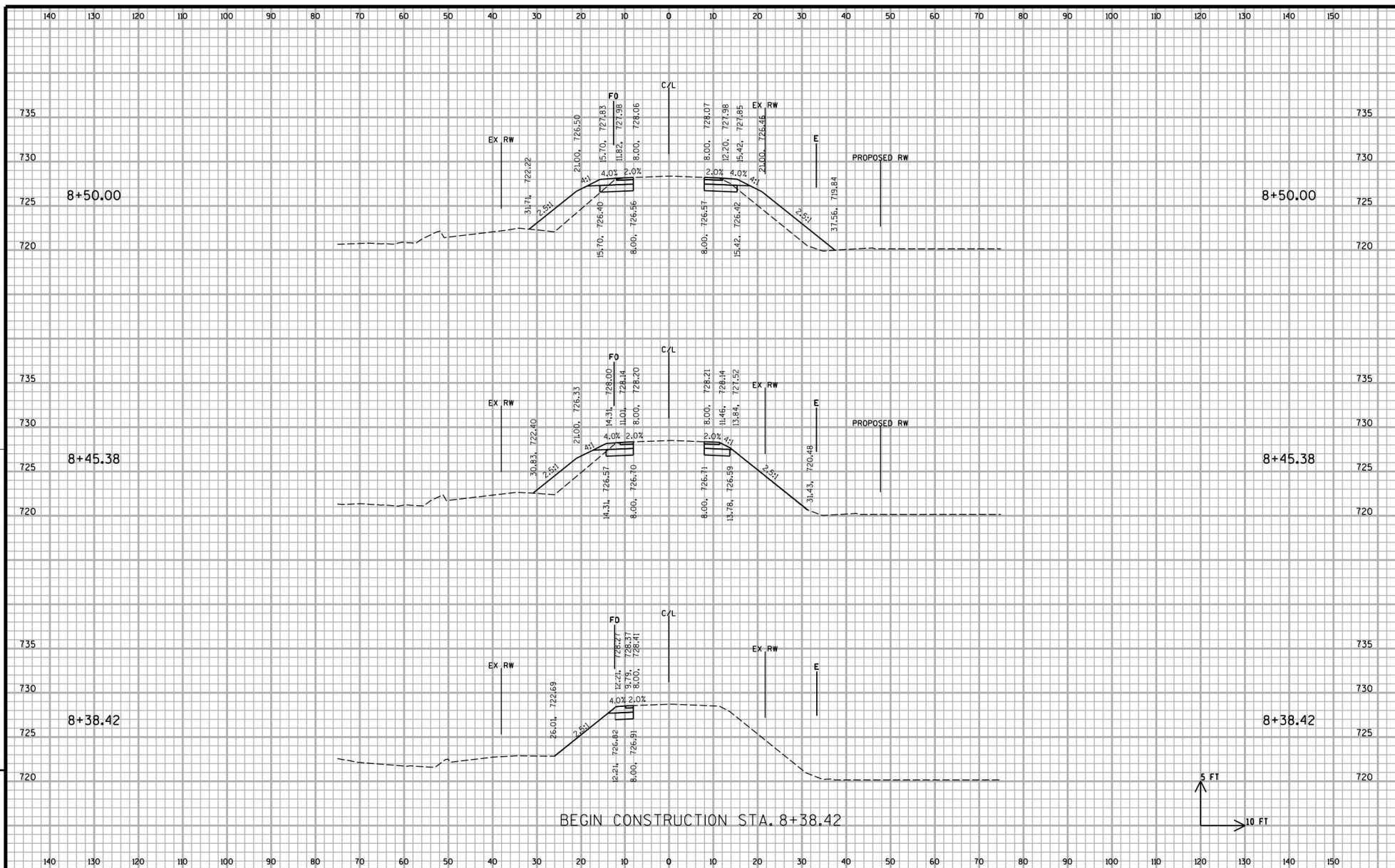
PLOT DATE : 12/5/2017

PLOT BY : _username_

PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 42





PROJECT NO: 9269-07-71

HWY: LOCAL STREET

COUNTY: BROWN

CROSS SECTIONS

SHEET

E

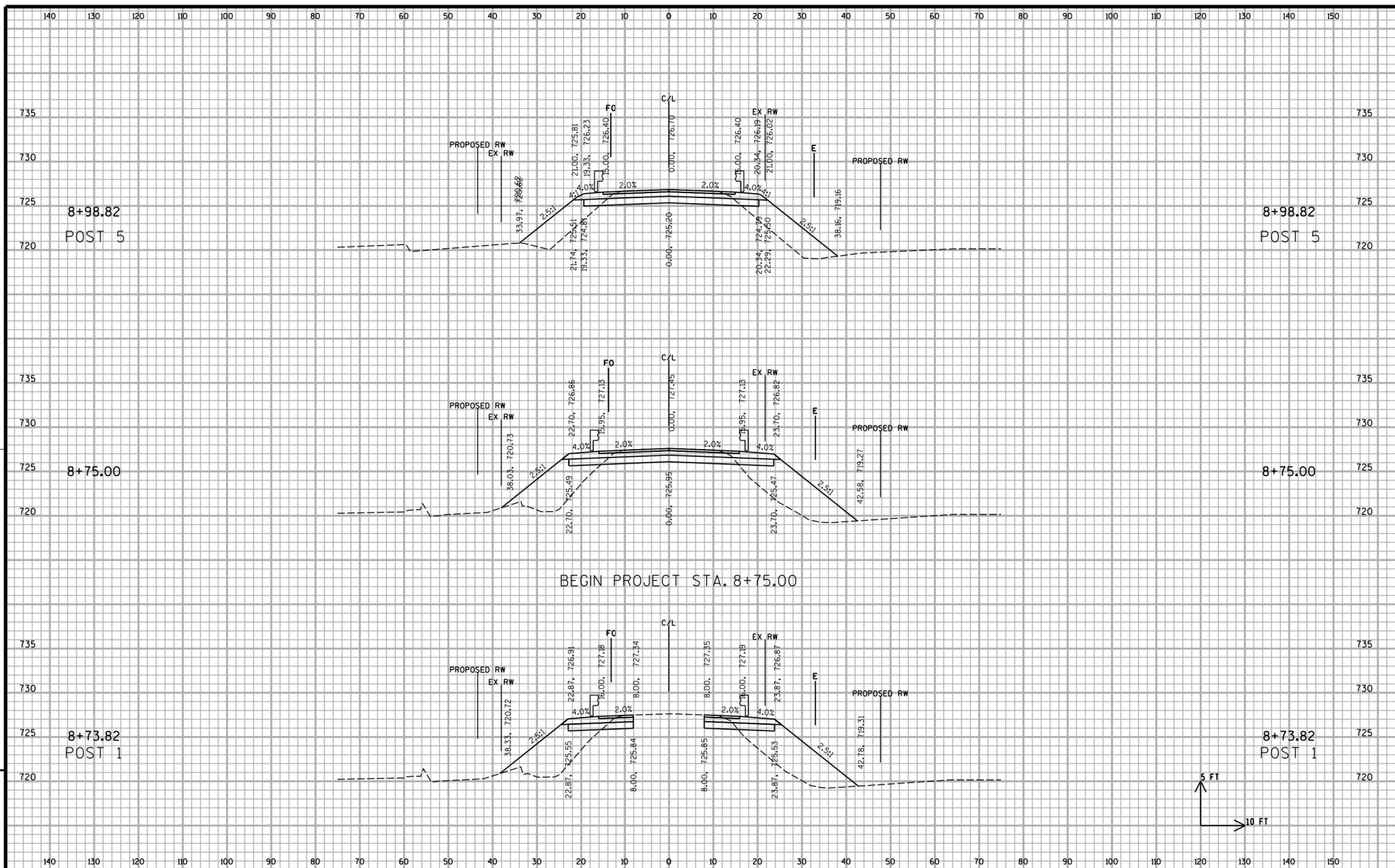
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PLOT DATE : 12/5/2017

PLOT BY : _username_

PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 21



PROJECT NO: 9269-07-71

HWY: LOCAL STREET

COUNTY: BROWN

CROSS SECTIONS

SHEET

E

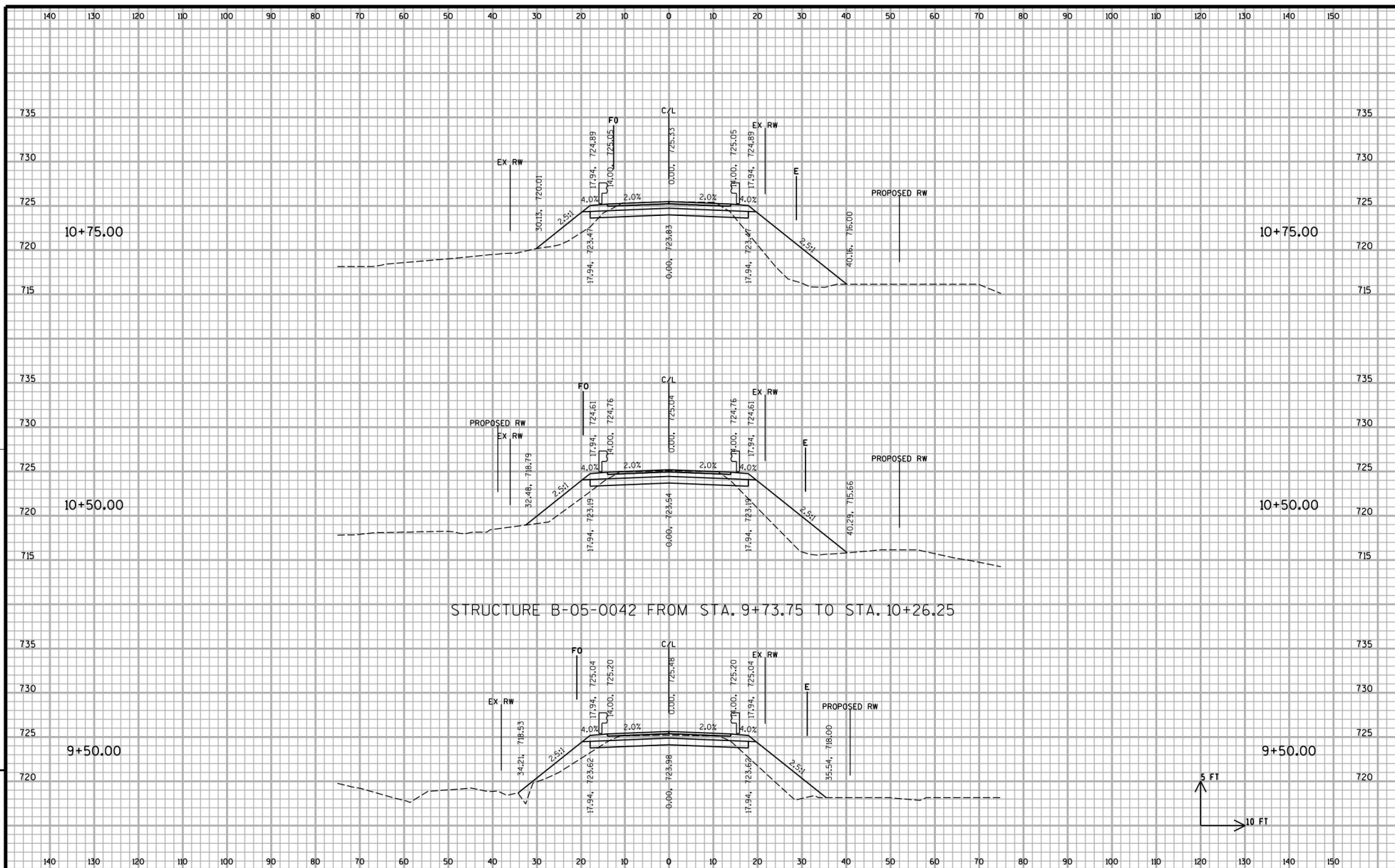
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PLOT DATE : 12/5/2017

PLOT BY : .username.

PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDs SHEET 21



PROJECT NO: 9269-07-71

HWY: LOCAL STREET

COUNTY: BROWN

CROSS SECTIONS

SHEET

E

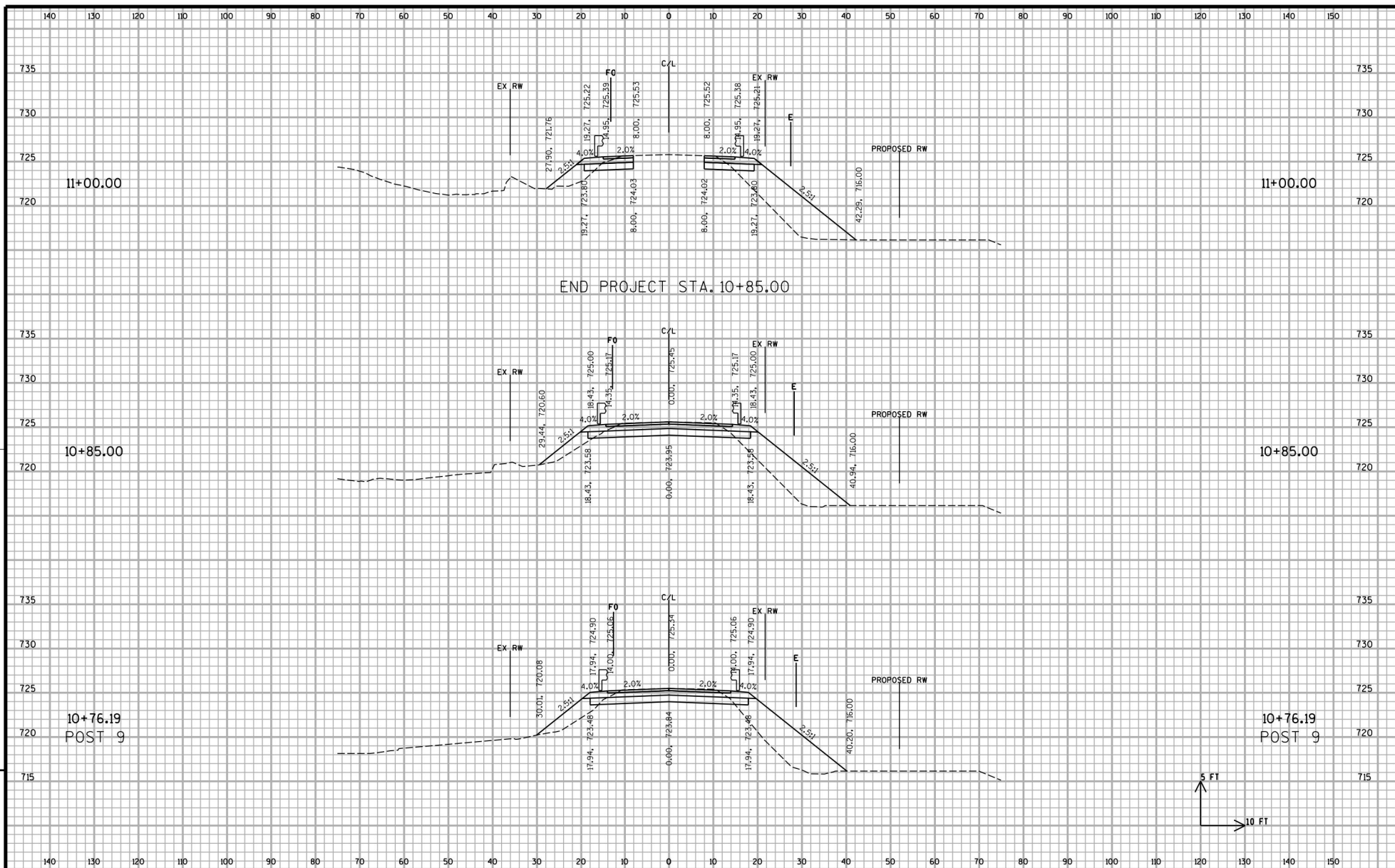
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PLOT DATE : 12/5/2017

PLOT BY : .username_

PLOT NAME :

PLOT SCALE : **.....plotscale.....** WISDOT/CADDs SHEET 21



PROJECT NO: 9269-07-71

HWY: LOCAL STREET

COUNTY: BROWN

CROSS SECTIONS

SHEET

E

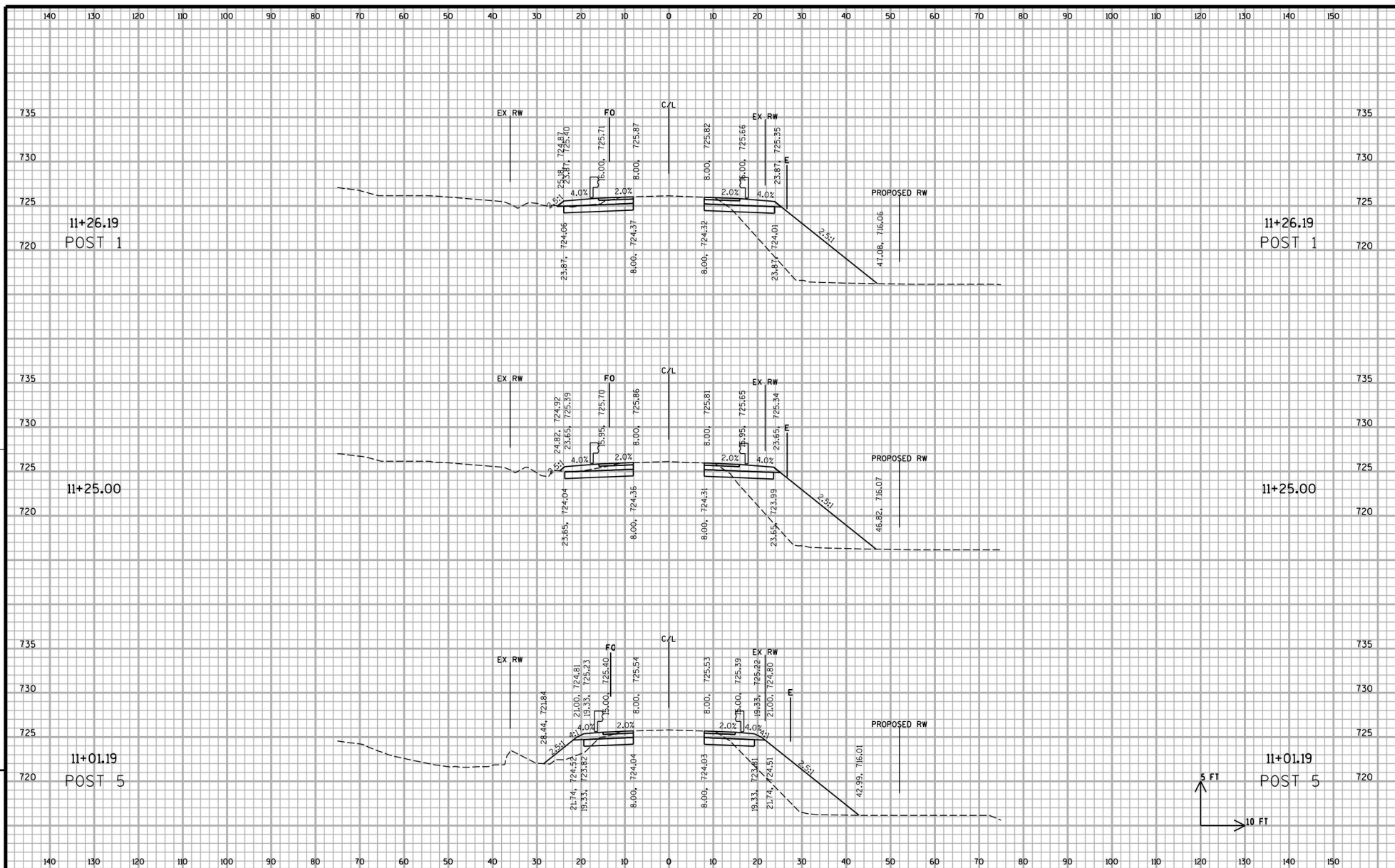
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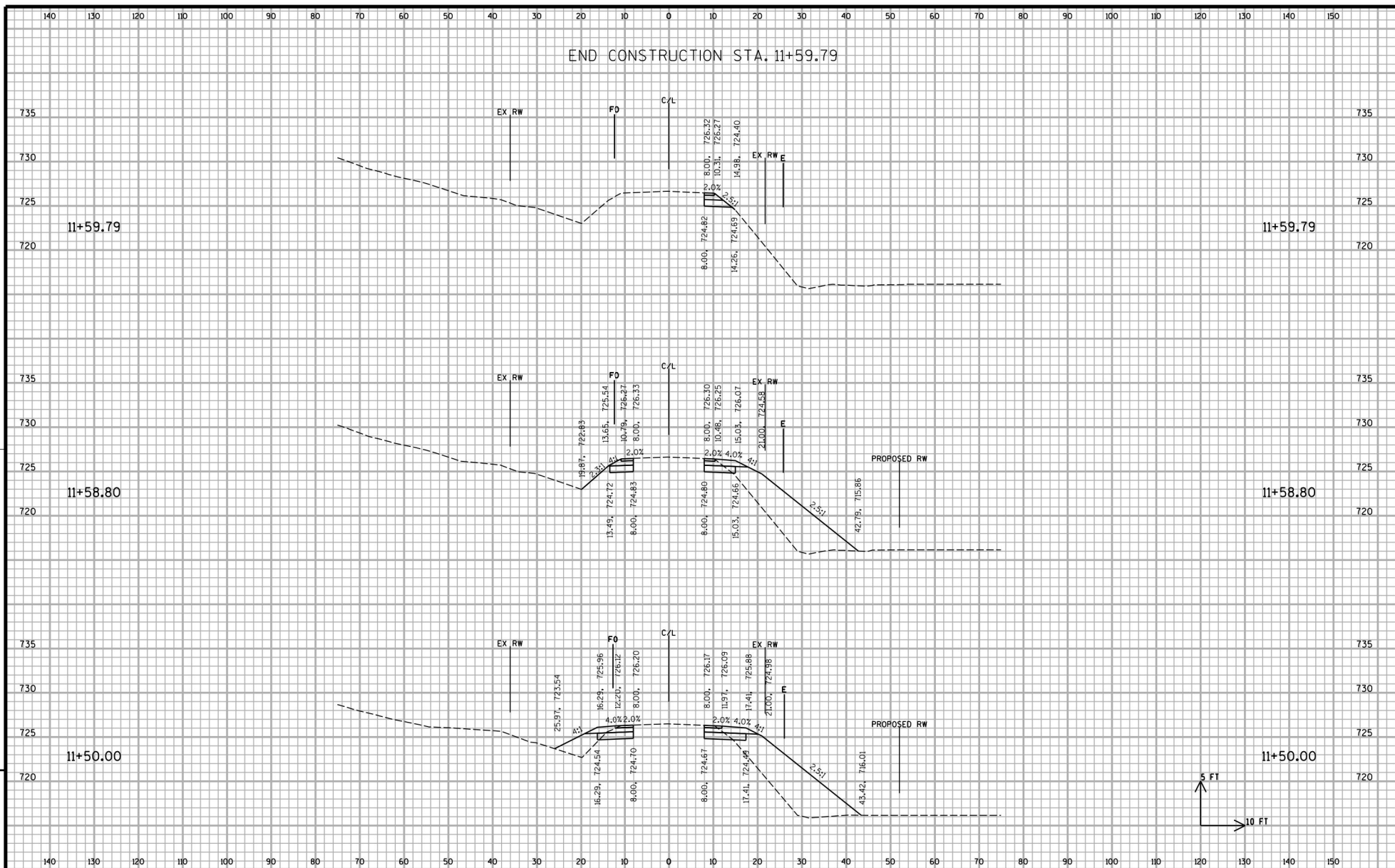
PLOT DATE : 12/5/2017

PLOT BY : _username_

PLOT NAME :

PLOT SCALE : **.....plotscale.....** WISDOT/CADDs SHEET 21





SECTION 4(f) DE MINIMIS
EXHIBIT D
TOWN OF PITTSFIELD PROPERTY MAP

ANCY
WADE



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03/29/2018
Scale 1:3600

SECTION 4(f) DE MINIMIS
EXHIBIT E
TOWN OF PITTSFIELD PROPERTY PHOTOS

Date : August 4, 2017

Time: 10:00 A.M.

Description:

View looking north towards bridge. Town of Pittsfield property is north of the bridge on the right side of the road.



Date : October 19, 2017

Time: 5:00 P.M.

Description:

View looking from bridge to the north. Town of Pittsfield property is on the right side of the road.



SITE PHOTOGRAPHS

**BROOKSIDE DRIVE OVER
SOUTH BRANCH SUAMICO RIVER
B-05-0442
TOWN OF PITTSFIELD
BROWN COUNTY**



SECTION 4(f) DE MINIMIS
EXHIBIT F
PLAT

CONVENTIONAL ABBREVIATIONS			
ACCESS POINT/ DRIVEWAY CONNECTION	AP	RECORDED AS	(100')
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CHISELED X CORNER	CHIS. X COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.	CURVE DATA	
LAND CONTRACT	LC	LONG CHORD	LC
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	DELTA
REBAR	RBR.	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL SYMBOLS		
FOUND IRON PIPE/PIN (SIZE NOTED ON DETAILS)	NEW R/W LINE	
R/W MONUMENT (TO BE SET)	EXISTING R/W OR H.E. LINE	
NON-MONUMENTED R/W POINT	PROPERTY LINE	
SIGN	LOT, TIE & OTHER MINOR LINES	
SECTION CORNER MONUMENT	SLOPE INTERCEPTS	
SECTION CORNER SYMBOL	CORPORATE LIMITS	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
TEMPORARY LIMITED EASEMENT AREA	ACCESS RESTRICTED BY ACQUISITION	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT	SECTION LINE	
PARCEL NUMBER	QUARTER LINE	
UTILITY NUMBER	SIXTEENTH LINE	
OFF PREMISE SIGN	EXISTING CENTERLINE	
BRIDGE	NEW REFERENCE LINE	
SIGNAL CONTROL CABINET	PARALLEL OFFSET	
SIGNAL LIGHT	TRANSMISSION STRUCTURES	
PULL BOX	BUILDING TO BE REMOVED	
	GEODETIC SURVEY MONUMENT	
	SIXTEENTH CORNER MONUMENT	

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD	OH
TRANSMISSION LINES	
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
NON	
ELECTRIC POLE	COMPENSABLE
TELEPHONE POLE	COMPENSABLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	
LIGHT POLE	

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BROWN COUNTY, NAD83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

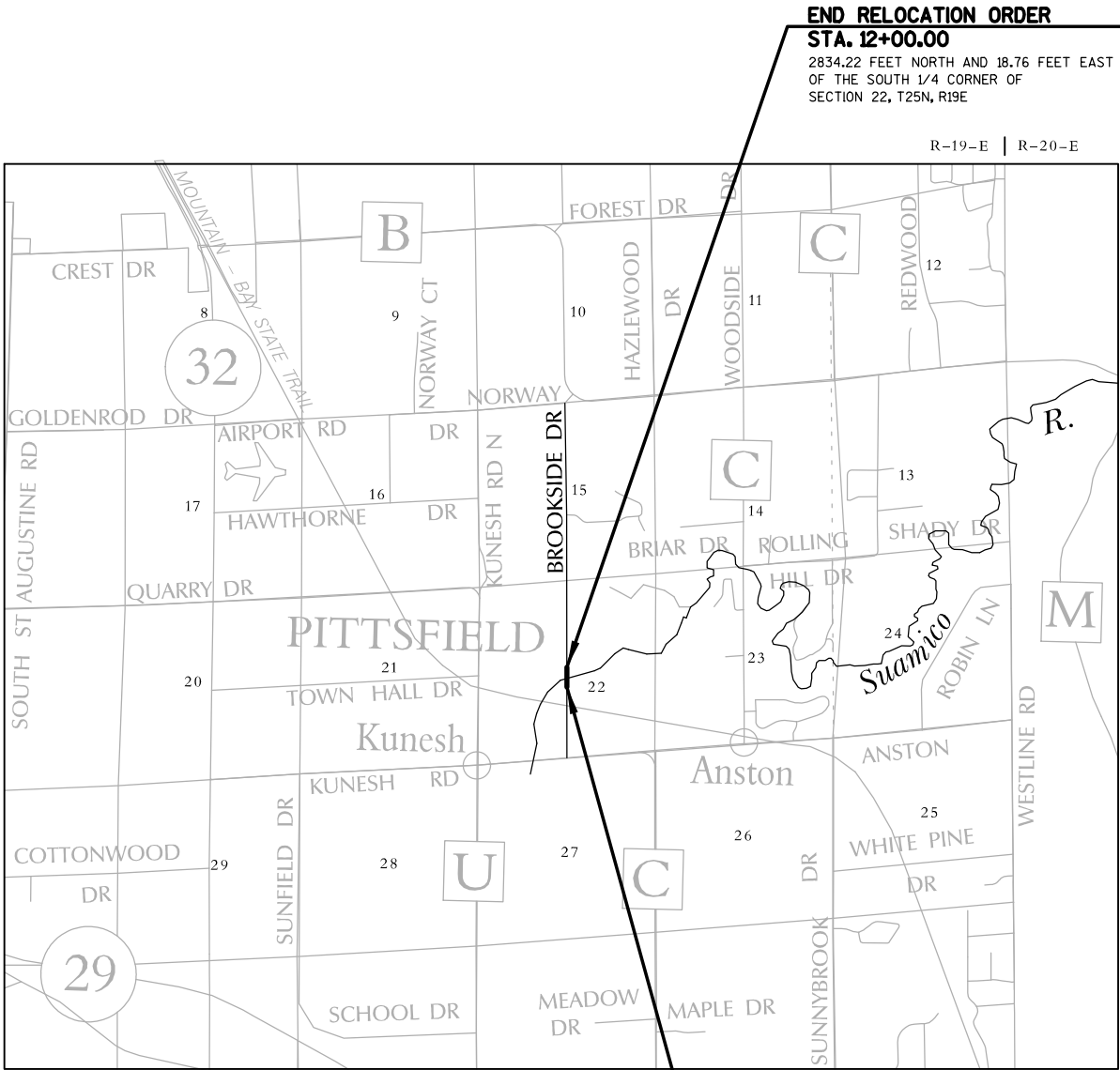
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD."

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

EXISTING HIGHWAY RIGHT-OF-WAY FOR BROOKSIDE DRIVE ESTABLISHED FROM: CSM 2970 & CSM 7872
PLAT OF SURVEY BY: LISA VAN HORN DATED: 6/4/03, PLAT OF SURVEY BY: TRACY ONDIK DATED: 11/7/07
PLAT OF SURVEY BY MAU & ASSOCIATES DATED: 10/24/12, & FOUND IRONS

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.



END RELOCATION ORDER

STA. 12+00.00

2834.22 FEET NORTH AND 18.76 FEET EAST
OF THE SOUTH 1/4 CORNER OF
SECTION 22, T25N, R19E

BEGIN RELOCATION ORDER

STA. 8+00.00

2434.23 FEET NORTH AND 16.53 FEET EAST
OF THE SOUTH 1/4 CORNER OF
SECTION 22, T25N, R19E



LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE 0.076 MI.

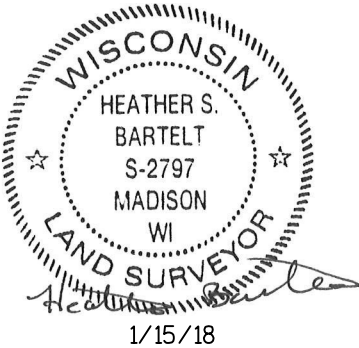
R/W PROJECT NUMBER	9269-07-00	SHEET NUMBER	4.01	TOTAL SHEETS	2
FEDERAL PROJECT NUMBER					
PLAT OF RIGHT-OF-WAY REQUIRED FOR					
T PITTSFIELD, BROOKSIDE DRIVE					
SOUTH BRANCH SUAMICO RIVER					
BRIDGE AND APPROACHES					
LOCAL STREET BROWN COUNTY					
CONSTRUCTION PROJECT NUMBER					
9269-07-71					

ACCEPTED FOR

BROWN COUNTY

DATE: (Signature)

ORIGINAL PLAT PREPARED BY



REVISION DATE

E

POINT #	STATION	OFFSET	NORTHING	EASTING
102	11+75.00	21.81'	607087.74	56732.29
103	11+50.00	52.08'	607062.57	56762.42
104	11+00.00	52.08'	607012.57	56762.14
105	9+82.46	43.30'	606895.08	56752.71
106	9+65.00	42.00'	606877.63	56751.31
107	8+85.00	47.78'	606797.60	56756.64
108	8+50.00	47.78'	606762.60	56756.45
109	8+25.00	21.82'	606737.74	56730.34
112	8+53.79	-37.93'	606766.86	56670.75
113	9+75.74	-37.93'	606888.81	56671.44
114	9+75.90	-35.93'	606888.96	56673.44
115	11+50.00	-35.94'	607063.06	56674.40

POINT #	STATION	OFFSET
TLE100	8+53.79	-45.00'
TLE101	9+75.15	-45.00'
TLE102	10+26.25	-35.93'
TLE103	10+26.25	-40.00'
TLE104	11+50.00	-40.00'

TLE COURSE TABLE			
112-TLE100	N 89° 40' 50" W	7.07'	
TLE100-TLE101	N 0° 19' 10" E	121.37'	
TLE101-113	N 85° 35' 03" E	7.09'	
114-TLE102	N 0° 19' 04" E	50.35'	
TLE102-TLE103	N 89° 40' 50" W	4.07'	
TLE103-TLE104	N 0° 19' 10" E	123.75'	
TLE104-115	S 89° 40' 50" E	4.06'	

FOUND PK NAIL
Y = 606691.57
X = 54117.30

LOT 1
CSM 7872
V.54, P.213
DOC. 2395783

PLAT OF SURVEY BY:
LISA VAN HORN
DATED: 6/4/03

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY
AND ARE SUBJECT TO CHANGE PRIOR TO THE
TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W AC. OR S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
1	STEVEN T. & BECKY L. BARRY	TLE	---	---	---	860
2	PATRICK A. & TINA M. BRANT	TLE	---	---	---	503
3	TOWN OF PITTSFIELD	FEE	4952	4702	9654	---
4	JOHN H. & SHERRY STENDER	FEE	3424	3680	7104	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
10	WISCONSIN PUBLIC SERVICE CORPORATION	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS),
BROWN COUNTY, NAD83/2011 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS,
AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STEVEN T. & BECKY L. BARRY

PATRICK A. & TINA M. BRANT

LOT 1
CSM 2970
V.15, P.189
DOC. 1059635

END RELOCATION ORDER
STA. 12+00.00

Y = 607112.86
X = 56710.62

FOUND MAG NAIL
Y = 604278.64
X = 56691.86

BEGIN RELOCATION ORDER
STA. 8+00.00
Y = 606712.87
X = 56708.39

WISCONSIN PUBLIC
SERVICE CORPORATION
12' EASEMENT
DOC. 2479511
CORRECTED BY: DOC. 2492040

WISCONSIN PUBLIC
SERVICE CORPORATION
12' EASEMENT
DOC. 2481145

FOUND MAG NAIL
Y = 609454.83
X = 56720.66

PLAT OF SURVEY BY:
DAVID MAU
DATED: 8/18/87

PROPOSED
ACQUISITION AREA

TOWN OF PITTSFIELD
SECTION 4(F) PROPERTY

JOHN H. & SHERRY STENDER

NOTE:
THE PLAT OF SURVEY BY DAVID MAU DATED 8/18/87 SHOWS THE EXISTING R/W ON PARCEL 3
TO BE 35'. AFTER CONSULTING WITH MAU ASSOCIATES IT WAS FOUND THAT THIS WIDTH WAS IN
ANTICIPATION OF THE R/W BEING DEDICATED TO 35'. SINCE NO RECORDS WERE FOUND DEDICATING
ANY R/W ON THIS PARCEL AN EXISTING WIDTH OF 24.75' WAS USED BASED ON OTHER PLATS
OF SURVEY IN THIS AREA.

BASIS OF EXISTING R/W	
BROOKSIDE DRIVE	CSM 2970 & CSM 7872 PLAT OF SURVEY BY: LISA VAN HORN DATED: 6/4/03, PLAT OF SURVEY BY: TRACY ONDIK DATED: 11/7/07 PLAT OF SURVEY BY MAU & ASSOCIATES DATED: 10/24/12 FOUND IRONS

REVISION DATE	DATE 1/15/18	SCALE, FEET	HWY: LOCAL STREET	STATE R/W PROJECT NUMBER 9269-07-00	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: BROWN	CONSTRUCTION PROJECT NUMBER 9269-07-70	PS&E SHEET

SECTION 4(f) DE MINIMIS
EXHIBIT G
PUBLIC INFORMATIONAL MEETING

PUBLIC INVOLVEMENT MEETING NOTICE LETTER

PUBLIC WORKS DEPARTMENT

Brown County



2198 GLENDALE AVENUE
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

October 11, 2017

SUBJECT: **Brookside Drive Public Involvement Meeting**

Project ID 9269-07-00
Town of Pittsfield - Brookside Drive
South Branch Suamico River Bridge
Local Street
Brown County

The Town of Pittsfield and Brown County, along with the Wisconsin Department of Transportation (WisDOT) and their consultant, Strand Associates, Inc.[®], are hosting a Public Involvement Meeting for the proposed replacement of a bridge along Brookside Drive over the South Branch Suamico River in the Town of Pittsfield. **The open house meeting is scheduled for Wednesday, October 18, 2017, from 6 P.M. to 7 P.M. at the Pittsfield Town Hall, located at 3041 Kunesh North Road, Pulaski, Wisconsin.**

The purpose of the meeting is to show the proposed roadway and bridge improvements. The current project involves the replacement of the bridge along Brookside Drive located approximately 0.5 miles north of Kunesh Road. In addition, the roadway approaching the bridge from each direction will be reconstructed.

You are invited to attend this meeting, to ask questions and to provide input on this project. Project exhibits will be on display for your review and project personnel will be available to discuss the improvements with you on an individual basis. Your attendance and comments are appreciated.

The facility is handicapped accessible. If you are deaf or hard of hearing and require an interpreter, you may request one by contacting WisDOT at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 711).

If you have questions, or if you cannot attend, but would like to receive information about the proposed improvements, contact our Consultant Project Manager Keith Behrend at (608) 251-4843 or keith.behrend@strand.com.

Sincerely,

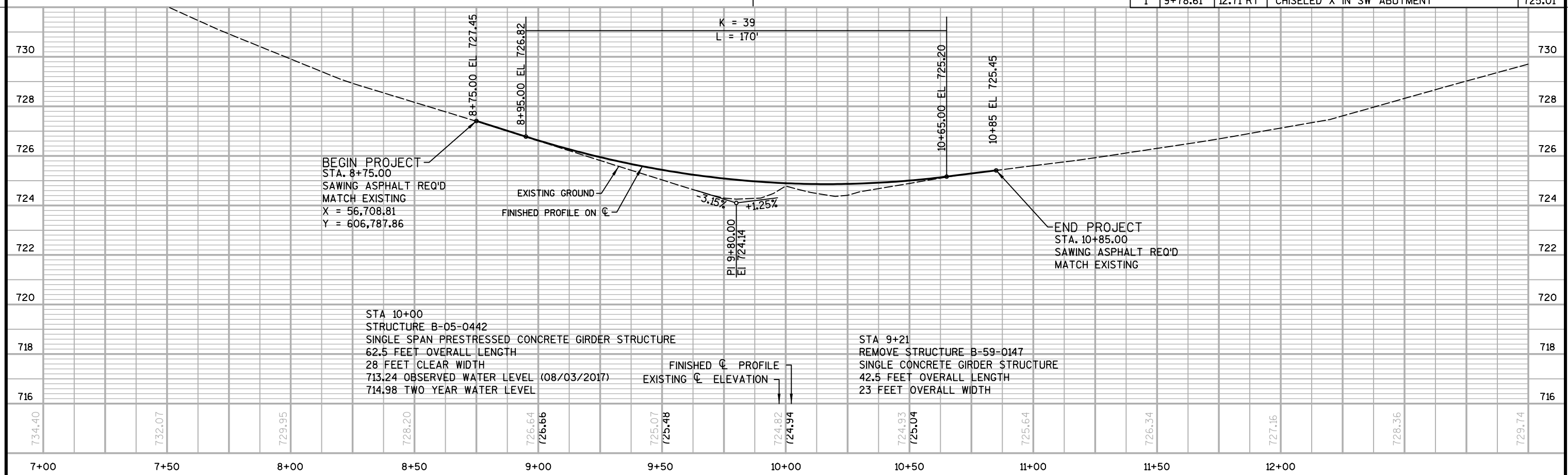
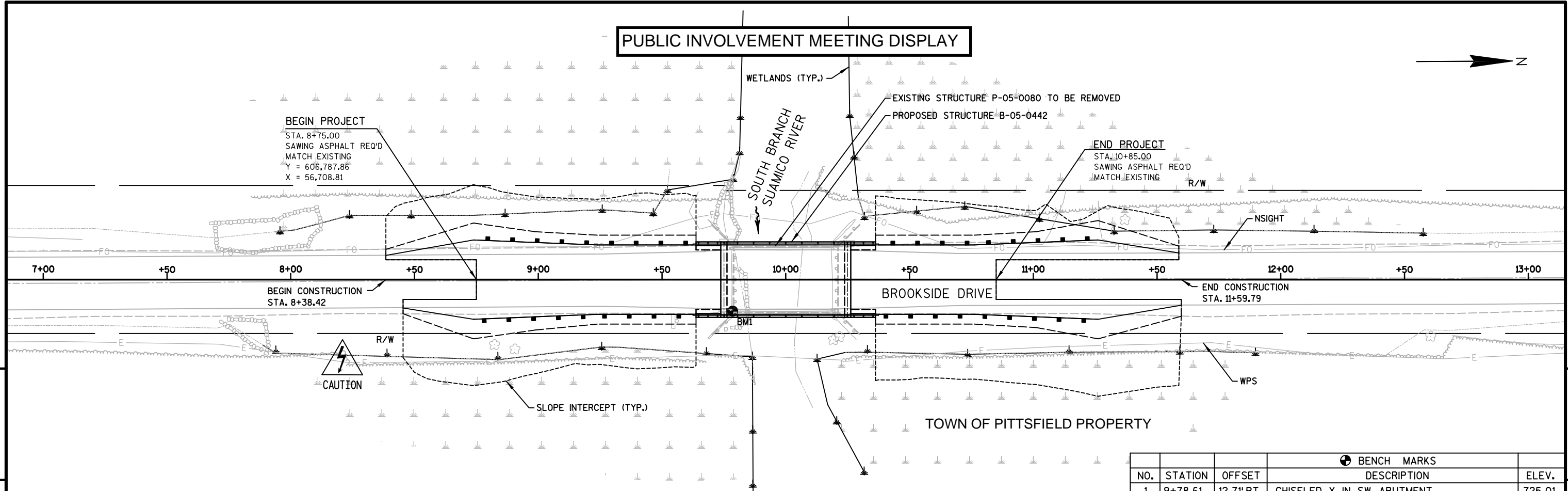
BROWN COUNTY PUBLIC WORKS DEPARTMENT

A handwritten signature in blue ink, appearing to read "William Berg", is written over the printed name.

William Berg
Senior Civil Engineer

Cc: Jeff Saxby, WisDOT NE Local Program Manager
Keith Behrend, Strand Associates, Inc. Project Manager

PUBLIC INVOLVEMENT MEETING DISPLAY



MAILING LIST FOR PUBLIC INVOLVEMENT MEETING NOTICE LETTER

Stakeholders and target audiences

Name	Title	Municipality/Agency	Address	City, State, Zip
Nick Uitenbroek	Engineering Manager	Brown County Public Works Department	2198 Glendale Ave.	Green Bay, WI 54303
William Berg	Senior Civil Engineer	Brown County Public Works Department	2198 Glendale Ave.	Green Bay, WI 54303
Keith Deneys	Chairperson	Town of Pittsfield	4135 County Road C	Pulaski, WI 54162
James Doperalski		Wisconsin Department of Natural Resources	2984 Shawano Ave.	Green Bay, WI 54313
John Gossage	Sheriff	Brown County	2684 Development Dr.	Green Bay, WI 54311
Robert Cowles	State Senator	State of Wisconsin	Room 118 South State Capitol	Madison, WI 53707
Gary Tauchen	State Assembly	State of Wisconsin	Room 13 West State Capitol	Madison, WI 53707
Bec Kurzynske	Superintendent	Pulaski School District	143 W. Green Bay St.	Pulaski, WI 54162
Robert Laskowski		Wisconsin Public Service	2850 S. Ashland Ave.	Green Bay, WI 54304
Rick Vincent		NSight	450 Security Blvd.	Green Bay, WI 54313
Tracey Szymanski	Transportation Coordinator	Pulaski School District Transportation Department	810 Industrial Way	Pulaski, WI 54162
Mark Hendzel	Fire Chief	Tri County Fire Department	600 E. Glenbrook Dr.	Pulaski, WI 54162
Bon Van Enkenvoort	Editor in Chief	Pulaski News (newspaper)	1040 S. Saint Augustine St.	Pulaski, WI 54162
Native American Tribes	See mailing list			
Pittsfield Shooting Club	Property Owner		3210-3274 Brookside Dr.	Pulaski, WI 54162
Patrick Brant	Property Owner		3087 Brookside Dr.	Pulaski, WI 54162
Steven Barry	Property Owner		3013 Brookside Dr.	Pulaski, WI 54162
John Stender	Property Owner		8455 Gohr Rd	Krakov, WI 54137
Mark Becker	District 26 Supervisor	Brown County	248 Williams St.	Pulaski, WI 54162

MAILING LIST FOR PUBLIC INVOLVEMENT MEETING NOTICE LETTER

Tribe	Contact	Address	Address2	City	State	Zip
Bad River Band of Lake Superior - Chippewa Indians of Wisconsin	Edith Leoso	P.O. Box 39		Odanah	WI	54861
Fond du Lac Band of Lake Superior Chippewa	Marcus Ammesmaki	1720 Big Lake Road		Cloquet	MN	55720
Forest County Potawatomi Community of Wisconsin	Michael LaRonge	Tribal Office	P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	William Ouackenbush	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Iowa Tribe of Oklahoma	Cultural Preservation Office	R.R. 1, Box 721		Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior - Chippewa Indians of Wisconsin	Robert Sander	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior - Chippewa Indians of Wisconsin	Melinda Young	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior - Chippewa Indians	gliwegizhigookway Martin	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Dave Grignon	P.O. Box 910		Keshena	WI	54135
Oneida Tribe of Indians of Wisconsin	Corina Williams	Tribal Office	P.O. Box 365	Oneida	WI	54155-0365
Prairie Band Potawatomi Nation	Hattie Mitchell	16281 O Road		Mayetta	KS	66509
Prairie Island Indian Community	Noah White	5636 Sturgeon Lake Road		Weich	MN	55089
Red Cliff Band of Lake Superior - Chippewa Indians of Wisconsin	Larry Balber	88385 Pike Road, Highway 13		Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Gary Bahr	305 N. Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Sandra Massey	R.R. 2, Box 246		Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo	349 Meskwaki Road		Tama	IA	52339-9629
Sokaogon Chippewa Community - Mole Lake Band	Adam VanZile	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band - Chippewa Indians of Wisconsin	Wanda McFadden	Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893-9246

PUBLIC INFORMATION MEETING

Date: October 18, 2017
Location: Town of Pittsfield Town Hall

Project ID 9269-07-00
Town of Pittsfield, Brookside Drive
South Branch Suamico River Bridge
Local Street
Brown County

SIGN-IN SHEET

NAME (please print)	ADDRESS (complete address, city, zip)	PHONE & EMAIL
1. (Fire Chief) James Styczynski	164 E Cedar St Pulaski	920-676-0317
2. WILLIAM BIERO	2198 GLENDALE AVE. GREEN BAY, WI 54303	920-662-2171
3. SHERRY STENDER	8455 GOHR RD KRAKOW, WI 54137	920-899-3354
4. JOHN STENDER	"	"
5. Pat & Tina Brauf	3087 Brookside Dr Pulaski WI 54162	920-865-4160
6. Kerth Behrend	Strand Associates	
7. Kerth Deneys	Town of Pittsfield	
8.		

SECTION 4(f) DE MINIMIS
EXHIBIT H
TOWN OF PITTSFIELD LETTER

TOWN of PITTSFIELD

**5709 Kunesh Rd
Pulaski, WI 54162**

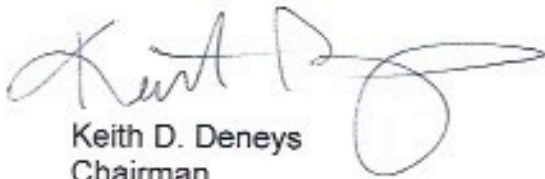
To Whom It May Concern,

This letter is in response to the Department of Natural Resources correspondence dated April 10, 2018 from Grant Manager Jennifer Gihring with the subject of "Pittsfield Stewardship Grant S-ADLP-550 Conversion Status".

The Town of Pittsfield concurs with the DNR's finding that the proposed bridge replacement project, ID 9269-07-00, Brookside Drive over South Branch of the Suamico River, will not have any adverse effects on the activities, features and attributes of the Town's property.

Signed this 21st day of April, 2018

Sincerely on behalf of the Pittsfield Town Board,



Keith D. Deneys
Chairman

Cc Clerk Deiderich file

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Preferred	Total Length of Center Line of Existing Roadway: 0.040 miles Length of This Alternative: 0.040 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Property Name:** Town of Pittsfield shooting range and recreational lands

2. **Location:** West 1/2 of the Southwest 1/4 of the Northeast 1/4 of Section 22, Township 25 North, Range 19 East

3. **Ownership or Administration:** Town of Pittsfield

4. **Type of Resource:**

- ☐ Public Park.
- ☒ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. **Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain:
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☒ Park minor involvement. (*De Minimis Impact Finding*)
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. **Was special funding used to acquire the land or to make improvements on the property?**

- ☐ No - Special funding was not used for the acquisition of this property.
- ☒ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☒ Other – Describe: WDNR Stewardship Program Funding

WDNR has determined that the portion of the recreational land that will be impacted by this project is not part of the portions of the property that were acquired with WDNR Stewardship Program funding.

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Town of Pittsfield shooting range and recreational land is owned by the Town of Pittsfield and is used for a variety of activities, including the following:

- trap shooting
- hiking
- snowshoeing

The Town of Pittsfield shooting range and recreational land is 33.33 acres in size.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The specific Section 4(f) impact to the town of Pittsfield shooting range and recreational land includes a total of 0.11 acres of Permanent Simple Fee Right of Way to be obtained from the town of Pittsfield in order to construct and maintain the proposed bridge, roadway and guardrail along the shoulder of the road (see Figure 1 and Figure 2). Permanent removal of trees and brush within this area will be required to accommodate proposed grading and will be restored to grass.

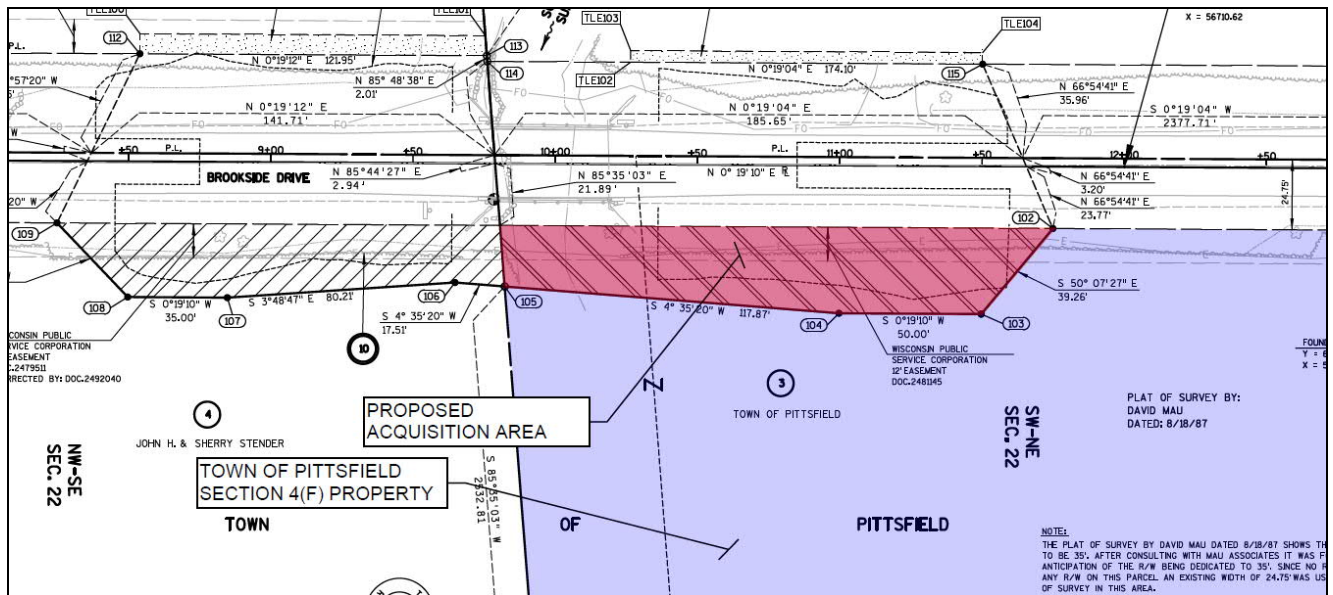


Figure 1 Project Plat

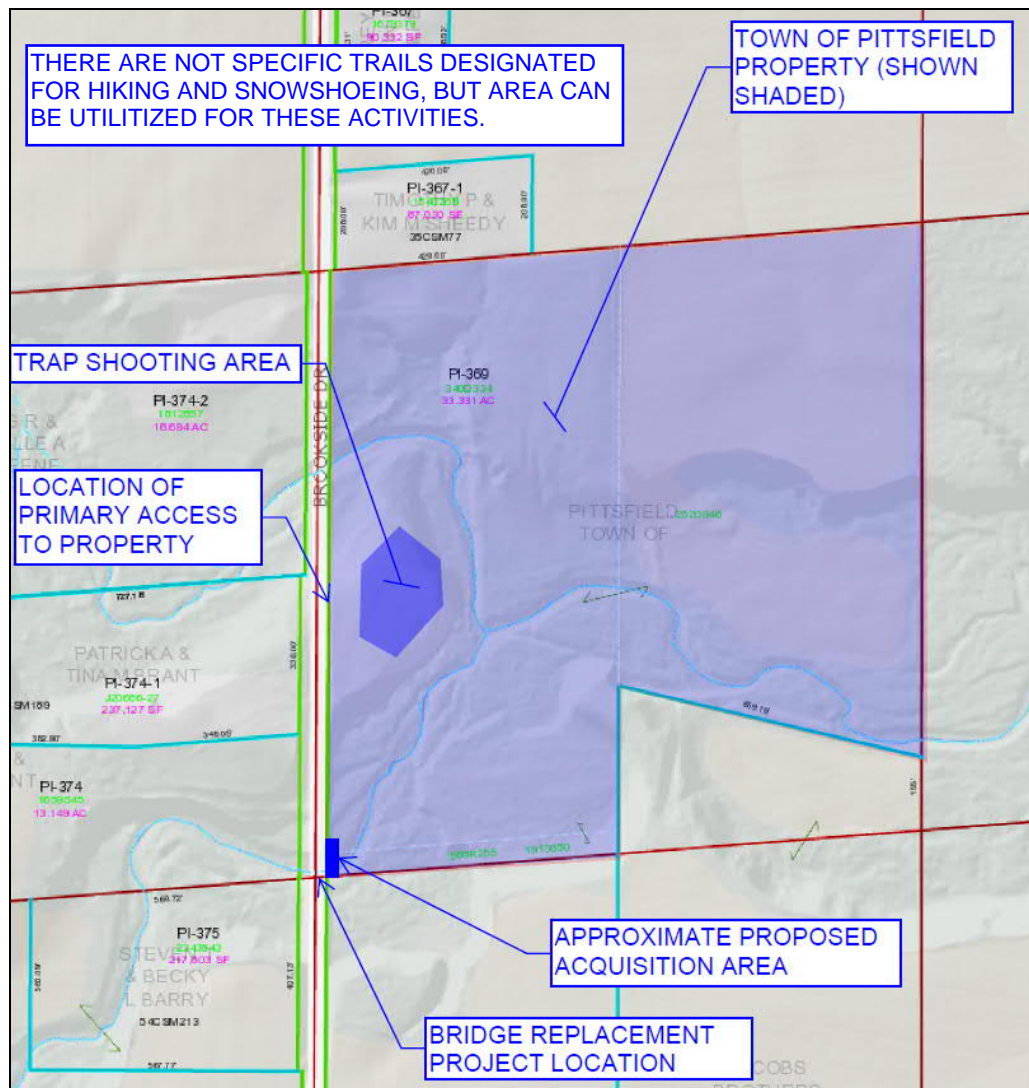


Figure 2 Impacts compared to location of primary use

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

The existing bridge is structurally deficient. If nothing is done, future access of the road may not be maintained. This alternative will eventually lead to failure of the existing bridge and closure of the road.

2. Improvement without using the 4(f) lands.

Feasible and prudent alternatives are not required with Section 4(f) *de minimis* impacts.

3. Alternatives on new location.

Feasible and prudent alternatives are not required with Section 4(f) *de minimis* impacts.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:

- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Keith Deneys, Chairperson, town of Pittsfield has been informed that FHWA may make a de minimis finding under Section 4(f) and may use the Town of Pittsfield's written concurrence that the project does not adversely affect the activities, features, and attributes. The town of Pittsfield has provided written concurrence that the project does not adversely affect the activities, features, and attributes (see Appendix A).

TOWN of PITTSFIELD

**5709 Kunesh Rd
Pulaski, WI 54162**

APPENDIX A

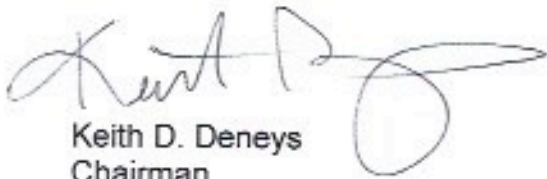
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Signed this 21st day of April, 2018

Sincerely on behalf of the Pittsfield Town Board,



Keith D. Deneys
Chairman

Cc Clerk Deiderich file