

FOREST COUNTY POTAWATOMI
Keeper of the Fire

Transportation Plan

Revised: April 2016

Patricia Pete

Michelle Berdan

FCPC Planning Department

Revised: January 2011

Angela Jacobson

FCPC Utility Director

APPROVAL AND ADOPTION OF THE PLAN

Core Planning Team

Presented the plan to the Core Planning Team for review Date: 4/28, 5/10/16 Initial: MLB

Land Use Committee

Land Use Committee motion and recommendation Date: 12/22/16 Initial: MLB

I, _____, the undersigned secretary of the Land Use Committee, do hereby certify that _____ members constituted a quorum at a meeting duly called, convened, and held on the _____ day of _____, 20____, and that the Transportation Plan was approved and recommended to Executive Council for motion and resolution by an affirmative vote of _____ members for and _____ members against, and _____ members abstaining.

Executive Council

Executive Council motion for approval Date 02/02/2017 Initial : MLB



Forest County Potawatomi Community
P.O. Box 340 • Crandon, Wisconsin 54520

FOREST COUNTY POTAWATOMI COMMUNITY OF WISCONSIN
EXECUTIVE COUNCIL RESOLUTION
Approval of the Transportation Plan

Resolution No: 007-2017

WHEREAS, the Forest County Potawatomi Community is a duly constituted Tribal Government in accordance with all provisions of the Forest County Potawatomi Community Constitution, adopted June 5, 1982 pursuant to the Indian Reorganizations Act of June 18, 1934, AND

WHEREAS, by virtue of Article V, Section 1(c) of the Forest County Potawatomi Community Constitution, the Forest County Potawatomi Community Executive Council has the authority to "manage [the] economic affairs" of the Forest County Potawatomi Community, AND

WHEREAS, by virtue of Article V, Section 1(g) of the Forest County Potawatomi Constitution the Executive Council is authorized to "develop policies, formulate plans, and set objectives...and promote ways and means to carry them out," AND

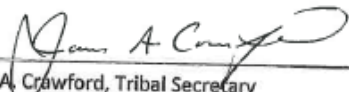
WHEREAS, the Forest County Potawatomi Community Executive Council recognizes adequate and safe road infrastructure is critical to all tribal development and will therefore benefit the Forest County Potawatomi Community, AND

WHEREAS, the Transportation Plan will be a living document that is updated every two years and in which transportation projects will be prioritized for the future.

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council supports and approves the Transportation Plan.

CERTIFICATION

I, James A. Crawford, the undersigned Secretary of the Forest County Potawatomi Community do hereby certify that the Executive Council is composed of six (6) members, of whom four (4) being present constitutes a quorum at a meeting duly called, convened, and held on the 2 day of Feb, 2017, and that said resolution was duly adopted by an affirmative vote of 4 members for, 0 members against, and 0 members abstaining and that said resolution was not rescinded or amended in any way.



James A. Crawford, Tribal Secretary
Forest County Potawatomi Community

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CHAPTER 1: INTRODUCTION

Planning results in a vision for the future, which guides decision making today. This plan was developed to identify those construction, refurbishment and/or safety projects required to accommodate existing and future traffic demands.

Transportation is defined as “means of conveyance or travel from one place to another” (Merriam-Webster) and is essential for community development. Transportation can include walking paths to major highways or even air transportation facilities.

Transportation planning is an element of comprehensive planning. It involves considering land use, social and economic development, safety, recreation, education, land and local community goals to attempt to predict transportation areas to be addressed.

This plan is intended to provide users and providers with information for achieving a shared vision for transportation. It will also serve as a reference for the planning and management of the overall transportation system. The planning process used in developing this plan is not the decision making process. Instead, the plan is intended to provide a framework through which informed decisions can be made.

Transportation planning is funded through the Indian Reservation Roads (IRR) Transportation Planning funds. Funding is available to Indian tribal governments for transportation planning on Indian lands. This is authorized by Title 23, U.S.C., Section 204(j), which states “... up to 2 percent of funds made available for IRR for each fiscal year shall be allocated to those Indian Tribal Governments applying for transportation planning pursuant to the provisions of the Indian Self-Determination and Education Assistance Act : (P.L. 93-638, as amended)”.

1.1 Process

The process for the development of this plan began in 1998 when forums were held with representatives of the Midwest Regional Office, Great Lakes Agency and Indian Tribal Governments to discuss transportation needs. This plan follows laws, rules, and regulations described in the Indian Reservation Roads (IRR) Program, which is authorized by the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The Forest County Potawatomi Community make transportation planning a priority and incorporate the planning responsibilities into the transportation program. The draft plan and all updates are reviewed by a committee that consists of several tribal members who are appointed to manage land use and development. Various tribal departments have also assisted by providing information used in the planning process. From there, projects are prioritized and placed in a yearly Transportation Improvement Program (TIP). The Executive Council approves the TIP, as changes are made, by resolution.

Because much of the transportation system is owned and maintained by local towns, counties and the state of Wisconsin, coordination with the various boards are regular occurrences to coordinate current and future projects.¹

CHAPTER 2: BACKGROUND

In order to plan for the transportation needs of the community for the future, it is essential to understand the history and the area in which the plans are for.

2.1 Potawatomi History

The Potawatomi Nation was once a very large tribe. The Potawatomi formed a confederacy with the Ojibwa (Chippewa) and Odawa (Ottawa) Indian tribes. Oral history says that at one time they were all one nation that divided into three nations.

The Chippewa (Ojibwa) were to become the oldest brother and the Keeper of the Faith. The Ottawa (Odawa), the middle brother, was to become the Keepers of the Trade and the Potawatomi (Bodewadmi), the youngest brother, was to become the Keeper of the Fire. That is of the Sacred Fire that was carried by them as they travelled. It was also at this time that the brothers divided into different lands.

They originally lived on millions of acres of land. This land was ceded by signing treaties. The Potawatomi signed more treaties with the United States Government than any other tribe. They signed a total of 42 treaties and with each treaty more land was taken away (ceded).

The first of the treaties was signed in 1795 in Ohio, and the first of the lands were taken. In 1833, the Treaty of Chicago took most land, over 5,000,000 acres, and the Potawatomi no longer had land east of the Mississippi River. Additional treaties were also signed after 1833.

In 1830, President Jackson passed the Indian Removal Act, which was to force all Indians living east of the Mississippi River to the Indian Territory west of the Mississippi River. Many of the Potawatomi people were very unhappy about having to leave the homelands – the lands of their ancestors and the land where they were buried. When the United States soldiers came to round them up, many of them escaped into the woods. Those that were rounded up were forced to walk to the lands west of the Mississippi River. Many Potawatomi died during this walk. It came to be called the “Trail of Death” because of the numbers that died. These people eventually ended up in Kansas and Oklahoma.

¹ Details about specific road ownership are included in the Current Inventory which is located in Appendix A.

But those that refused to go ran off into the woods and ended up in Wisconsin, Michigan and Canada. They lived back in the woods, hiding from removal. Many of this group of people became what is today the Forest County Potawatomi Community.

There are other Potawatomi in various locations about the country as well. They are known as the bands of Potawatomi. At this time there are eight bands of Potawatomi living in Oklahoma, Kansas, Michigan, Indiana, Wisconsin and Canada.

The Forest County Potawatomi have lived in Forest County, Wisconsin since the late 1800's. Around 1800 a group settled in an area near Blackwell and Wabeno. The Forest County Potawatomi have lived in that area since and also presently reside in Carter and Crandon (Stone Lake).

They were a very poor people and many were starving. Others were suffering from diseases brought by the Europeans. They were dying and had no land to call home.

A Lutheran missionary by the name of Erik Morstad was serving the Indians in Wittenburg, Wisconsin. Reverend Morstad became aware of the Potawatomi in Blackwell and Wabeno and was determined to help them.

He took a train north as far as he could and then walked in to the woods to find these people. He was able to obtain some land for some families by means of the Homestead Act. He also built a small mission school for the children.

Later, along with his assistance, these Potawatomi were able to obtain some money that had been promised to them by the treaties, and they purchased land. This land became the reservation of the Forest County Potawatomi Community.

The lands the Potawatomi purchased were "checkerboard". Some plots were miles away from each other. This was intentional by the US Government in another attempt to assimilate the Indians. The Forest County Potawatomi Community now has three communities: Blackwell, Carter and Stone Lake. Stone Lake is located nearly 20 miles from Carter and Blackwell.

This land was cut over timberland. It was very rocky and unsuitable for anything. The Potawatomi remained poor. At that time they had no wells, no equipment and no money. Their homes were often log, and sometimes bark, shacks located way out in the woods and miles away from each other. Their water source was usually a lake, river or nearby stream. They continued to be hunter gatherers. While the Potawatomi were given horses and cows, bought with the treaty money and expected to farm, the land was too poor to farm. They had little equipment and knowledge of how to farm. The Potawatomi did have their small gardens as they always had in the past. Until the 1970's it was not considered legal to hunt on the land for food.

In 1934, Congress passed the Indian Reorganization Act (IRA) or Wheeler-Howard Act. Tribes were told to put aside their former means of tribal governance and accept a self-governance promoted by the United States Government.

In 1934, this new form of tribal government was accepted, and it was formally adopted in 1936 by the Forest County Potawatomi Community. By accepting this new form of tribal governments the tribes would also receive some economic assistance.

With the new form of government, the Potawatomi no longer had chiefs. They adopted a constitution that provided for a chairman, vice-chairman, secretary, treasurer and two councilmen.

In spite of the new government, the Potawatomi continued to remain poor. They had a council, but did not have the money for operation. Often times, a collection was taken up just to pay for the fuel for the council to attend the meeting. There was no payment, salaries or tribal jobs. Most things were done on a volunteer basis. Things were done for and by the community, as they had always been done in the traditional way.

There were a few people off reservation that hired tribal people. Some worked as Timber Cruisers for the lumber company because they knew the land. Others worked in the lumber mills or as guides. Some of the women made and sold baskets and beadwork. Summers provided berries to be picked and then sold.

Health care was almost non-existent. A government nurse came along once in a while but had little or no supplies. A dentist would see the children in school about once every three or four years. Frequently, teeth were too decayed and would have to be extracted. If hospitalization was required, the tribal member had to travel to Hayward (a distance of nearly 200 miles). Babies were even born in Hayward. This required mothers to go there before their delivery date and then to sit and wait.

There was a lot of illness due to the fact that the Potawatomi had no immunity to the diseases that they were now exposed to such as tuberculosis, measles, chicken pox, small pox, diphtheria, etc.

The only sugar the Potawatomi had ever used was natural, from the maple and birch trees. They were not able to adapt to the new refined sugars. The incidence of diabetes became prominent. The same was true of alcohol.

The Forest County Potawatomi Community has maintained its traditional ways. They continue to practice the traditional religions, even though these religions were forbidden by law until the American Indian Religious Freedom Act of 1978. They continue to honor their elders and their

children. The Potawatomi believe in the importance of the Circle of Life. This circle is part of their daily lives and is included in their ceremonies.

Life on the reservation is very different today than it was for the elders and those who have already passed on. In recent years there has been new development in the lives of the Forest County Potawatomi. Indian gaming has allowed for economic development in a way never imagined. The government is no longer destitute. The people have good jobs working in tribal offices, businesses and casinos. Not only does the tribe provide employment for the tribal people, but they also provide employment for non-tribal people as well, some who travel as far as 60 miles to the opportunities. At this time the Forest County Potawatomi is the largest employer in Forest County with over 600 people employed. This has taken Forest County from being the county with the second highest unemployment rate in the state to nearly a full employment.

The Tribe provides medical, dental and vision coverage for every tribal member, thereby taking the responsibility which was not fulfilled by the federal government through the treaties.

The Potawatomi have done a lot with their gaming revenues. They remember the difficult times of the past and look to continued economic development for the future. They also use these revenues to share with others through the Forest County Potawatomi Community Foundation.

Once a large nation that was diminished to a very few, they continue to grow in population as well. At one time the enrollment of the Forest County Potawatomi was only a couple of hundred members. Now there are well over 1,400 members enrolled.

While not all people look at casinos as an advantage, those gaming dollars have provided the opportunity for the Forest County Potawatomi Community to develop an economic environment that hopefully will continue to develop, grow, and benefit not only the tribe but also the surrounding communities.

2.2 Study Areas

The Forest County Potawatomi Community is primarily located in Forest County, Wisconsin but the tribe also owns land as far south as Milwaukee, WI. The tribe is not located in one large area, but instead, consists of several areas scattered through the region. There are three main communities; Stone Lake, Carter and Blackwell.

The Forest County Potawatomi has a total land base of approximately 17,000 acres. This consists of reservation, tribal trust, homesteads, fee land and other lands.

Proclaimed Reservation

A reservation is a specific area of land which has been reserved, set aside or acquired for occupancy and use by a federally recognized tribe. Forest County Potawatomi Community lands located in Forest County were declared “reservation lands” as of 1988.

Tribal Trust

Land owned by the tribe, the title to which is held in trust by the U.S government.

Individual Homestead

Homestead lands were lands given to individual members of the tribe. The tribal members were given deeds or restricted land patents by the federal government.

Fee Lands- Lands purchased by the tribe from private entities. This ownership encompasses restricted or unrestricted status.

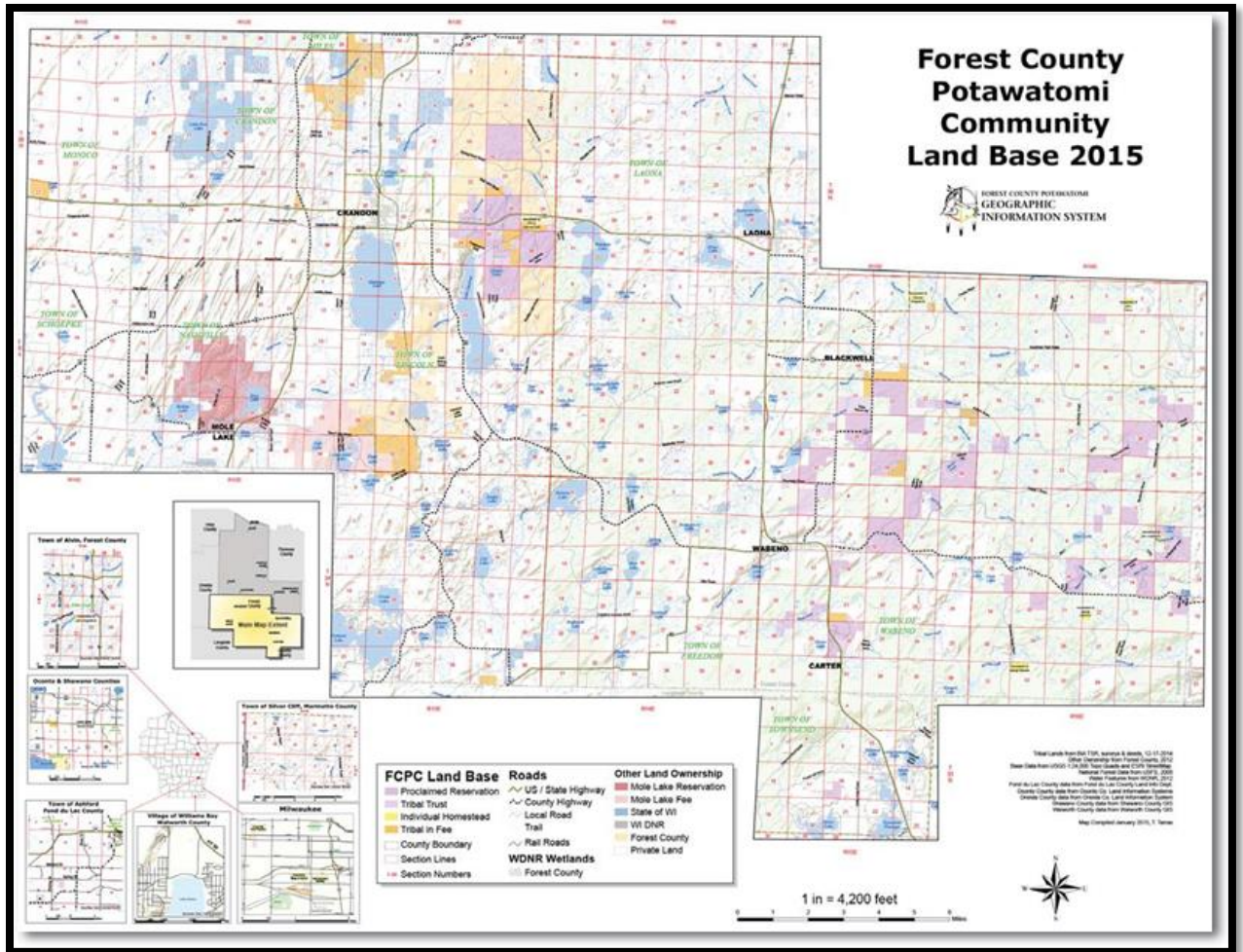
Other- Other lands in Indian country can be held by federal, state or local (nontribal) governments. These lands can include areas such as national wildlife refuges, state parks, managed forest lands, etc.

Due to the growing need of the tribal communities, more lands are being considered for future development.

“Indian Country” is defined at 18 USC 1151 as follows: (a) all land within the limits of any Indian reservation under the jurisdiction of the United States Government, notwithstanding the issuance of any patent, and including the right of way through the reservation, (b) all dependent Indian communities within the borders of the United States whether within the original or subsequently acquired territory thereof, and whether within or without the limits of a state, and (c) all Indian allotments, the titles to which have not been extinguished, including rights of way running through the same.

The majority of the tribal lands are situated in extremely rural areas. Community members must often travel 25 to 100 miles for amenities such as specialized medical facilities, shopping centers and other services.

Forest County is 1,046 square miles in size. The county has an abundance of lakes, totaling 21,882 acres. Its network of waterways is unique and consists of 850 miles of trout streams. Major rivers include the Lily, Oconto, Peshtigo, Rat and Wolf. Forest County is bordered by Iron County, Michigan, Vilas and Florence County in the north, Florence and Marinette County in the east and Oconto and Langlade County in the south, Vilas, Langlade and Oneida County in the west. The total population of Forest County is 9,127.



All of the tribal areas in Forest County are served by one of two local schools, which are located in Crandon and Wabeno. Students are bused to the school of attendance. The Tribe does have its own pre-school program which serves children ages 3 – 6.

The tribal pre-school provides bus services to all children attending who live on the reservation and in the surrounding areas. Any community member attending a post-secondary school must travel in excess of 30 miles.

There are no hospitals in Forest County. The closest hospitals are located in Rhinelander and Antigo. There are several clinics, including the Tribal Health and Wellness Center, in the area to assist with patient care. Many specialized services, such as dialysis, dermatology and cardiologists must be seen out of Forest County.

The local towns in Forest County do have small, privately owned grocery stores but most shopping must be done out of county. Rhinelander and Antigo each have a few discount stores, such as Wal-Mart and Shopko, but for anything other than this, community members must travel to Green Bay or Wausau.

2.2.1 Stone Lake

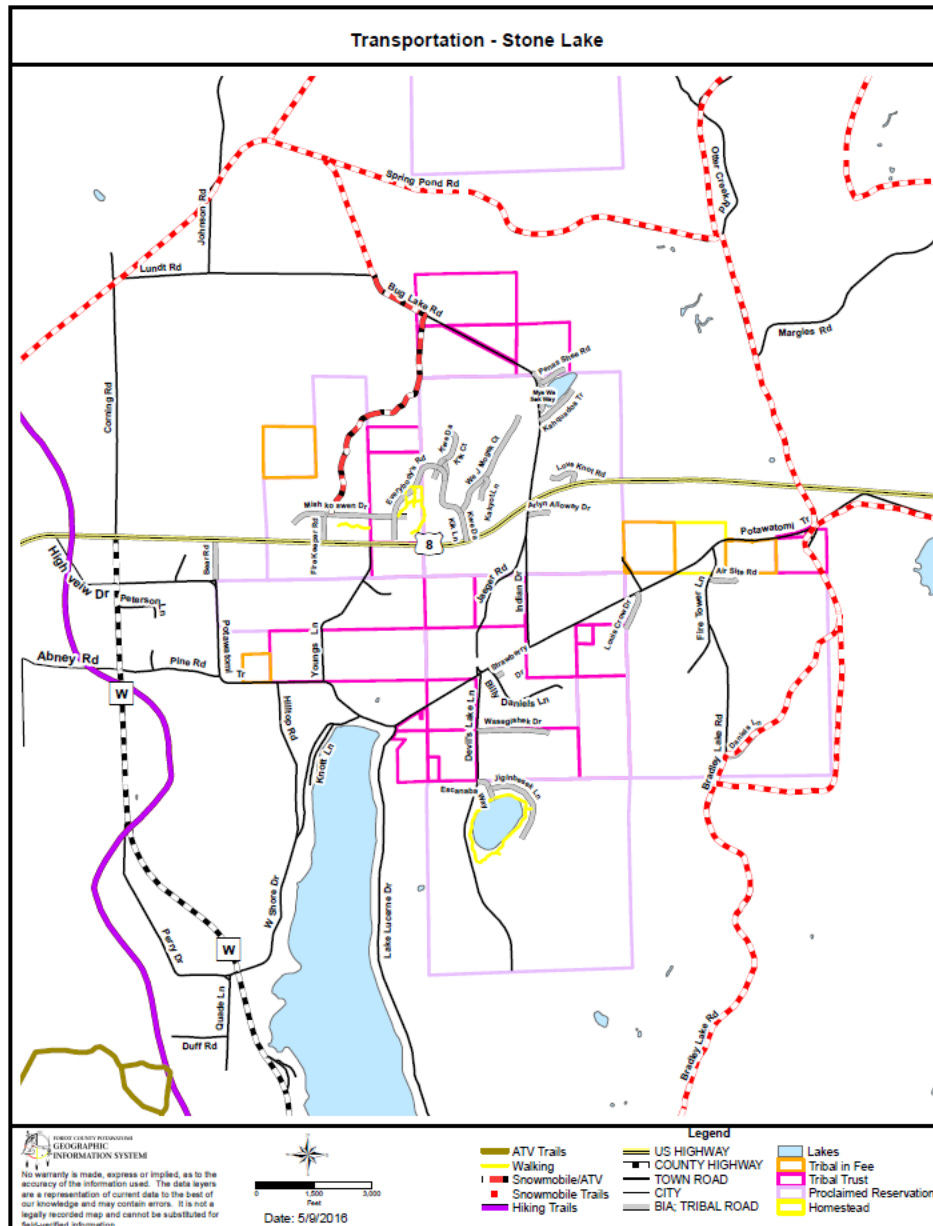
The Stone Lake area is located approximately 2 miles east of Crandon along US Highway 8 in the Town of Lincoln. This is the location of many of the tribal government offices and housing.

The Stone Lake area is home to approximately 365 tribal members that reside in 123 single family units. This area has the largest concentration of homes of the three main communities. Most of the children here attend the K-12 school in the Crandon school district and are bussed to the school. The Tribe operates a daycare and a preschool program in Stone Lake and provides bussing for the preschool children from all three communities.

Many of the tribal offices are located along Everybody's Road north of US Highway 8. These include the Executive Building, Human Services, Recreation Center, Property Management, Museum/Cultural Center, Insurance, Family Services, Education, Health and Wellness Center and the Roads, Fleet, and Utility Departments. There are approximately 300 employees between these departments that provide various services to the community.

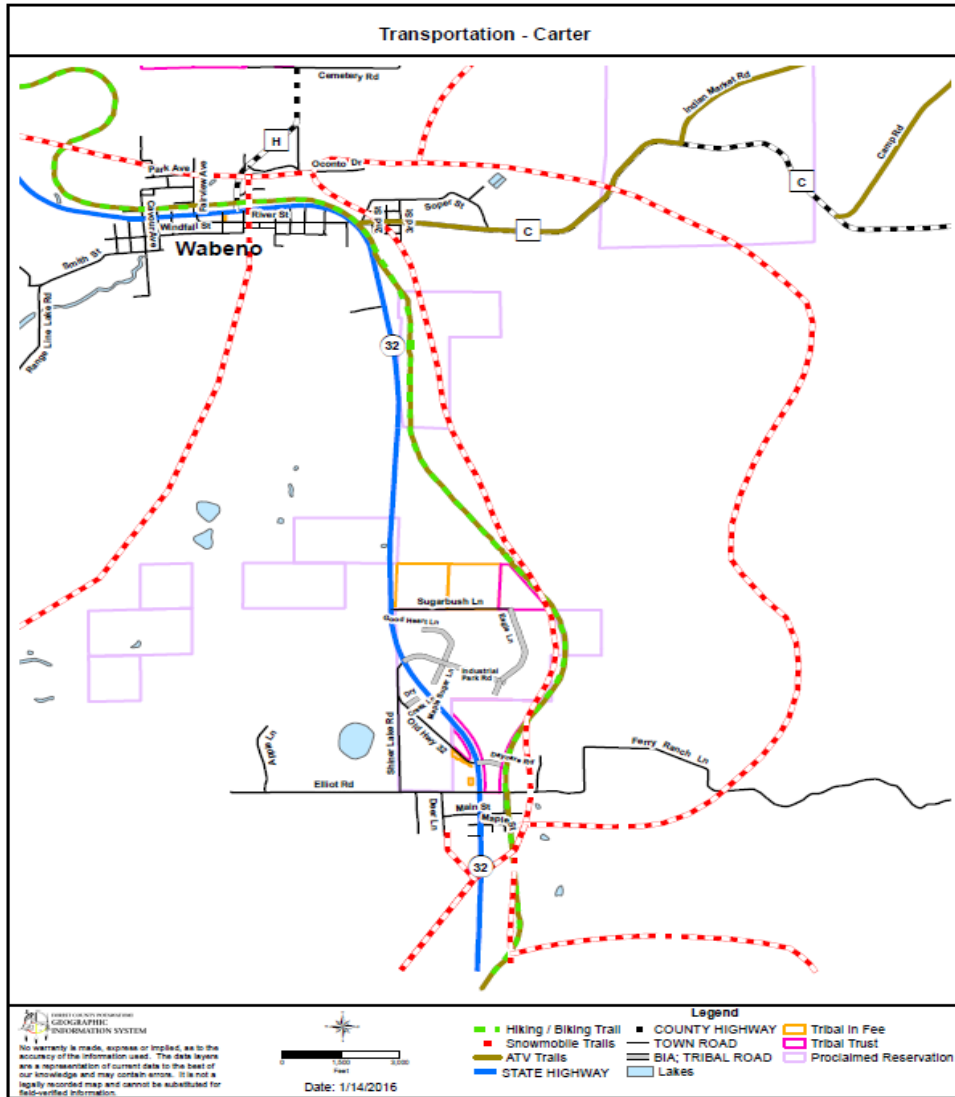
There are other departments in the Stone Lake area. They are the Elderly Department, Tribal Housing, AODA, Natural Resources, Solid Waste, Family Resources, Traveling Times, Maintenance, Emergency Management, Planning, Land Information, Forestry and the Tribal Ordinance Department.

Stone Lake also has a gas station, church and private business within the boundaries that serve the community.



2.2.2 Carter

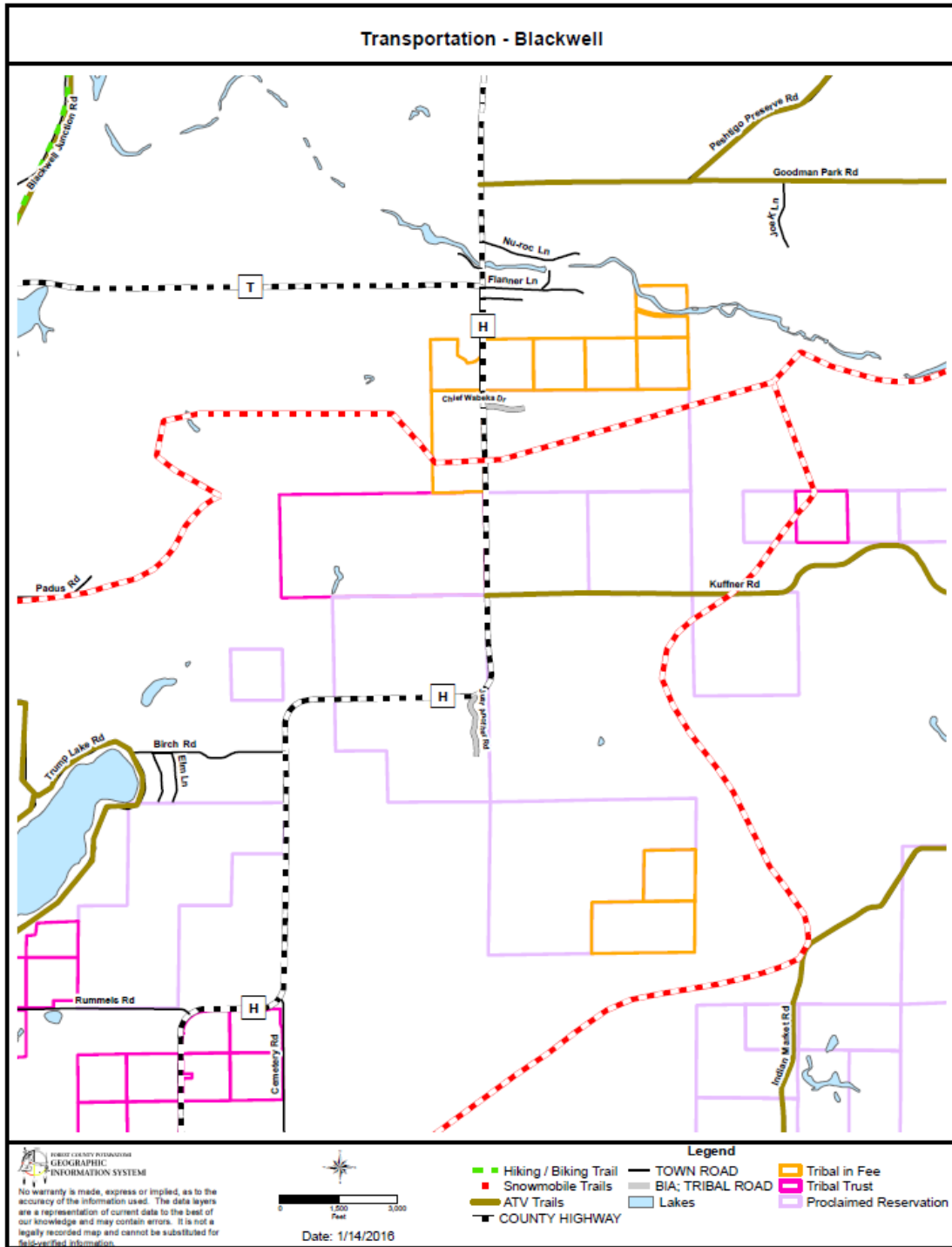
Four miles south of Wabeno, Wisconsin, in the Town of Wabeno, along US Highway 32 is the Carter community. This area is made up of approximately 1,342 acres which is primarily residential and commercial use. This community is the location of one of the tribal casinos, a hotel and convenience store. There are also approximately 52 residential structures that house an estimated 160 community members. The Potawatomi Casino and Hotel is the largest structure in this area. There is also a Convenience Store and Ka Kew Se Gathering Grounds located in Carter.



2.2.3 Blackwell

The Blackwell area is located 4 miles south of Laona, Wisconsin and 6 miles east and northeast of Wabeno, Wisconsin in the Town of Wabeno. This area is made up of 8,482 acres of land used for private homes and recreational areas.

There are 38 existing homes in the Blackwell area. Future housing development is being considered for this area. It remains primarily forested.



2.2.4 Other Areas

In addition to the three main communities in Forest County, the tribe is continuously investigating areas of expansion, specifically through the acquisition of land and business development. As the tribe grows, the transportation system will become broader; more diversified and cover additional areas.

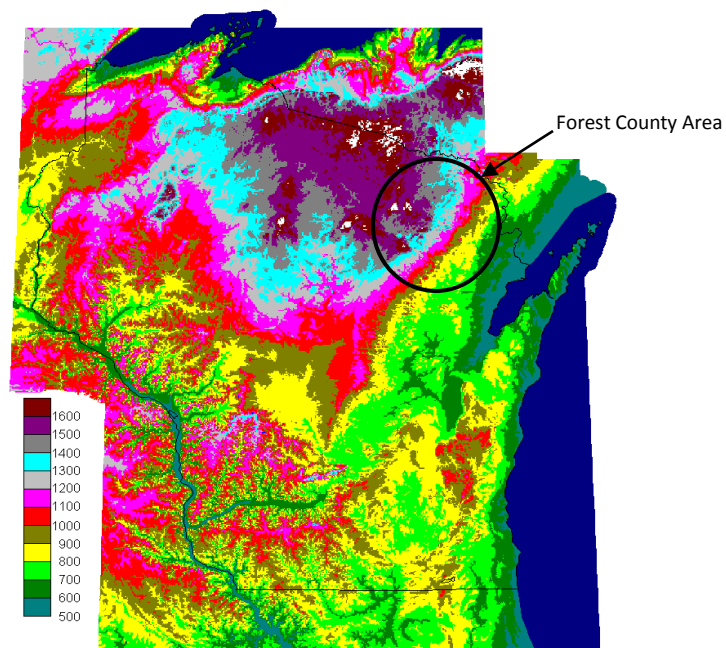
The tribe currently owns and operates a casino in Milwaukee, Wisconsin. This 780,000 square foot facility offers several varieties of gambling, shopping, entertainment and dining to more than 4 million visitors each year. It takes over 2,500 employees to operate this facility which is ever growing and expanding to meet the demands of the customers.

The tribe also owns land near Campbellsport, Wisconsin. This land has numerous areas of cultural significance to the tribe.

2.3 Physical Characteristics

Wisconsin lies in the upper Midwest between Lake Superior, Upper Michigan, Lake Michigan, the Mississippi and the Saint Croix River. Glaciations during the last two million years have largely determined the topography and soils of the state. The various glaciations created a rolling terrain with nearly 15,000 lakes and several areas of marshes and swamps. Elevations range from 580 to 1,952 feet above sea level. Sugarbush Hill, which is located in the Stone Lake area, has an elevation of 1,939 feet above sea level and is the second highest point in Wisconsin.

Forest County is a moderately hilly region. The hills reach a general elevation of 1,300 to 1,400 feet above sea level. The deepest valleys are cut down 1,100 to 1,200 feet.



There is no residual soil in this area where glaciations formed. Instead, there is transported, glacial soil. Rapids and waterfalls are abundant in numerous streams.

Forest County has several wetlands. These areas serve to provide the needed natural environment for many native birds, plants and other native species.

The long term annual precipitation ranges from 30 to 34 inches, excluding snowfall. Thunderstorms are typical, occurring on average, 30 days per year. Generally, there are between 65 and 140 days of snow cover in each winter season, which acts as a protective insulation for grasses, autumn seeded grains and other vegetation. This area of Wisconsin can expect, on average, 48 inches of snow per season.

FOREST COUNTY AVERAGE PRECIPITATION

MONTH	AVERAGE	MONTH	AVERAGE
<i>January</i>	<i>9.31</i>	<i>July</i>	<i>3.7</i>
<i>February</i>	<i>10.98</i>	<i>August</i>	<i>3.68</i>
<i>March</i>	<i>12.0</i>	<i>September</i>	<i>3.84</i>
<i>April</i>	<i>7.66</i>	<i>October</i>	<i>6.68</i>
<i>May</i>	<i>3.3</i>	<i>November</i>	<i>7.26</i>
<i>June</i>	<i>3.83</i>	<i>December</i>	<i>7.74</i>

FOREST COUNTY AVERAGE TEMPERATURE

MONTH	HIGH (F°)	LOW (F°)	MONTH	HIGH (F°)	LOW (F°)
January	19	1	July	75	54
February	26	5	August	72	53
March	37	16	September	63	44
April	52	28	October	53	34
May	65	40	November	36	21
June	72	49	December	23	7

The precipitation and temperature in this area can vary greatly from year to year. This variation can create periods of heat, cold, dry and wet. Each of these conditions poses a level of threat to the entire area in the form of floods, flash floods and drought.

The Chequamegon-Nicolet National Forest is located in Wisconsin’s Northwoods, covering over a million and a half acres. The Chequamegon side of the forest covers about 858,400 acres in Ashland, Bayfield, Sawyer, Price, Taylor and Vilas counties while the Nicolet side covers nearly 661,400 acres in Florence, Forest, Langlade, Oconto, Oneida and Vilas counties.

CHEQUAMEGON – NICOLET NATIONAL FOREST



The National Forest is composed of towering pines and many species of hardwoods. There are over 3,600 miles of back roads for access to the various areas of the forest. There are also over 800 trails that are open to the public for hiking, sightseeing, ATV and snowmobile use.

2.4 Demographics

Reviewing the socio-economic trends is important to understand what has occurred, and what is likely to occur in the future. Currently, there are 1,439 enrolled Forest County Potawatomi Tribal Members.²

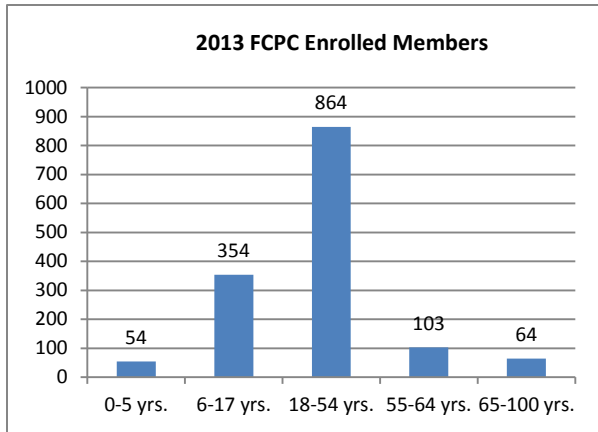
Population Trends ³						
	1990	2000	2010	% Change 1990-2000	% Change 2000-2010	% Change 1990-2010
Potawatomi	486	1186	1450	144.0%	22.3%	198.3%

Population Forecasts to 2030 ⁴					
	Estimate 2010	Projection 2015	Projection 2020	Projection 2025	Projection 2030
Potawatomi	1,450	1,468	1,486	1,505	1,524

² Forest County Potawatomi Enrollment Department (2013)

³ US Census and WDOA Demographic Services Center and Forest County Potawatomi Enrollment Department, as cited in Forest County Potawatomi Community Planning Department and North Central Wisconsin Regional Planning Commission, *Forest County Potawatomi Comprehensive Plan* (draft manuscript, 2010)

⁴ WDOA Demographic Services Center and Forest County Potawatomi Enrollment Department



Economic activities that characterize an area generally include the businesses or institutions operating there and the employment associated with them. The Forest County Potawatomi Community employs approximately 3,412 people in Forest and Milwaukee County.

2013 Employment by Forest County Potawatomi Government Sector ⁵			
Sector	1990	2000	Current
Casino, Gaming Commission and Support			2946
Tribal Government and Administration			14
Construction (<i>Construction Project Manager, Coordinator, Assistant</i>)			3
Family Services (<i>Child Care, Child Support, Daycare</i>)			21
Retail Trade (<i>C-Stores</i>)			27
Natural Resources, Agriculture and Forestry			18
Education and Cultural Services (<i>Tutors, Education, Pre-School, New Direction</i>)			44
Financial and Insurance Services (<i>Insurance, Grants, Purchasing, Accounting</i>)			44
Health Services			159
Transportation and Utilities			12
Information, Professional and Other Services (<i>Emergency Management, Ordinance, Security, Traveling Times, IT</i>)			124
Total			3412

⁵ FCP Human Resources Dept. (Linda Skallerud)

CHAPTER 3: TRANSPORTATION SYSTEM

The transportation system of the Forest County Potawatomi Community is currently made up of State, county, town, Bureau of Indian Affairs, and other federal and tribally owned routes. These routes range from major U.S. Highways to private earth roads and trails. Because of the diversity of ownership and road type, managing the transportation system is a complex duty.

Analysis of the routes that make up the transportation system is completed by several agencies that have participated in the inventory process and regularly meet to discuss the community goals.

Indian Reservation Roads (IRR)

Indian Reservation Roads (IRR) are public roads that are located within or provide access to reservation, Indian trust land or restricted Indian land that is not subject to fee title alienation without the approval of the Federal Government. The IRR system includes BIA, tribal, state, county and local township roads and bridges which are integral to the Forest County Potawatomi Community.

Forest Roads or “Wood Roads”

Forest roads or “woods roads” are roads that were put in place to remove forest products in the past. Many of these roads are now in poor shape from lack of maintenance. Some are growing in with regeneration and have erosion issues from poor construction. Currently, it is hard to get a handle on the amount and type of such roads that exist within the Forest County Potawatomi Community. It is recommended that forest roads be inventoried and mapped. This should entail at a minimum GPS location of roads, listing current condition, and current surface material. This will enable FCPC to number and track roads, and work towards a comprehensive road plan for forest roads. In addition, this will allow for future road and access improvements.

3.1 Surface Type

There are five surface types identified in the plan: primitive, earth road, gravel surface, bituminous materials less than 2” thick and bituminous material greater than 2”. The type of surface that a route has is often reflective of the intended use. For example, a road leading to an isolated historical center would probably not be paved. Many roads are purposefully left as unimproved or improved earth to deter frequent traffic.

There are several routes that are planned and designed to be developed further but due to financial or time restraints, they have not been completed. Many of these routes are gravel and have been constructed in a way that paving can be done at a later date with little to no redesign needed.

There are several roads in and around the tribal lands that are not tribally owned. Because of this, the tribe must work cooperatively with county, towns and state representatives in order to

further develop roads. This can often be a time consuming process, and as thus, the roads remain unchanged for years at a time.

The five surface types of roads included in this plan are primitive, earth road, gravel surface, bituminous material less than 2" thick and bituminous material greater than 2".

3.1.1 Primitive:

A road using the natural surface and maintained to permit bare passability for motor vehicles, but not conforming to the requirements for an Improved Earth road. The road may have been bladed and minor improvements may have been made locally.

(FCP IRR ROUTE 1096)



3.1.2 Earth Road:

A road of natural earth aligned and graded to permit reasonably convenient use by motor vehicles and with a drainage system (natural and/or artificial) sufficient to prevent serious impairment of the road by normal surface water, and with or without dust palliative treatment or a continuous course of special borrow material to protect the new roadbed temporarily and to facilitate immediate traffic services.

(FCP IRR ROUTE 1020)



3.1.3 Gravel Surface:

A road, the surface of which consists of gravel, broken stone, slag, chert, caliche, iron ore, shale, chat, disintegrated rock or granite, or other similar fragmented material (more coarse than sand) with or without sand-clay, bituminous chemical stabilizing admixture of light penetrations of oil or chemical to serve as a dust palliative.

(FCP IRR ROUTE 5197)



3.1.4 Bituminous Material 2"+:

A road where the surface course of which is 2 inches or more in compacted thickness composed of gravel, stone, sand or similar material mixed with bituminous material under partial control as to grading proportions. This is often seen in areas of high traffic volume or in industrialized areas.

(FCP IRR ROUTE #5036)



3.1.5 Bituminous Material <2”:

A road where the surface course of which is less than 2 inches in compacted thickness composed of gravel, stone, sand or similar material mixed with bituminous material under partial control as to grading proportions.

(FCP IRR ROUTE #)

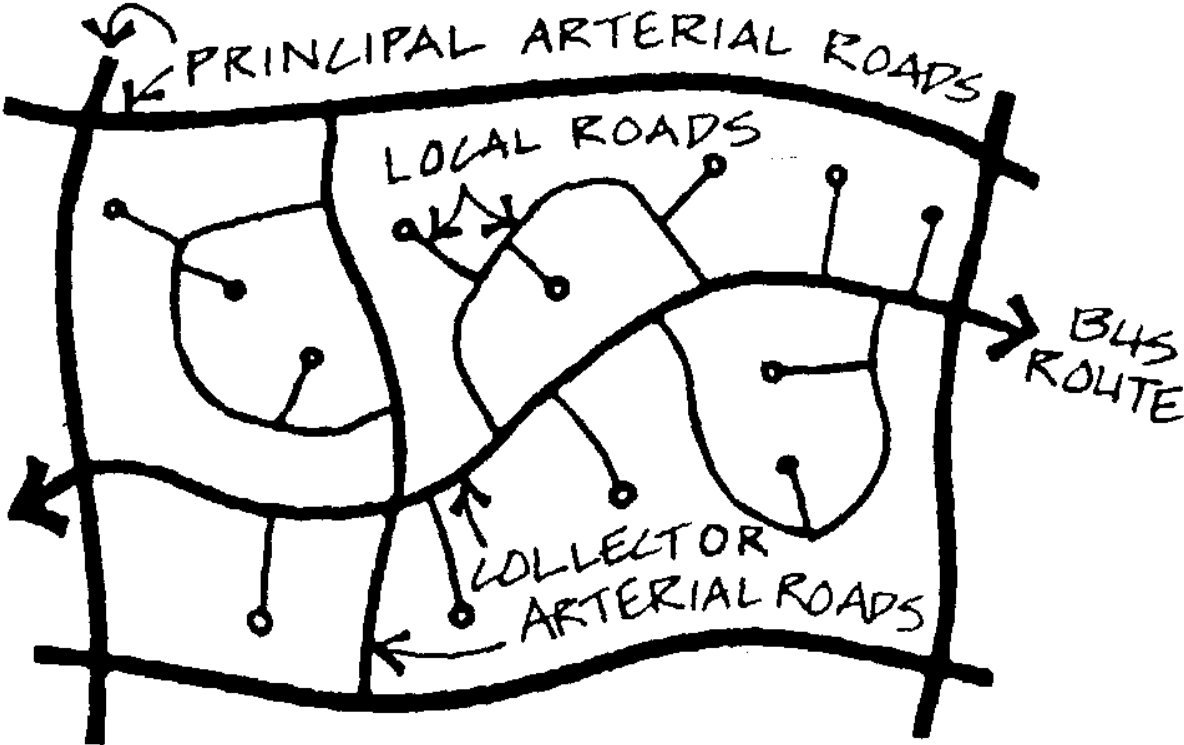


3.2 Classifications

The BIA Function Classification System was designed to define the function and to identify the importance of various roads. There are eight commonly used road classifications.

Arterial	Class 1	Major Arterial Roads	Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers.
	Class 2	Rural Minor Arterial Roads	Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers
Roads	Class 3	Residential Streets	Streets located within communities serving residential areas.
	Class 4	Rural Major Collector Roads	Rural major collector road is a collector to rural local roads.
	Class 5	Rural Local Roads	Rural local road that makes connection within the IRR system. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.
Arterial	Class 6	City Minor Arterial Streets	City minor arterial streets that are located within communities, and serve as access to major arterials.
Collector	Class 7	City Collector Streets	City collector streets that are located within communities and serve as collectors to the city local streets.
Non-Roads	Class 8	Motorized/Non-Motorized Trails	This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, ATVs, or other non-vehicular traffic.
Non-Roads	Class 9	Other Transportation Facilities	This classification encompasses other transportation facilities such as public parking facilities adjacent to IRR routes and scenic byways, rest areas, and other scenic pullouts, ferry boat terminals, and transit terminals.
Non-Roads	Class 10	Airstrips	This classification encompasses air strips that are within the boundaries of the IRR system grid and are open to the public. These airstrips are included for inventory and maintenance purposes only.
Other	Class 11	Overlapping Routes	This classification indicates an overlapping or previously inventoried section or sections of a route and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only.

Sample graphic of classifications



Source: http://pedshed.net/blog/wp-content/uploads/2009/02/road_hierarchy1.gif

3.3 Traffic Control

The Manual on Uniform Traffic Control Devices or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. The Manual on Uniform Traffic Control Devices (MUTCD), which has been administered by the Federal Highway Administration (FHWA) since 1971, is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques.

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway or private road open to the public travel. A complete road sign inventory is included in Appendix B. The purpose of traffic control devices is to promote safety and efficiency by providing for the orderly movement of all road users.

Forest County Potawatomi have started to implement dual-language signage on Tribal roadways. In absence of Tribal law, Tribal Governments may use dual language signing in roadways in accordance with the Federal Highway Administration's (FHWA) policy on the display of alternative or supplemental languages on traffic signs.

Traffic control devices notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all element of the traffic stream in a manner intended to minimize the occurrence of crashes. To be effective, a traffic control device should meet five basic requirements:

1. Fulfill a need
2. Command attention
3. Convey a clear, simple meaning
4. Command respect from road users
5. Give adequate time for proper response

The proper use of traffic control devices should provide the reasonable and prudent road user with the information necessary to efficiently and lawfully use the routes.



Example of Dual Language Signage

There are three classifications of signs. They are:

1. Regulatory – These give notice of traffic laws and regulations
2. Warning – These give notice of a situation that might not be readily apparent to users
3. Guidance – These show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational or cultural information.

Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. Guidance signs should be used frequently because their use promotes efficient operations by keeping road users informed of their location.

Regardless of the sign type, desirable attributes are high visibility by day and night and high legibility.

3.4 Drainage

Attention to proper drainage design and maintenance on roadways cannot be over-emphasized. Regardless of a road's surface type, when a road fails, inadequate drainage is often the cause.

All drainage structures are designed to steer surface water away from the road in a manner that will cause the least amount of damage to the road. This is often done by road and shoulder design, road ditching, and the use of culverts.

Roadways and shoulders are designed with the consideration of the surrounding topography. Road slants and crowns direct water away from the road bed. Adequate design protects the sealed pavement from excess deterioration and/or erosion.

Ditches carry the water away from the roadway. It is important that water flow through the ditches and not stand. The flow of water through the ditches should not erode the ditch itself or weaken the adjoining shoulder.

Culverts channel water under the roadway from one side to the other.

3.5 Street Lighting

Street lighting is a matter of civic pride and safety. The Forest County Potawatomi Community maintains continuous lighting at the Tribal office and business. There is also street lighting in several of the housing areas. There is intermittent lighting at intersections.

3.6 Transit

There is not a public bus system in Forest County. However, the Forest County Potawatomi Community has several operations that are focused on the transportation of people and goods to a variety of locations. The tribe owns and operates a large fleet of vehicles consisting of cars, trucks, and vans that are used for transportation.

The Forest County Potawatomi Community has individual service departments that transport clients as needed. Tribal elders are transported for appointments, shopping, recreational trips etc. as needed and scheduled. The tribe has several youth programs that transport the community youth to various activities and events.

The tribal communities also have a school bus service that transports the children to and from the schools. All tribal children are bused to their respective schools. The tribe operates a pre-school program which also has two bus routes to pick up and drop off children in attendance.

Because of the more recent additions to the tribal fleet, more departments are branching out to provide transportation services to the community members participating in their respective programs.

The Forest County Potawatomi fleet consists of the following:

Trucks-40	Vans-22	Cars-11	Buses-3	SUV's-1
Heavy Vehicle Equipment-23		Trailers-12	Mowers-13	ATVs-5

3.7 Current Inventory

The Forest County Potawatomi Community maintains an inventory of roads, which is included in Appendix A of this plan. This inventory reflects all roads that are on the IRR and the roads that are privately owned and do not qualify for IRR status.

Though the status and conditions may change yearly as the IRR is updated, the actual routes included on the inventory only change as routes are constructed or demolished and abandoned from any future use.

The current inventory also contains a list of proposed routes for the Forest County Potawatomi Community. These routes are used for planning and, until approved by the tribal community for construction, will remain as proposed. Approved proposed routes are included on the most current Forest County Potawatomi Community T.I.P.

All routes are identified with a BIA route number. This is a numeric code of exactly four digits.

CHAPTER 4: ACKNOWLEDGEMENT OF PUBLIC RESPONSIBILITY

The Forest County Potawatomi Community has Acknowledgement of Public Responsibility (APR) documents with the State of Wisconsin, Forest County, the Town of Lincoln, and the Town of Wabeno. These documents are included in Appendix D.

Because of the location and history of the Forest County Potawatomi lands, many of the routes are owned by the state, county, or local townships. In order to promote continued cooperation between all parties and potentially work on jointly funded projects, an Acknowledgement of Public Responsibility (APR) has been completed with each of the jurisdictions. These documents identify routes of interest to the Forest County Potawatomi and lay down the foundation for future projects on these routes.

The standard APR contains a listing of routes that are of interest to the Forest County Potawatomi but not owned by the tribe or BIA. These routes often lead in to the tribal community, serve tribal businesses or provide access to tribal member homes and cultural areas. The document states that they will be continued to be owned by the other entity but that the tribe has interest in ensuring that the routes are properly maintained and in adequate repair.

If money becomes available for potential repairs, the tribe and the owner can enter into an agreement that will determine the scope of the project. Even if an agreement is made, and regardless of the funding source, the route will remain the responsibility of the other entity.

CHAPTER 5: TRAFFIC STATISTICS

The Forest County Potawatomi is currently in the process of collecting traffic data. Upon completion, this data will be added to the Appendix of this plan.

In order to make effective transportation plans, current data must be collected. The Forest County Potawatomi Community Utility Department has three traffic counters to assist in this collection process. The counters provide information on the volume, type, speed and peak of traffic in specific areas. Collecting data from various locations and analysis will provide a picture of the current traffic trends and provide direction for the future needs.

Travel Patterns

The data collected can also be an indication of the circulation characteristics for each area. Transportation theories hold that all trips have a purpose and therefore, should be used when determining travel patterns. By identifying the traffic patterns, the immediate needs of the community are identified and plans for the future can begin.

Traffic Counts

Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the “annual average daily traffic” or AADT and is represented on traffic count or traffic volume maps. The AADT is based on a short-term traffic count, usually 48 hours, taken at the location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle.⁶

Accident Data

Accident data needs to be addressed in transportation planning. Determining the areas of concern and probable cause is the first step. These areas need to be analyzed in regards to the physical design of the route, sight distance, speed requirements, signage, and cross traffic. The Forest County Potawatomi Community is hoping to work jointly with the Wisconsin Department of Transportation on having a complete safety assessment done on the tribal routes that will provide much of this information.

Route Statistics and Concerns

Information regarding route statistics and concerns is also gathered at town and county meetings. Forest County has established a Safety Committee that meets quarterly and is focused on group discussions and development of solutions on the routes that serve the entire county.

CHAPTER 6: MAINTENANCE

The primary purpose of any road maintenance program is to keep the facilities in safe operating condition and to protect the public’s investment. The entire transportation program is affected by the degree of efficiency of the maintenance work performed. The organizational structure for road maintenance is based on a road’s designation. Road maintenance programs include inspections, repairs and maintenance. This applies to any part of the road, which includes the roadway, pathway, shoulder and/or supporting infrastructure.

The Forest County Potawatomi Community has negotiated a Public Law 93-638 contract with the B.I.A. for a road maintenance program to serve the community. Work activities under the roads maintenance program include:

- Routine maintenance including ditching, shouldering, sweeping, grading, graveling, patching, installing and maintaining culverts, installing and maintain road signs (i.e. regulatory, warning etc.)
- Winter maintenance including plowing, salting, sanding, snow removal and keeping catch basins and culverts open

The Forest County Potawatomi Community road maintenance program is one of the programs operated within the Roads Department. There are two full time road maintenance workers who work year long on the various road activities. The Fleet Department also employs two mechanics who maintain the vehicles and equipment used for maintenance.

⁶ The most current WisDOT Forest County AADT is included in the Appendix

Road maintenance provided by the tribe also includes emergency operations. This includes duties that are required to be performed immediately to ensure the safety of road users. Examples include, but are not limited to, traffic incident management, fire response, floods, storms and spills that affect the roads.

Within and surrounding the tribal lands are many miles of forestry trails and logging access. Though these roads are not officially recorded with the tribe to date, they are maintained by the US Forest Service through their programs and logging contracts.

State

Routes on the state system are the direct responsibility of the Wisconsin Department of Transportation district directors. The district directors formulate the annual maintenance work program. The annual program is funded using monies appropriated for both routine and special maintenance. Work activities under the routine maintenance program are grouped into the following sub programs: general maintenance, winter maintenance, bridge maintenance, off system bridges, roadside facilities, and county patrol supervision. Under special maintenance, the sub programs include: roadway maintenance, bridge maintenance, off system bridge maintenance, and roadside facilities.

County

The county is responsible for routes on the county road system. In some instances, the state, local township or tribe may establish an agreement to have its route maintenance performed by the county. Such agreements can be beneficial to all governing entities. However, the lack of specific written agreements between the entities involved can cause problems, as it is normal that when an entity assumes responsibility it also assumes liability.

Townships

Local townships maintain the roads on their inventory. Maintenance projects are based on need and the desire of the community members who reside in the township. General maintenance, such as grading and shouldering work is performed as needed when the road conditions warrant repair.

Tribal

Tribal roads are those roads which the tribe has constructed and is responsible for the maintenance. These roads are often private roads that provide access to areas significant to the tribal community. Also, many of these roads are used only seasonally and winter maintenance on them is minimal. Funds are allocated through a yearly budgeting process and approved by the tribal general council. The amount requested is based on the estimate of future repairs and projects involving the tribal routes.

BIA

Roads carrying a Bureau of Indian Affairs (B.I.A.) designation are eligible for maintenance through the Area Road Engineer and Agency Road Engineer. It is the tribe's responsibility to determine what role the B.I.A. will play in the maintenance of roads. The tribe's options in these matters include: the establishment of a tribal highway department through a roads maintenance contract with the B.I.A. as

permitted under Public Law 93-638 or the establishment of a maintenance agreement with a local governmental entity or construction firm. These options may be limited on the total amount of funds available to the tribe and the amount the tribe chooses to allocate to roads maintenance.

CHAPTER 7: GOALS

The Forest County Potawatomi Community has a Land Use Committee, which is made up of six tribal members, that has been charged with the task of reviewing and determining the most economical and appropriate land usage. These decisions often relate back to transportation needs.

Land use, for transportation, is divided into six classes.

1. *Residential*- Identifies areas of residential development for human habitation, and for certain public and private facilities and services that are compatible with neighborhood surroundings. Land areas consisting largely of living quarters.
2. *Commercial*-Identifies areas that sell goods or services to the general public. Areas used predominantly for the sales of products and services.
3. *Institutional*- Identifies areas where the main purpose of use is for public good. Including lands that provide services such as water and sanitation systems.
4. *Agriculture*- Identifies areas where the main purpose is for farming. Lands used primarily for production of food and fiber.
5. *Forest*-Areas of land that are primarily covered with trees.
6. *Conservation*-Identifies explicit spatial areas designed, protected and managed to maintain connectivity for focal species or critical ecological processes.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) describes that it in the national interest “to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that serve the mobility of people and freight and foster economic growth and development.”

Transportation systems are typically constructed or improved in response to increasing development, as a means of sparking development or due to community concerns. As the tribe acquires additional land, the available area for development changes.

There are five main areas of focus when developing and prioritizing projects. Every transportation project is designed to meet at least one of the following: residential needs, commercial needs, alternative transportation modes, safety concerns, and connectability.

7.1 Residential

Residential street design requires a careful balancing of many competing objectives: design, speed, traffic volume, emergency access, parking, and safety, to name a few. As the Forest County Potawatomi Community continues to grow, additional housing areas are in greater demand and existing developments are quickly becoming populated. Expansion of existing residential areas and the development of new housing will continue to be a high priority goal for the tribe.

The roads should allow for people to meet, chat and enjoy. Together, this can create a strong sense of community, which can foster a sense of pride and welcome. Experience shows transportation networks are enduring features of our towns and cities. It is therefore important to plan networks that are easy to move around and allow for future adaptation.

The residential based goals for the Forest County Potawatomi Community are:

1. Build accessible roadways that represent and support the values of the Forest County Potawatomi Community.
2. Operate a transportation maintenance program that ensures safe use for current and future development.
3. Encourage positive interaction between community members, Tribal businesses, and visitors.
4. Encourage neighborhoods with a mix of uses, diversity of housing types, a defined center, and shared public areas with a strong sense of place.

7.2 Commercial

Transportation systems in areas designated for commercial development must be designed to accommodate all actual and potential users of the transportation system surrounding the business. Often these routes must be able to accommodate larger vehicles and additional traffic demands. Frequent stops, turning vehicles, additional pedestrians, or merging traffic may become a concern. Because of this, all traffic impacts must be considered during the design. Another consideration is the potential for additional commercial development in the same area. Land use plans will need to be developed to ensure that the route design is flexible enough to either support the plans or be altered in the future.

The commercial based goals for the Forest County Potawatomi Community are:

1. Develop transportation facilities that encourage the economic growth

of the Forest County Potawatomi Community.

2. Design transportation systems that are intended to accommodate future growth and development.
3. Create well-planned business districts that provide a balanced mix of desired retail infrastructure and social connection opportunities.
4. Foster a strong sense of place for FCPC.
5. Promote sustainable living and building practices that respect the environment and the FCPC culture.

7.3 Transportation Modes

Providing for alternative transportation modes is quickly becoming a high priority goal. The use of ATVs, snowmobiles, and bikes has risen significantly in the last few years and so has the need to accommodate them within the transportation system.

Within the tribal communities, walking is a common activity and method of travel. Areas off the vehicle roadways will need to be developed to protect the lives and property of all users. In order to encourage the use of a trail system, those routes must be able to serve two separate needs. The first is transport from one location to another. The second is that these routes must be enjoyable to use.

The goals for the Forest County Potawatomi Community that focus on transportation modes are:

1. Develop inter-modal transportation facilities for the Forest County Potawatomi Community.
2. Promote alternative transportation modes
3. Provide for a safe balanced transportation system to achieve convenient access.

7.4 Safety

The ultimate goal of any transportation provider is to ensure that users are able to use the system and experience no injury, fatalities, or loss/damage to property. The FCPC has a safety plan that was written in 2016.

Safety in road and trail design is an important step for projects. Each route needs to be analyzed for potential safety concerns in all manners of use. Standard specifications are being changed and altered regularly to ensure that users have the best transportation system possible. This includes, but is not limited to, speed limits, signage, sight distance, lighting and road slope.

In order to accurately determine the needs of the community, safety issues must be considered. This includes considering the following:

1. What areas, if any, experience a higher than normal accident rate?
2. Is there sufficient street lighting at intersections and road curves?
3. Are there areas that have limited sight distance? What are the causes of this?
4. What areas do transit vehicles frequent, slow down or stop?
5. What is the surrounding area used for?
6. Who are the users in the areas?

Safety concerns are not limited to the above questions. Each route may have distinct areas of concern, unique to the project, which should be considered when planning.

The safety based goals for the Forest County Potawatomi Community are:

1. Develop safe transportation facilities for the Forest County Potawatomi Community
2. Build additional transportation enhancement projects that incorporate community improvements, such as lighting, on and off street parking, sidewalks to increase pedestrian, and traffic safety
3. Develop a safety program that will continually monitor for safety concerns and mitigate for these.

7.5 Connectability

When designing new routes or upgrades to existing routes, the connectability should be considered to determine if there are any modifications that can be made to eliminate some of the concerns. This will allow for a smoother flow of traffic and options in the event one is needed.

The Forest County Potawatomi Community goals for Connectability are:

1. Develop connected transportation facilities for the Forest County Potawatomi Community.

2. Design transportation facilities that fit within the natural features of the environment and encourage natural resource protection.
3. Continue cooperation between tribal and other governments (i.e. WisDOT, County, Town, etc.) to produce a transportation system that supports and protects all users.
4. Create a network of open spaces, interconnected natural features, parks and protected areas for conservation and habitat protection.

A transportation system means that all components must work together in a manageable and predictable pattern. Connectability in a transportation system has two meanings. The first is that the routes must have a distinct purpose and to allow users to reach the intended areas. The second meaning is that the routes within the system must work with each other.

The transportation system must be analyzed as a whole to determine where deficiencies lie. This may include limited access to areas, natural boundaries (i.e. Lakes, streams, land owners, topography, etc.), and man-made boundaries (Highways, developments, etc.). Another area that can be included as a feature for consideration are numerous single access developed areas. These shall be analyzed to determine the potential effect of the transportation facility and to minimize any negative outcomes.

CHAPTER 8: FUNDING OPTIONS

The cost of developing and maintaining a transportation system is one of the biggest costs for any community. Often, communities do not realize the actual cost of a transportation system and that obtaining the funding can be a difficult experience for all.

One challenge is that there is not a “full” cost for any route. The decision to construct a road, trail or path does not just mean only the cost of construction. Each route must be constructed, maintained, and reconstructed over and over again through the existence of the structure. This means that no route is ever truly paid for completely.

With each funding option, requirements for the route, surrounding area, access and design may vary. Because of this, the type of funding utilized will vary. Some routes may also have combinations of funding sources or government entities involved. For this reason, it is important to maintain a good working relationship with the surrounding local governments.

Some of the most common funding sources are included in this plan; others may be available and should be considered if the project is eligible.

8.1 Federal Lands Highway

The Office of Federal Lands Highway (FLH) is a part of the US Department of Transportation, Federal Highway Administration and provides program stewardship and transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands.

The primary purpose of this program is to provide financial resources and technical assistance for a coordinated program of public roads that service the transportation needs of Federal and Indian lands.⁷

FLH has several programs that may be able to provide financial support to route development such as:

1. **Public Lands Highway (PLH)** – The Public Lands Highway (PLH) program can fund transportation planning projects, engineering and possibly construction for routes that are in or provide access to Indian reservations or other federal public lands.

⁷ All information regarding Federal Lands Highway was obtained from the official website of the Office of Federal Lands Highway. <http://flh.fhwa.dot.gov>

2. **Emergency Relief for Federally Owned Roads (ERFO)** – Routes that have been defined as Federal roads may be eligible for the Emergency Relief for Federally Owned Roads (ERFO) program. These funds are intended to restore roads damaged by a natural disaster.
3. **Tribal Transportation Program (TTP)**- The Tribal Transportation Program (TTP) is the largest program in the Office of Federal Lands Highway. Established in 23 U.S.C. 202 to address the transportation needs of Tribal governments throughout the United States, the program receives \$450,000,000 annually to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities. A prime objective of the TTP is to contribute to the economic development, self-determination, and employment of Indians and Native Americans. (USDOT Federal Highway Administration)

8.2 Wisconsin Department of Transportation

The Wisconsin Department of Transportation supports all forms of transportation. The department is responsible for planning, building and maintaining Wisconsin's network of state highways and Interstate highway system. The department shares the costs of building and operating county and local transportation systems - from highways to public transit and other modes. WisDOT plans, promotes and financially supports statewide air, rail and water transportation, as well as bicycle and pedestrian facilities.

The department works closely with other state, federal and local agencies to meet changing and growing travel needs. Transportation impacts everyone and WisDOT is committed to providing the safest, most efficient and highest quality transportation services to best serve the needs of the state, its citizens and many visitors.⁸

WisDOT has four main areas of potential funding. Each of these areas has a variety of programs that the tribe may be eligible for. The following is a brief description of some of the programs most often used by tribes.

1. **Highway and Bridges** – The Highway and Bridges have several programs that assist local governments with needed improvements to highways and bridges. Not all programs are accessible by tribes due to the nature of the services that they are intended for but the following are programs that have historically been used by tribal governments.

⁸ This description and the information about various programs were obtained from WisDOT's official website. www.dot.wisconsin.gov

2. **Highway Safety Improvement Program (HSIP)** – A highway safety improvement project is any strategy, activity or project that corrects or improves a hazardous road location or feature.
3. **Local Roads Improvement Program (LRIP)** – The Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets.
4. **Statewide Transportation Improvement Program (STIP)** – The Statewide Transportation Improvement Program produces a four-year plan of highway and transit projects for the State of Wisconsin. Revised every year, the plan is a compilation of all highway and transit projects in urban and rural areas that propose to use federal funds.
5. **Public Transportation** – In both urban and in rural areas, public transit is an important part of transportation systems. The following are a few of the programs through WisDOT that tribes may be eligible for.
 - A. **Federal Discretionary Capital Assistance** – The Federal Discretionary Capital Assistance program is a federally funded discretionary capital grant program available to assist transit systems with capital project costs.
 - B. **Rural and Small Urban Area Public Transportation Assistance** – This program allocates funds that are designed to support capital and operating expenses for public transportation services in areas that have a population under 50,000.
 - C. **Supplemental Transportation Rural Assistance Program (STRAP)** - The STRAP program is a federally funded program that provides operating and planning funds for public transit projects in non-urbanized areas.
6. **Specialized Transit**- This area focuses on supporting existing transit efforts by providing funding that is focused toward specific persons in a community such as the elderly, disabled, etc.
 - A. **Tribal Transportation for Elders** - This program provides tribes with financial assistance to deliver transportation services to tribal elders.
 - B. **Other Aid** - All other programs offered through the WisDOT are considered other aid. There are programs ranging from pedestrian programs to airports and air quality.

8.3 Local Governments

The Forest County Potawatomi Community is scattered throughout Forest County and even into several other counties in the state. Because of this, many routes between, through and connecting the tribal lands are owned and maintained by other local governments. These local governments often have similar concerns as the tribe and strive to keep the transportation system in as good of condition as possible.

Local governments, which include counties, townships, and even other tribes, are often eligible for the same WisDOT programs. Because of this, it is essential that all governments with interest in specific routes work together to determine the appropriate manner to move forward with projects. Local townships also have access to their own funds, grants, etc. that are available for route maintenance and construction. These funds can be used or applied in combination with other sources to complete projects.

8.4 Tribal Government

Each year, the Forest County Potawatomi Community submits an operating budget for the coming fiscal year for approval by the General Council. This proposed budget can also contain funding for capital projects. If there is not sufficient funding from other sources, a match required, or plans to construct a route that will not be open to the public; dollars may be planned and requested.

The tribe, as all governments, has a finite amount of financial resources available. This means that projects may be phased to be completed over several years or postponed until a later date when the project can be funded. The Tribe has a capital project policy in place that outlines the process to budget for a capital project.

CHAPTER 9 FUTURE TRANSPORTATION SYSTEM NEEDS

9.1 Future Land Use Transportation Strategies

1. Encourage efficient transportation systems and make streets safer for pedestrians, bicyclists, transit users and motorists in all four seasons.
2. Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.
3. Create walkable neighborhoods.
4. Encourage compact form through community design that mix land uses served by connected and multi modal transportation system.

9.2 Livability and Placemaking Projects

The Forest County Potawatomi Community Mini-charrette was conducted by the National Charrette Institute and Local Government Commission. This program provided technical assistance to the Tribe in building the capacity needed to manage current and future development projects and to specifically further their plans to implement sustainable community strategies on tribal lands in the Stone Lake Region. The project involved a lot of community members in brainstorming sessions, and resulted in identifying livability enhancements. The list of livability and placemaking projects that were identified are listed in Appendix F.

Livability

Livability is the sum of the factors that add up to a community's quality of life-including the built and natural environments, economic prosperity, social stability and equity, educational opportunity and cultural entertainment and recreation possibilities.⁹

Placemaking

In creative placemaking; public, private, not-for-profit, and community sectors partner to strategically shape the physical and social character of neighborhood, town, tribe, city or region around arts and cultural activities.¹⁰

9.3 Current and Planned Projects

⁹ www.livable.org/

¹⁰ National Endowment of the Arts, Creative Placemaking Report

The Forest County Potawatomi Community has a number of current and planned infrastructure and land development projects. These projects are identified on project maps located in Appendix E.

CHAPTER 10 UPDATING

The community's needs and funding available will change; the plan should be revised yearly. Upon completion, projects shall be removed from the priority list. Documentation regarding the project will be updated in Road Inventory Field Data System (RIFDS) to ensure that the B.I.A. has an accurate record of the roads. Upon revision, each of the sections will be updated and Appendix documents replaced with the most current information available so that projects can be analyzed to determine the priority list.

Each of the sections contained in the Forest County Potawatomi Transportation Plan represents elements in the creation of recommendations for future projects. The information will help determine what projects need to be developed and completed, the desired outcome and the urgency of the need. By weighing these items, a priority list of transportation projects can be developed. The priority list will be forwarded to Executive Council as the current T.I.P. (transportation improvement plan) to be approved by resolution. Each year the approved T.I.P. is submitted to the B.I.A. Any projects that are to be funded through the various B.I.A. programs must be on the current T.I.P. to be eligible.

The Forest County Potawatomi's fiscal year begins October 1. Any projects that are to be considered for work must be included in the T.I.P. regardless of the funding source. Any changes to the priority list will need to go through the approval and updating process.

Stakeholder Input

Meetings with various stakeholders will be conducted prior to a route being added to the priority list. Stakeholders can include, but are not limited to, tribal committees, community members, tribal departments, town board members, state representative and county board members.

Approval and Copies

A copy of the most current Forest County Potawatomi Transportation Plan will be provided to the Executive Council, Land Use Committee and the Planning Department. Copies may be provided to Wisconsin Department of Transportation, county or town officials upon request and approval by the Forest County Potawatomi Executive Council. Tribal members may request a copy of the plan at any time.

CHAPTER 11 PLAN APPROVALS

Every time the Forest County Potawatomi Community Transportation Plan is changed, updated or revised, an approval process is completed.

The new document is presented to the Core Planning Team and Land Use Committee for review. Those groups are given an opportunity to comment on the changes and updates. If required, the plan will be modified to include those comments.

The Land Use Committee will pass a motion to recommend that the Forest County Potawatomi Community Executive Council approve the latest version of the Transportation Plan.

The Transportation Plan will be submitted to the Executive Council for approval by resolution.

Appendix A: Indian Reservation Road Inventory

3/9/16

<p>Surface types are as follows:</p> <p>1=Primitive (virtually no maintenance)</p> <p>2=Earth Road</p> <p>3=Gravel Surface</p> <p>4=Bituminous material less than 2" thick</p> <p>5=Bituminous material 2" thick or more</p> <p>6=Concrete</p>	<p>Class types are as follows:</p> <p>Class 1-Major arterial roads providing an integrated network with characteristics for serving traffic between large population centers.</p> <p>Class 2-Rural minor arterial roads providing an integrated network having the characteristics for serving traffic between large population centers.</p> <p>Class 3-Streets that are located within communities serving residential areas.</p> <p>Class 4-Rural major collector road is collector to rural local roads.</p> <p>Class 5-Rural local road that makes connections within the IRR system. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.</p> <p>Class 6- City minor arterial streets that are located within communities, and serve as access to major arterials.</p> <p>Class 7- City collector streets that are located within communities and serve as collectors to the city local streets.</p> <p>Class 8-This class encompasses all non-road projects such as paths, trails, walkways, or other designated types of routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, ATVs, or other non-vehicular traffic.</p>
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RTE#	RTE NAME	OWNER	TOTAL LENGTH	SURFACE TYPE	CLASS	ISSUES	SOLUTIONS (PROJECTS)
1025	Air Monitoring Road	BIA	0.2 or 0.4		5		Resurfacing of an existing road leading to the FCPC air monitoring site.(TIP)
1078	Arlyn Alloway Drive	BIA	0.2	3	5		Reconstruction of existing road (TIP)
5115	Bay Shore Road	Wabeno	3.7	3	5		
2025	BAY SHORE- BLACKWELL TRAILS	BIA	1.9		8		
2024	BAY SHORE NORTH LOOP-BLACKWELL TRAILS	BIA	1.5		8		
5090	Beach Lane	Wabeno	0.4	5	5		
5053	Bear Lake Road	Wabeno					
5114	Bear Road	Lincoln	0.2	5	5		
1033	Bear Road Project	BIA	0.5		5		
2003	BEAR/YOUNGS LANE-SL TRAILS	BIA	1.2		8		
2027	BIG STONE- BLACKWELL TRAILS	BIA	1.1		8		
5044	Billy Daniels Lane	Lincoln	0.5	5	5		
5091	Birch Road	Wabeno	0.8	5	5		
1030*	Blackwell North Road	BIA	0.4		5		This is a proposed route for future possible construction.
1031	Blackwell South Rd.	BIA	0.3		5		
1029*	Blackwell Subdivision	BIA	0.7		5		This is for the design/construction of a new road for future housing in the Blackwell area. (TIP)
5198	Bradley Lake Road	Wabeno	6.0 or 11.7	1 4	5		
5020	Bug Lake Road	Lincoln	0.6 1.8	5 3	5	Intersection sight distance for vehicles traveling north bound is substandard at 800 feet.	Provide adequate sight distance at intersection.
						Intersection has an	Align intersections to be

						offset; the intersection angle is substandard at 125 degrees. Deficient intersection angles.	90 degrees. Construct a 30 foot median on US 8 through the FCPC. Realign Indian Drive and Bug Lake Road. Install east bound and west bound left and right turn lanes at Indian Road and Bug Lake Road.
						Inadequate pedestrian accommodations.	Provide pedestrian pathways or sidewalks.
						The speed limit is not posted along Bug Lake Road.	Place speed limit signs along Bug Lake Road.
						No sidewalks or pathways for ATVs, bikes or pedestrians.	Sidewalks Create a network of walkways, bike lanes and trails.
						No identified safe crossings.	Paint to designate high-visibility crossings.
2006	BUG LAKE-SL TRAILS	BIA	0.8		8		
1086	Bug Lake South Extension	BIA	0.2		5		
5027	Camp 1 Road	Wabeno	7.8				
2033	CASINO BALLFIELD-CARTER TRAILS	BIA	0.3		8		
5092	Cemetery Road	Wabeno					
1097	Chief Wabeka Drive	BIA or Tribe	0.5	3	5		
2017	CHIEF WABECKA-BLACKWELL TRAILS	BIA	1.5		8		
5110	Corning Road	Lincoln	1.4 or 12.6	5	5		
5315	County B	Forest Cty.	4.8				
5199	County C	Forest Cty.	11.3 or 22.6	5 4	2		

2029	COUNTY C EAST- BLACKWELL TRAILS	BIA	0.7		8		
2023	WEST COUNTY C LOOP-BLACKWELL TRAILS	BIA	1.7		8		
5100	County G	Forest Cty	12.6 Or 22.6	5	4 2		
5308	County H	Forest Cty.	12.6	5 4	2		
2015	COUNTY H NORTH/SOUTH- BLACKWELL TRAILS	BIA	2.5		8		
2013	NW COUNTY H LOOP-BLACKWELL TRAILS	BIA	0.7		8		
2016	COUNTY H SOUTH- BLACKWELL TRAILS	BIA	0.7		8		
5309	County M	Forest Cty.	4.0				
5312	County N	Forest Cty.	2.5	4	5		
5313	County O	Forest Cty.	6.2 or 6.1	5	5		
5307	County Q	Forest Cty.	6.7				
5310	County S	Forest Cty.	9.7				
5099	County T	Forest Cty	3.0 or 6	5	2		
5098	County W	Forest Cty	14.0 or 26.6	5	2		
1072	Daniels Road	BIA	0.9	1	4		
1076	Daycare Road	BIA	0.2	4	4	The current design of this road is such that in the event of an emergency, there are limited possibilities for escape.	Look at the current design and identify ways to effectively access routes in case of an emergency.
5087	Deer Lake Road	Wabeno	1.2	3	5		
1020	Deer Ranch Road	BIA	0.9	3	5		
2014	DEER RANCH- BLACKWELL TRAILS	BIA	0.7		8		
1084	Devil's Creek Loop	BIA	0.5				
5022	Devil's Lake Road	Lincoln	1.3 And 0.3	3 5	5		

1016	Dry Creek Lane	BIA	0.1	3	5		Reconstruct gravel roads to paved section (TIP)
1013	Eagle Lane	BIA	0.6 and 0.4	5	5		
1015	E. Park & Church	BIA	0.1	3	5		Reconstruct gravel roads to paved section (TIP)
2034	EAST TRAIL- CARTER TRAILS	BIA	0.7		8		
1083	Education Road	BIA	0.1 0.1		5		
1032	Education Trail	BIA	0.4		5		
5036	Elliot Road	Wabeno	0.4 0.8 and 1.0	5 3 4	5		
5189	Elm Lane	Wabeno	0.3	4			
5190	Elm/Maple Loop	BIA	0.8		5		
1009	Everybody's Road	BIA	0.2 and 0.8	5	5 2	No sidewalks or pathways for ATVs, bikes or pedestrians.	Network of walkways, bike lanes, and trails to connect to buildings.
						No designated crosswalks	Paint to designate high-visibility crossings.
1024*	Everybody's Road Extension	BIA	1.2		5		Road project that will provide additional areas for economic development. (TIP)
*	Everybody's Road	BIA	0.5		5		Design alternative access and escape routes.(TIP)
2001	EVERYBODY'S ROAD-SL TRAILS	BIA	0.9		8		
5197	Ferry Ranch Road	Wabeno	0.7 or 3.5	5 3 4	5		
?	Fire Keepers Road					No sidewalks or pathways for motorized or non-motorized users.	Network of walkways, bike lanes, and trails to connect to buildings.
						No crosswalks	Paint to designate high-visibility crossings.

1071	Fire Tower Lane	Lincoln	0.9 or 0.7	5	5		
1019	Fleet Drive	BIA	0.2	5	5		
1002	Good Heart Lane	BIA	0.4	5	5		
1035	Goodheart-Sugarbush Connection	BIA	0.2		5		
5095	Harper Road	Wabeno	0.5	3	5		
1079	Health & Wellness Loop	BIA	0.2		5		
3008	Highway 8	WisDOT	64.0 or 11.4	5	4	Limited sight distance	Provide adequate sight distance to intersections.
						No safe crossings	Work with WisDOT to develop safe crossing points along Highway 8.
						Informal unsafe ATV crossings.	Establish safe motorized trail connections.
						Speeding	Enforce posted speed limits. Reduce speed limit and identify entrance into the FCP Community. Speed transition.
						Signage needed	Provide signage. Create a monument sign to mark arrival in to the community.
						No passing lanes	Provide eastbound and westbound passing lanes
						Narrow shoulder widths	Increase shoulder widths
No safe pathways for pedestrians/cyclists	Look at connecting to the trail system/segment along Highway 8 out of Crandon.						
2002	HIGHWAY 8 SOUTH LOOP-SL TRAILS	BIA	0.9		8		

3032	Highway 32	WisDOT	55.6 or 34.5	5	4 2	Limited sight distance	Provide adequate sight distance to intersections.
						No passing lanes	Provide eastbound and westbound passing lanes.
2032	HIGHWAY 32 CEMETARY- CARTER TRAILS	BIA	0.8		8		
2030	HIGHWAY 32 WEST-CARTER TRAILS	BIA	0.8				
3045	Highway 45	WisDOT	77.0				
3052	Highway 52	WisDOT	92.5				
3055	Highway 55	WisDOT	38.0				
3064	Highway 64	WisDOT	58.8				
1011	Housing Road	BIA	1.1				
5010	Indian Market Road	Wabeno	4.6	1			
2021	INDIAN MARKET ROAD-BLACKWELL TRAILS	BIA	4.4		8		
5082	Indian Road	Lincoln	0.8 And 0.7	5 4	5	Roadway is narrow.	Widen and resurface existing road that is the main entrance to the southern half of the Stone Lake Community.
						Shoulder width	Increase shoulder width. Provide 10 foot shoulders (5 foot paved) and 6 foot (3 foot paved) left shoulders on US 8.
						No sidewalks or pathways for pedestrians, bikes or ATVs.	Provide sidewalks or pathways for motorized and non-motorized users.
						No safe crossings.	Paint highly visible crossings.
						Intersection sight distance for vehicles traveling north bound is	Provide adequate sight distance at intersection.

						substandard at 800 feet.	
						Intersection has an offset; the intersection angle is substandard at 125 degrees. Deficient intersection angle. Missing speed limit signs.	Align intersections to be 90 degrees. Construct a 30 foot median on US 8 through the FCPC. Realign Indian Drive and Bug Lake Road. Install east bound and west bound left and right turn lanes at Indian Road and Bug Lake Road. Place speed limit signs along Indian Road.
2008	INDIAN / WENSAUT-SL TRAILS	BIA	0.5		8		
1073	Industrial Park Extension	BIA	0.4		5		
1070	Industrial Park Road	BIA	0.6	4	5		
5077	Jaeger Road	Lincoln	0.9 or 1.7	3	5	Erosion issues after heavy rains.	
2010	JAEGER / HALL-SL TRAILS	BIA	0.4		8		
5108	Jim Daniels Lane	Lincoln	0.9	1	5		
5113	Johnson Road	Lincoln	3.6	3	5		
1074	Kak Yot Lane	BIA	0.2	5	5	No sidewalks or pathways for motorized or non-motorized users.	Network of walkways, bike lanes and trails to connect to buildings.
						No safe pathways for the elderly.	ADA compliant pathway for the elderly.
						No safe crossings	Paint to designate high-visibility crossings.

							Engineering for the reconstruction of existing housing road (TIP)
5058	Kasal Lane	Wabeno	0.5 or 1	3	5		
1012	Katie Frank Drive	BIA	0.1	3	5		Reconstruction of existing road (TIP)
2028	KING LAKE- BLACKWELL TRAILS	BIA	0.1		8		
2018	KUFFNER LOOP- BLACKWELL TRAILS	BIA	1.7		8		
5120	Kuffner Road	Wabeno	1.5	5 3	5		
2019	KUFFNER ROAD- BLACKWELL TRAILS	BIA	0.9		8		
2020	KUFFNER SOUTH- BLACKWELL TRAILS	BIA	0.6		8		
1003	Kwe da kik Lane	BIA	0.6	4	5	Limited sight distance for vehicles traveling south bound is substandard at 600 feet.	Improve sight distance. Install a 560 foot retaining wall to improve intersection sight distance.
						No sidewalks or pathways for ATVs, bikes or pedestrians.	Sidewalks Create a network of walkways, bike lanes and trails.
						No identified safe crossings.	Paint to designate high-visibility crossings.
						The speed limit is not posted along Kwe da kik.	Place speed limit signs.
							Engineering for the reconstruction of existing housing road (TIP)
1006	Kwe da kik Court	BIA	0.2	5	5		Engineering for the reconstruction of existing housing road (TIP)
1017	Lagoon Road	BIA Or Tribe	1.1	3	5		
5089	Lake Drive	Wabeno	0.8	3	5		

5093	Linse Road	Wabeno	1.5	3	5		
1088	Lois Crowe-Fire Tower Connection	BIA	0.4		5		
1010	Lois Crowe Lane	BIA or Tribe	0.3	4	5	The current design of this road is such that in the event of an emergency, there are limited possibilities for escape.	Look at the current design and identify ways to effectively access routes in case of an emergency.
2009	LOIS CROWE / RITCHIE-SL TRAILS	BIA	1.3		8		
1077	Love Knot Lane	BIA	0.3	4	5		
1023	Love Knot Lane/ Bug Lake Road	BIA	0.5		5		
1085	Love Knot Lane Extension	BIA	0.4		5		
5188	Maples Lane	Wabeno	0.3 or 0.6	4	5		
1014	Maple Sugar Lane	BIA	0.2	3	5		Resurface an existing roadway that serves a residential area.(TIP)
2031	MAPLE SUGARBUSH EAGLE-CARTER TRAILS	BIA	0.5		8		
?	Mish ko swen Drive					No sidewalks or pathways for motorized or non-motorized users. Employees feel unsafe walking.	Network of walkways, bike lanes, and trails to connect to buildings. Paint to designate high-visibility crossings. Create a pedestrian walkway along the south side of Mish ko swen Drive. Create bike lanes along Mish ko swen Drive.
						Sight distance-exiting from H & W	Improve sight distance exiting H & W.
1008	Museum Road	BIA	0.1	4	5		
1096	Newman Lake Road	BIA	1				
2026	NEWMAN LAKE-BLACKWELL TRAILS	BIA	2.2		8		

5112	Northwoods Drive	Lincoln	2.5	3	5		
1082	Old Highway 32	Wabeno	0.5 0.2	3 5	5 5		
2036	OLD HIGHWAY 32- CARTER TRAILS	BIA	0.1		8		
5109	Otter Creek Road	Lincoln	3.8	3	5		
5086	Otter Lake Road	Wabeno	1.3	3	5		
5088	Padus Road	Wabeno	0.5	5	5		
5085	Phillips Road		0.2				
5042	Potawatomi Trail	Lincoln	3.9 and 5.2	5 4	5	Need safe crossings	Paint to designate high-visibility crosswalks.
						No sidewalks or routes for safe pedestrian travel.	Sidewalk or pathways for pedestrians.
						Multi-use road	Develop trails
						No lights	Soft lighting
						Speeding	Enforce speed limit
1022	Pow Wow Road	BIA	1.2		5		
5184	Knowles Creek Road	Wabeno	8.5				
5054	Rat River Road						
5029	Ritchie Lane	Lincoln	1.1	3	5		
5024	Rummels Road	Wabeno	1.1	5	5		
1021	Rummels Rd/ Maple Lane Ext	BIA	2.5		5		
2022	SEAL LAKE ROAD LOOP-BLACKWELL TRAILS	BIA	0.9		8		
1081	Sheppard Drive	BIA	1.3		4		
5007	Shiner Lake Road	Wabeno	0.5 or 0.8	3			
1026*	Shockto Drive	BIA	0.3		5		
5111	Spring Pond Road	Lincoln	2.7	3	5		
1080	Strawberry Drive	BIA	0.2	4	5		
1034	Sugar Bush- Industrial Park Connection	BIA	0.2		5		
1061	Sugarbush Lane	Wabeno	0.8 or 1.1	3	5		
5102	Trump Lake Road	City/ township	4.1	4			
2011	TRUMP LAKE- BLACKWELL TRAILS	BIA	1.8		8		

2012	TRUMP / COUNTY H-BLACKWELL TRAILS	BIA	1		8		
1018	Utility Access Drive Or Utility Access Road	BIA or Tribe	0.2 0.2 Or 1.0	5 9 4	5 8 5		
5096	Valley Lake Road	Wabeno	3.7 or 7.2	3	5		
1028	Wabecka Extension	BIA	1		5		
1007	Wa se Gishek Drive	BIA	0.4 or 0.2	4	5		
1001	Water Tower Road	BIA	0.1	5	5		
1005	We j bge Snok Court	BIA	0.1	5	5		Engineering for the reconstruction of existing housing road (TIP)
1004	We j Mogeck Court	BIA	0.5	5	5	Unsafe ATV Trail Erosion Issues	Provide safe motorized trail connections.
							Engineering for the reconstruction of existing housing road (TIP)
1027	We J Mogeck Extension	BIA	0.1		5		
2005	WEJMOGEK/BUG LAKE-SL TRAILS	BIA	0.1		8		
2004	WEJMOGEK COURT-SL TRAILS	BIA	0.8		8		
1087	Wensaut-Arlyn Alloway Connection	BIA	0.5		5		
5025	Wensaut Lane	Lincoln	0.3	3	5		
2035	WEST TRAILS-CARTER TRAILS	BIA	0.7		8		
1075	Young Eagle's Lane	BIA or City/Township	0.2	3	5		
5015	Young's Lane	Lincoln	1.4	5	5	No lights Unsafe for walking	Provide soft lighting Create safe pedestrian pathways or sidewalks.

						Intersection sight distance for vehicles traveling north bound is substandard at 600 feet.	Provide adequate sight distance at intersection. Reconstruct 2150 feet of US8 to improve intersection sight distance at Young's Lane.
						Intersection has a deficient vertical crest curve on US 8 with a K value of 140.9.	Install west bound bypass lane at Young's Lane. Install east bound right turn lane at Young's Lane.
						The speed limit is not posted along Young's Lane.	Place speed limit signs along Young's Lane.
2087		BIA	0.2		8		
2089		BIA	0.4		8		
2090		BIA	0.8		8		

Red=BIA Inventory records

Not included on the BIA inventory:

1011 Housing Road

1084 Devil's Creek Loop

1096 Newman Lake Rd.

3045 Hwy. 45

3052-Hwy 52

3055-Hwy. 55

Mish ko swen Drive

3064-Hwy. 64

5027 Camp 1 Rd.

5053 Bear Lake Rd.

5054 Rat River Rd.

5085 Phillips Rd.

Fire Keepers Road

5092 Cemetery Rd.

5184 Knowles Creek Rd.

5307 Cty Q

5309 Cty M

5310 Cty S

Phillips Road

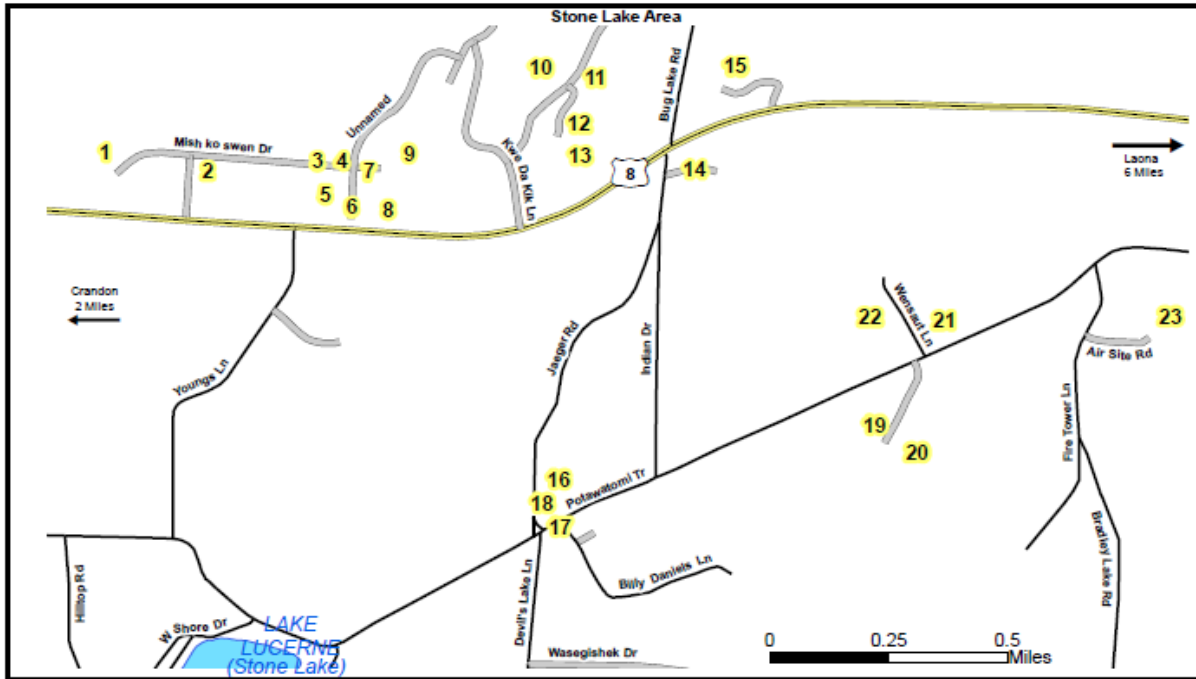
Bear Lake Rd.

5315 Cty B

Appendix B: Sign Inventory

Appendix C: Important FCP Facilities

Important Forest County Potawatomi Facilities

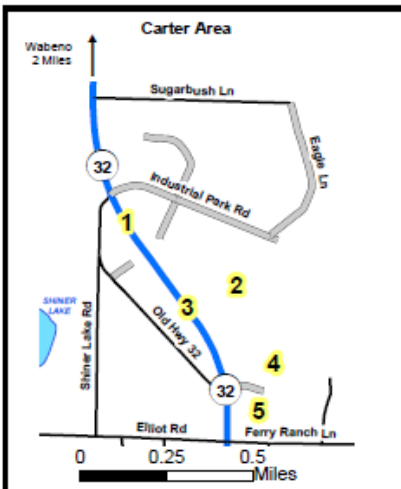


Stone Lake Area

- 1. Utilities
- 2. Stone Lake C-Store
- 3. Health & Wellness Center
- 4. Property Management
- 5. Insurance
- 6. Family Services Building: Family Services, Child Care, Child Support, Economic Support, ICW
- 7. Recreation: Recreation, Truancy Prevention

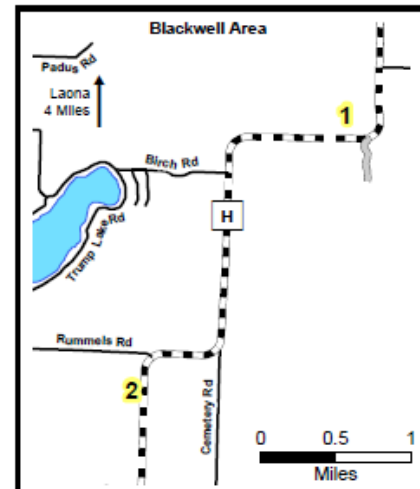
- 8. Executive Building: Administration, Tribal Court, Executive Council, Finance, Grants, Human Resources, Legal, Purchasing
- 9. Cultural Center: Museum, Security, Enrollment, Education
- 10. AODA
- 11. Housing
- 12. Assisted Care Facility
- 13. Elderly Complex
- 14. Arlyn Alloway Field
- 15. Ordinance Office

- 16. Stone Lake Church
- 17. Emergency Management
- 18. Family Resource Center: Family Resources, Potawatomi Traveling Times, Maintenance, N.E.W. Directions, CHOICES
- 19. Gte Ga Nes Preschool
- 20. Rising Sun Daycare
- 21. Natural Resources: Natural Resources, GIS, Forestry, Planning, Land Use, Reality
- 22. Air Monitoring Site
- 23. Solid Waste Facility



- ### Carter Area
- 1. Sunnyside Community Church
 - 2. Potawatomi Carter Casino Hotel
 - 3. Carter C-Store
 - 4. We Care Facility
 - 5. Ka Kew Se Gathering Grounds

- ### Blackwell
- 1. Blackwell Park
 - 2. Gche Kte Gan (The Big Garden)



Appendix D: Acknowledgment of Public Responsibility Documents

Acknowledgement of Public Authority Responsibility

This Acknowledgement of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE), the Wisconsin Department of Transportation (WISDOT), and the Bureau of Indian Affairs (BIA).

Whereas the routes listed below in the WISDOT are important to the TRIBE in that they serve the tribal community, tribal business and tribal members' homes.

WISDOT of Wabeno Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE/LONGITUDE	
Highway 52	3052	010	11.3	Beg	45.44453N / 88.67406W
				End	45.37812N / 88.82161W
		020	5.8	Beg	45.37812N / 88.02161W
				End	45.30632N / 88.85418W
		030	104.5 ft	Beg	45.30632N / 88.85418W
				End	45.30764N / 88.86107W
		040	18.3	Beg	45.30764N / 88.86107W
				End	45.16210N / 89.11592W
		050	1.3	Beg	45.02325N / 89.19952W
				End	45.02985N / 89.22395W
		060	1.0	Beg	45.02985N / 89.22395W
				End	45.02959N / 89.24296W
		070	44 ft	Beg	45.02959N / 89.24296W
				End	45.02938N / 89.24432W
		080	2.8	Beg	45.02938N / 89.24432W
				End	45.02997N / 89.30048W
		090	183.9 ft	Beg	45.02997N / 89.30048W
				End	45.02997N / 89.30325W
		100	7.0	Beg	45.02997N / 89.30325W
				End	45.03218N / 89.44917W
110	48.5 ft	Beg	45.03218N / 89.44917W		
		End	45.03203N / 89.45068W		
120	1.6	Beg	45.03203N / 89.45068W		
		End	45.03280N / 89.48308W		
130	44.5 ft	Beg	45.03280N / 89.48308W		
		End	45.03203N / 89.48502W		
140	3.7	Beg	45.03203N / 89.48502W		
		End	45.00393N / 89.52475W		
150	36 ft	Beg	45.00393N / 89.52475W		
		End	45.00347N / 89.52583W		
160	3.0	Beg	45.00347N / 89.52583W		
		End	44.98772N / 89.57439W		
Highway 8	3008	010	10.7	Beg	45.65717N / 88.42623W

				End	45.65557N / 88.64713W
		020	98.5 ft	Beg	45.65554N / 88.64713W
				End	45.65554N / 88.64921W
		030	10.0	Beg	45.65554N / 88.64921W
				End	45.56899N / 88.67275W
		040	23.1 ft	Beg	45.56899N / 88.67275W
				End	45.56797N / 88.67263W
		050	7.8	Beg	45.56797N / 88.67263W
				End	45.57180N / 88.82001W
		060	1.8	Beg	45.57180N / 88.82001W
				End	45.56769N / 88.85721W
		070	0.5	Beg	45.56769N / 88.85721W
				End	45.56490N / 88.90294W
		080	7.9	Beg	45.56490N / 88.90294W
				End	45.57199N / 88.90307W
		090	138.5 ft	Beg	45.57199N / 88.90307W
				End	45.57222N / 89.01789W
		100	1.3	Beg	45.57222N / 89.01789W
				End	45.57205N / 89.01911W
		110	12.5	Beg	45.57205N / 89.01911W
				End	45.57179N / 89.04668W
		120	66.7 ft	Beg	45.57179N / 89.04668W
				End	45.58412N / 89.23505W
		130	6.2	Beg	45.58412N / 89.23505W
				End	45.58472N / 89.23676W
		140	98.7	Beg	45.58472N / 89.23676W
				End	45.60358N / 89.35881W
		150	4.2	Beg	45.60358N / 89.35881W
				End	45.60392N / 89.35979W
		160	223.6 ft	Beg	45.60392N / 89.35979W
				End	45.63000N / 89.43720W
		170	0.2	Beg	45.63000N / 89.43720W
				End	45.63077N / 89.43769W
Highway 32	3032	010	3.5	Beg	45.79731N / 89.15422W
				End	45.79542N / 89.10325W
		020	165.8 ft	Beg	45.79542N / 89.10325W
				End	45.79531N / 89.10067W
		030	5.4	Beg	45.79531N / 89.10067W
				End	45.73996N / 89.04774W
		040	16.2	Beg	45.73996N / 89.04774W
				End	45.59674N / 88.90252W
		050	204.2 ft	Beg	45.59674N / 88.90252W
				End	45.59493N / 88.90278W
		060	0.7	Beg	45.59493N / 88.90278W
				End	45.57248N / 88.90304W
		070	7.3	Beg	45.55860N / 88.67484W
				End	45.45090N / 88.67553W

		080	52.7 ft	Beg	45.45090N / 88.67553W
				End	45.44952N / 88.67436W
		090	4.6	Beg	45.44952N / 88.67436W
				End	45.40709N / 88.63611W
		100	0.7	Beg	45.40709N / 88.63611W
				End	45.39837N / 88.63030W
		110	1.4	Beg	45.39837N / 88.63030W
				End	45.37833N / 88.62847W
		120	15.2	Beg	45.37833N / 88.62847W
				End	45.20539N / 88.50475W
Highway 45	3045	010	4.6	Beg	45.91198N / 89.22666W
				End	45.85718N / 89.18832W
		020	14.6	Beg	45.85718N / 89.18832W
				End	45.66610N / 89.12461W
		030	134.2 ft	Beg	45.66610N / 89.12461W
				End	45.66488N / 89.12557W
		040	6.7	Beg	45.66488N / 89.12557W
				End	45.57629N / 89.14942W
		050	7.6	Beg	45.57629N / 89.14942W
				End	45.46831N / 89.18027W
		060	18.7	Beg	45.46831N / 89.18027W
				End	45.21182N / 89.14495W
		070	2.4	Beg	45.21182N / 89.14495W
				End	45.17788N / 89.14550W
		080	1.1	Beg	45.17788N / 89.14550W
				End	45.16226N / 89.14818W
		090	1.1	Beg	45.16226N / 89.14818W
				End	45.14763N / 89.15194W
		100	0.9	Beg	45.14763N / 89.15194W
				End	45.13317N / 89.15266W
		110	44.0 ft	Beg	45.13317N / 89.15266W
				End	45.13165N / 89.15266W
		120	2.2	Beg	45.13165N / 89.15266W
				End	45.09925N / 89.15355W
		130	1.2	Beg	45.09925N / 89.15355W
				End	45.08270N / 89.15373W
		140	1.2	Beg	45.08270N / 89.15373W
				End	45.06680N / 89.15319W
		150	1.6	Beg	45.06680N / 89.15319W
				End	45.04435N / 89.15730W
		160	1.0	Beg	45.04435N / 89.15730W
				End	45.03400N / 89.17320W
		170	0.5	Beg	45.03400N / 89.17320W
				End	45.02908N / 89.18445W
		180	11.3	Beg	45.02908N / 89.18445W
				End	44.87072N / 89.20221W

Highway 64	3064	010	6.8	Beg	45.20251N / 88.60704W
				End	45.19321N / 88.63864W
		020	1.9	Beg	45.19321N / 88.63864W
				End	45.19340N / 88.67736W
		030	52.2 ft	Beg	45.19340N / 88.67736W
				End	45.19248N / 88.68061W
		040	22.4	Beg	45.19248N / 88.68061W
				End	45.16254N / 89.12756W
		050	26.3 ft	Beg	45.16254N / 89.12756W
				End	45.16254N / 89.13059W
		060	1.0	Beg	45.16254N / 89.13059W
				End	45.16238N / 89.14789W
		070	4.5	Beg	45.14100N / 89.15350W
				End	45.14439N / 89.24317W
		080	97.1 ft	Beg	45.14439N / 89.24317W
				End	45.14530N / 89.24642W
		090	0.8	Beg	45.14530N / 89.24642W
				End	45.14757N / 89.25860W
100	150.7 ft	Beg	45.14757N / 89.25860W		
		End	45.14742N / 89.26206W		
110	1.0	Beg	45.14742N / 89.26206W		
		End	45.14651N / 89.27979W		
120	92.2 ft	Beg	45.14651N / 89.27979W		
		End	45.14605N / 89.28325W		
130	6.9	Beg	45.14605N / 89.28325W		
		End	45.14801N / 89.42561W		
140	8.6	Beg	45.14801N / 89.42561W		
		End	45.17794N / 89.55546W		
150	75.0	Beg	45.17794N / 89.55546W		
		End	45.17825N / 89.55849W		
160	1.6	Beg	45.17825N / 89.55849W		
		End	45.17809N / 89.59202W		
170	37.2 ft	Beg	45.17809N / 89.59202W		
		End	45.17809N / 89.59505W		
180	2.6	Beg	45.17809N / 89.59505W		
		End	45.17778N / 89.64459W		
Highway 55	3055	010	4.1	Beg	45.96566N / 88.82929W
				End	45.90918N / 88.82105W
		020	70.1 ft	Beg	45.90918N / 88.82105W
				End	45.90814N / 88.82124W
		030	3.8	Beg	45.90814N / 88.82184W
				End	45.85327N / 88.82013W
040	26.6 ft	Beg	45.85327N / 88.82013W		
		End	45.85198N / 88.81969W		
050	4.2	Beg	45.85198N / 88.81969W		
		End	45.79006N / 88.82074W		

060	29.2 ft	Beg	45.79006N / 88.82074W
		End	45.79005N / 88.82083W
070	8.3	Beg	45.79005N / 88.82083W
		End	45.68899N / 88.86768W
080	84.3 ft	Beg	45.68899N / 88.86768W
		End	45.68845N / 88.86883W
090	2.5	Beg	45.68845N / 88.86883W
		End	45.66055N / 88.88207W
100	14.8	Beg	45.46493N / 88.98746W
		End	45.30651N / 88.85470W

And Whereas, the above listed routes will continue to be owned by the WISDOT and open to the public for travel,

And Whereas, the TRIBE has an interest in ensuring these routes are maintained and in adequate repair.

Now Therefore, the TRIBE, the WISDOT, and the BIA agree when and if adequate funding for improvements to the listed routes becomes available, and any of the WISDOT's listed roadways become an approved project for the TRIBE;

1. The TRIBE will enter a subsequent agreement with the WISDOT to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the WISDOT.
2. The BIA will contract with the TRIBE for needed improvements in accordance with 25 CFR 170 under a separate contract.
3. If needed improvements are made to any of the listed WISDOT routes, the WISDOT will continue to own the route and will continue to be responsible for maintenance.
4. This Acknowledgement of Public Authority Responsibility is binding upon the signatories hereto not as individuals, but solely in their capacities as officials on their respective organizations, and acknowledges proper action of the WISDOT, the TRIBE and the BIA to enter into the same.
5. The Acknowledgement of Public Authority Responsibility will become effective as of March 15, 2007 unless otherwise noted below.

BUREAU OF INDIAN AFFAIRS

By Dave O'Donohue

Date: 3/15/07

WISCONSIN DEPARTMENT OF TRANSPORTATION

By [Signature]

Date: 3/6/07

FOREST COUNTY POTAWATOMI COMMUNITY

By Dan W. Trout

Date: 3-5-07

Acknowledgement of Public
Authority Responsibility

This Acknowledgement of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE), the Town of Lincoln (TOWN), and the Bureau of Indian Affairs (BIA).

Whereas the routes listed below in the Town of Lincoln are important to the TRIBE in that they serve the tribal community, tribal business and tribal members' homes.

Town of Lincoln Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE/LONGITUDE
Jaeger Road	5077	010	0.2	Beg 45.56700N / 88.83042W End 45.56528N / 88.83216W
		020	0.4	Beg 45.56528N / 88.83216W End 45.56166N / 88.83501W
		030	0.3	Beg 45.56166N / 88.83501W End 45.55835N / 88.83514W
Indian Road	5082	010	0.4	Beg 45.57023N / 88.82976W End 45.56539N / 88.83005W
		020	0.4	Beg 45.56539N / 88.83005W End 45.56032N / 88.82995W
Otter Creek Road	5109	010	0.1	Beg 45.56867N / 88.80064W End 45.57119N / 88.80248W
		020	3.7	Beg 45.57165N / 88.80272W End 45.61761N / 88.80207W
Corning Road	5110	010	1.4	Beg 45.56866N / 88.87154W End 45.58846N / 88.87227W
Johnson Road	5113	010	3.6	Beg 45.58706N / 88.85087W End 45.63711N / 88.86211W
Northwoods Drive	5112	010	2.5	Beg 45.61330N / 88.85087W End 45.59891N / 88.81212W
Spring Pond Road	5111	010	2.7	Beg 45.59387N / 88.86097W End 45.58907N / 88.81032W
Bradley Lake Road	5198	010	0.7	Beg 45.56048N / 88.81107W End 45.55064N / 88.81103W
		020	4.1	Beg 45.55064N / 88.81103W End 45.49580N / 88.82199W
		030	1.2	Beg 45.49580N / 88.82199W End 45.53722N / 88.84266W
Bear Road	5114	010	0.2	Beg 45.56810N / 88.86168W End 45.56498N / 88.86181W
Bug Lake Road	5020	010	0.6	Beg 45.57075N / 88.82973W End 45.57956N / 88.82897W
		020	1.8	Beg 45.57956N / 88.82897W End 45.58725N / 88.86179W

Young's Lane	5015	010	0.5	Beg 45.56764N / 88.84586W
				End 45.56154N / 88.85108W
		020	0.9	Beg 45.56154N / 88.85108W
				End 45.55790N / 88.85091W
Fire Tower Lane	1071	010	0.2	Beg 45.56707N / 88.81121W
				End 45.56530N / 88.81120W
		020	0.5	Beg 45.56530N / 88.81120W
				End 45.58420N / 88.81367W
Billy Daniels Lane	5044	010	0.5	Beg 45.55871N / 88.83404W
				End 45.55717N / 88.82654W
Wensaut Lane	5025	010	0.1	Beg 45.56399N / 88.81935W
				End 45.56498N / 88.82022W
		020	0.1	Beg 45.56498N / 88.82022W
				End 45.56540N / 88.82054W
		030	0.1	Beg 45.56540N / 88.82054W
				End 45.56399N / 88.82103W
Young Eagle's Lane	1075	010	0.2	Beg 45.56416N / 88.84757W
				End 45.56575N / 88.84583W
Devils Lake Road	5022	010	1.0	Beg 45.55400N / 88.83550W
				End 45.55369N / 88.83228W
		020	0.3	Beg 45.55825N / 88.83516W
				End 45.55054N / 88.83555W
		030	0.3	Beg 45.55054N / 88.83555W
				End 45.55400N / 88.83550W
Ritchie Lane	5029	010	0.4	Beg 45.56839N / 88.80099W
				End 45.56521N / 88.80026W
		020	0.3	Beg 45.56521N / 88.80026W
				End 45.56425N / 88.79974W
		030	0.1	Beg 45.56425N / 88.79974W
				End 45.56016N / 88.79983W
		040	0.3	Beg 45.56016N / 88.79983W
				End 45.55712N / 88.80370W
Jim Daniels Lane	5108	010	0.9	Beg 45.55219N / 88.81016W
				End 45.55712N / 88.80370W
Potawatomi Trail	5042	010	1.9	Beg 45.56510N / 88.86181W
				End 45.55819N / 88.83519W
		020	0.1	Beg 45.55819N / 88.83519W
				End 45.55976N / 88.83081W
		030	0.6	Beg 45.55976N / 88.83081W
				End 45.56347N / 88.82018W
		040	0.3	Beg 45.56347N / 88.82018W
				End 45.56994N / 88.78207W

And Whereas, the above listed routes will continue to be owned by the TOWN and open to the public for travel,

And Whereas, the TRIBE has an interest in ensuring these routes are maintained and in adequate repair.

Now Therefore, the TRIBE, the TOWN, and the BIA agree when and if adequate funding for improvements to the listed routes becomes available, and any of the TOWN's listed roadways become an approved project for the TRIBE;

1. The TRIBE will enter a subsequent agreement with the TOWN to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the TOWN.
2. The BIA will contract with the TRIBE for needed improvements in accordance with 25 CFR 170 under a separate contract.
3. If needed improvements are made to any of the listed TOWN routes, the TOWN will continue to own the route and will continue to be responsible for maintenance.
4. This Acknowledgement of Public Authority Responsibility is binding upon the signatories hereto not as individuals, but solely in their capacities as officials on their respective organizations, and acknowledges proper action of the TOWN, the TRIBE and the BIA to enter into the same.
5. The Acknowledgement of Public Authority Responsibility will become effective as of March 15, 2007 unless otherwise noted below.

BUREAU OF INDIAN AFFAIRS

By Dave O'Donohue Date: 3/15/07

TOWN OF LINCOLN

By Lynne M. Black Date: 3-12-07

FOREST COUNTY POTAWATOMI COMMUNITY

By David Taw Date: 3-5-07

Acknowledgement of Public
Authority Responsibility

This Acknowledgement of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE), Forest County (COUNTY), and the Bureau of Indian Affairs (BIA).

Whereas the routes listed below in Forest County are important to the TRIBE in that they serve the tribal community, tribal business and tribal members' homes.

Forest County Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE/LONGITUDE
County Highway O	5313	010	2.3	Beg 45.67968N / 88.65639W End 45.67874N / 88.69867W
		020	75.3 feet	Beg 45.67874N / 88.69867W End 45.67714N / 88.69687W
		030	3.8	Beg 45.67714N / 88.69687W End 45.64769N / 88.73762W
County Highway S	5310	010	2.0	Beg 45.54568N / 88.98372W End 45.57218N / 88.94643W
		020	7.7	Beg 45.57152N / 88.94582W End 45.68088N / 88.95035W
County Highway M	5309	010	0.7	Beg 45.47943N / 88.98343W End 45.47919N / 88.99775W
		020	62.9 feet	Beg 45.47919N / 88.99775W End 45.47943N / 88.99992W
		030	3.2	Beg 45.47943N / 88.99992W End 45.51971N / 89.04673W
County Highway N	5312	010	2.5	Beg 45.64447N / 88.88315W End 45.67320N / 88.92363W
County Highway Q	5307	010	6.7	Beg 45.48231N / 88.83320W End 45.40599N / 88.85656W
County Highway B	5315	010	2.4	Beg 45.52876N / 88.95122W End 45.52266N / 88.99500W
		020	2.4	Beg 45.52266N / 88.99500W End 45.52052N / 89.04693W
County Highway T	5099	010	3.0	Beg 45.51629N / 88.67520W End 45.51438N / 88.61254W
County W	5098	010	14.0	Beg 45.56255N / 88.89364W End 45.43646N / 88.71618W
County G	5100	010	0.2	Beg 45.65115N / 88.66155W
		020	73.8 ft	
		030	5.6	
		040	48.0 ft	
		050	3.2	
		060	52.0 ft	

County Highway H	5308	070	3.5	End	45.66036N / 88.88199W
		010	0.2	Beg	45.55682N / 88.67469W
		020	31 ft		
		030	12.1		
		040	20.0 ft		
		050	0.2	End	45.43973N / 88.65204W
County C	5199	010	11.3	Beg	45.43841N / 88.63900W
				End	45.41723N / 88.42654W

And Whereas, the above listed routes will continue to be owned by the COUNTY and open to the public for travel,

And Whereas, the TRIBE has an interest in ensuring these routes are maintained and in adequate repair.

Now Therefore, the TRIBE, the COUNTY, and the BIA agree when and if adequate funding for improvements to the listed routes becomes available, and any of the COUNTY's listed roadways become an approved project for the TRIBE;

1. The TRIBE will enter a subsequent agreement with the COUNTY to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the COUNTY.
2. The BIA will contract with the TRIBE for needed improvements in accordance with 25 CFR 170 under a separate contract.
3. If needed improvements are made to any of the listed COUNTY routes, the COUNTY will continue to own the route and will continue to be responsible for maintenance.
4. This Acknowledgement of Public Authority Responsibility is binding upon the signatories hereto not as individuals, but solely in their capacities as officials on their respective organizations, and acknowledges proper action of the COUNTY, the TRIBE and the BIA to enter into the same.
5. The Acknowledgement of Public Authority Responsibility will become effective as of March 15, 2007 unless otherwise noted below.

BUREAU OF INDIAN AFFAIRS

By Dave O'Donohue

Date: 3/15/07

FOREST COUNTY

By Shirley M. Gengace

Date: 3/2/07

FOREST COUNTY POTAWATOMI COMMUNITY

By David Ford

Date: 3-5-07

Acknowledgement of Public
Authority Responsibility

This Acknowledgement of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE), the Wisconsin Department of Transportation (WISDOT), and the Bureau of Indian Affairs (BIA).

Whereas the routes listed below in the WISDOT are important to the TRIBE in that they serve the tribal community, tribal business and tribal members' homes.

WISDOT of Wabeno Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE/LONGITUDE	
Highway 52	3052	010	11.3	Beg	45.44453N / 88.67406W
				End	45.37812N / 88.82161W
		020	5.8	Beg	45.37812N / 88.02161W
				End	45.30632N / 88.85418W
		030	104.5 ft	Beg	45.30632N / 88.85418W
				End	45.30764N / 88.86107W
		040	18.3	Beg	45.30764N / 88.86107W
				End	45.16210N / 89.11592W
		050	1.3	Beg	45.02325N / 89.19952W
				End	45.02985N / 89.22395W
		060	1.0	Beg	45.02985N / 89.22395W
				End	45.02959N / 89.24296W
		070	44 ft	Beg	45.02959N / 89.24296W
				End	45.02938N / 89.24432W
		080	2.8	Beg	45.02938N / 89.24432W
				End	45.02997N / 89.30048W
		090	183.9 ft	Beg	45.02997N / 89.30048W
				End	45.02997N / 89.30325W
		100	7.0	Beg	45.02997N / 89.30325W
				End	45.03218N / 89.44917W
110	48.5 ft	Beg	45.03218N / 89.44917W		
		End	45.03203N / 89.45068W		
120	1.6	Beg	45.03203N / 89.45068W		
		End	45.03280N / 89.48308W		
130	44.5 ft	Beg	45.03280N / 89.48308W		
		End	45.03203N / 89.48502W		
140	3.7	Beg	45.03203N / 89.48502W		
		End	45.00393N / 89.52475W		
150	36 ft	Beg	45.00393N / 89.52475W		
		End	45.00347N / 89.52583W		
160	3.0	Beg	45.00347N / 89.52583W		
		End	44.98772N / 89.57439W		
Highway 8	3008	010	10.7	Beg	45.65717N / 88.42623W

				End	45.65557N / 88.64713W
		020	98.5 ft	Beg	45.65554N / 88.64713W
				End	45.65554N / 88.64921W
		030	10.0	Beg	45.65554N / 88.64921W
				End	45.56899N / 88.67275W
		040	23.1 ft	Beg	45.56899N / 88.67275W
				End	45.56797N / 88.67263W
		050	7.8	Beg	45.56797N / 88.67263W
				End	45.57180N / 88.82001W
		060	1.8	Beg	45.57180N / 88.82001W
				End	45.56769N / 88.85721W
		070	0.5	Beg	45.56769N / 88.85721W
				End	45.56490N / 88.90294W
		080	7.9	Beg	45.56490N / 88.90294W
				End	45.57199N / 88.90307W
		090	138.5 ft	Beg	45.57199N / 88.90307W
				End	45.57222N / 89.01789W
		100	1.3	Beg	45.57222N / 89.01789W
				End	45.57205N / 89.01911W
		110	12.5	Beg	45.57205N / 89.01911W
				End	45.57179N / 89.04668W
		120	66.7 ft	Beg	45.57179N / 89.04668W
				End	45.58412N / 89.23505W
		130	6.2	Beg	45.58412N / 89.23505W
				End	45.58472N / 89.23676W
		140	98.7	Beg	45.58472N / 89.23676W
				End	45.60358N / 89.35881W
		150	4.2	Beg	45.60358N / 89.35881W
				End	45.60392N / 89.35979W
		160	223.6 ft	Beg	45.60392N / 89.35979W
				End	45.63000N / 89.43720W
		170	0.2	Beg	45.63000N / 89.43720W
				End	45.63077N / 89.43769W
Highway 32	3032	010	3.5	Beg	45.79731N / 89.15422W
				End	45.79542N / 89.10325W
		020	165.8 ft	Beg	45.79542N / 89.10325W
				End	45.79531N / 89.10067W
		030	5.4	Beg	45.79531N / 89.10067W
				End	45.73996N / 89.04774W
		040	16.2	Beg	45.73996N / 89.04774W
				End	45.59674N / 88.90252W
		050	204.2 ft	Beg	45.59674N / 88.90252W
				End	45.59493N / 88.90278W
		060	0.7	Beg	45.59493N / 88.90278W
				End	45.57248N / 88.90304W
		070	7.3	Beg	45.55860N / 88.67484W
				End	45.45090N / 88.67553W

		080	52.7 ft	Beg	45.45090N / 88.67553W
				End	45.44952N / 88.67436W
		090	4.6	Beg	45.44952N / 88.67436W
				End	45.40709N / 88.63611W
		100	0.7	Beg	45.40709N / 88.63611W
				End	45.39837N / 88.63030W
		110	1.4	Beg	45.39837N / 88.63030W
				End	45.37833N / 88.62847W
		120	15.2	Beg	45.37833N / 88.62847W
				End	45.20539N / 88.50475W
Highway 45	3045	010	4.6	Beg	45.91198N / 89.22666W
				End	45.85718N / 89.18832W
		020	14.6	Beg	45.85718N / 89.18832W
				End	45.66610N / 89.12461W
		030	134.2 ft	Beg	45.66610N / 89.12461W
				End	45.66488N / 89.12557W
		040	6.7	Beg	45.66488N / 89.12557W
				End	45.57629N / 89.14942W
		050	7.6	Beg	45.57629N / 89.14942W
				End	45.46831N / 89.18027W
		060	18.7	Beg	45.46831N / 89.18027W
				End	45.21182N / 89.14495W
		070	2.4	Beg	45.21182N / 89.14495W
				End	45.17788N / 89.14550W
		080	1.1	Beg	45.17788N / 89.14550W
				End	45.16226N / 89.14818W
		090	1.1	Beg	45.16226N / 89.14818W
				End	45.14763N / 89.15194W
		100	0.9	Beg	45.14763N / 89.15194W
				End	45.13317N / 89.15266W
		110	44.0 ft	Beg	45.13317N / 89.15266W
				End	45.13165N / 89.15266W
		120	2.2	Beg	45.13165N / 89.15266W
				End	45.09925N / 89.15355W
		130	1.2	Beg	45.09925N / 89.15355W
				End	45.08270N / 89.15373W
		140	1.2	Beg	45.08270N / 89.15373W
				End	45.06680N / 89.15319W
		150	1.6	Beg	45.06680N / 89.15319W
				End	45.04435N / 89.15730W
		160	1.0	Beg	45.04435N / 89.15730W
				End	45.03400N / 89.17320W
		170	0.5	Beg	45.03400N / 89.17320W
				End	45.02908N / 89.18445W
		180	11.3	Beg	45.02908N / 89.18445W
				End	44.87072N / 89.20221W

Highway 64	3064	010	6.8	Beg	45.20251N / 88.60704W
				End	45.19321N / 88.63864W
		020	1.9	Beg	45.19321N / 88.63864W
				End	45.19340N / 88.67736W
		030	52.2 ft	Beg	45.19340N / 88.67736W
				End	45.19248N / 88.68061W
		040	22.4	Beg	45.19248N / 88.68061W
				End	45.16254N / 89.12756W
		050	26.3 ft	Beg	45.16254N / 89.12756W
				End	45.16254N / 89.13059W
		060	1.0	Beg	45.16254N / 89.13059W
				End	45.16238N / 89.14789W
		070	4.5	Beg	45.14100N / 89.15350W
				End	45.14439N / 89.24317W
		080	97.1 ft	Beg	45.14439N / 89.24317W
				End	45.14530N / 89.24642W
		090	0.8	Beg	45.14530N / 89.24642W
				End	45.14757N / 89.25860W
		100	150.7 ft	Beg	45.14757N / 89.25860W
				End	45.14742N / 89.26206W
110	1.0	Beg	45.14742N / 89.26206W		
		End	45.14651N / 89.27979W		
120	92.2 ft	Beg	45.14651N / 89.27979W		
		End	45.14605N / 89.28325W		
130	6.9	Beg	45.14605N / 89.28325W		
		End	45.14801N / 89.42561W		
140	8.6	Beg	45.14801N / 89.42561W		
		End	45.17794N / 89.55546W		
150	75.0	Beg	45.17794N / 89.55546W		
		End	45.17825N / 89.55849W		
160	1.6	Beg	45.17825N / 89.55849W		
		End	45.17809N / 89.59202W		
170	37.2 ft	Beg	45.17809N / 89.59202W		
		End	45.17809N / 89.59505W		
180	2.6	Beg	45.17809N / 89.59505W		
		End	45.17778N / 89.64459W		
Highway 55	3055	010	4.1	Beg	45.96566N / 88.82929W
				End	45.90918N / 88.82105W
		020	70.1 ft	Beg	45.90918N / 88.82105W
				End	45.90814N / 88.82124W
		030	3.8	Beg	45.90814N / 88.82184W
				End	45.85327N / 88.82013W
040	26.6 ft	Beg	45.85327N / 88.82013W		
		End	45.85198N / 88.81969W		
050	4.2	Beg	45.85198N / 88.81969W		
		End	45.79006N / 88.82074W		

060	29.2 ft	Beg	45.79006N / 88.82074W
		End	45.79005N / 88.82083W
070	8.3	Beg	45.79005N / 88.82083W
		End	45.68899N / 88.86768W
080	84.3 ft	Beg	45.68899N / 88.86768W
		End	45.68845N / 88.86883W
090	2.5	Beg	45.68845N / 88.86883W
		End	45.66055N / 88.88207W
100	14.8	Beg	45.46493N / 88.98746W
		End	4530651N / 88.85470W

And Whereas, the above listed routes will continue to be owned by the WISDOT and open to the public for travel,

And Whereas, the TRIBE has an interest in ensuring these routes are maintained and in adequate repair.

Now Therefore, the TRIBE, the WISDOT, and the BIA agree when and if adequate funding for improvements to the listed routes becomes available, and any of the WISDOT's listed roadways become an approved project for the TRIBE;

1. The TRIBE will enter a subsequent agreement with the WISDOT to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the WISDOT.
2. The BIA will contract with the TRIBE for needed improvements in accordance with 25 CFR 170 under a separate contract.
3. If needed improvements are made to any of the listed WISDOT routes, the WISDOT will continue to own the route and will continue to be responsible for maintenance.
4. This Acknowledgement of Public Authority Responsibility is binding upon the signatories hereto not as individuals, but solely in their capacities as officials on their respective organizations, and acknowledges proper action of the WISDOT, the TRIBE and the BIA to enter into the same.
5. The Acknowledgement of Public Authority Responsibility will become effective as of March 15, 2007 unless otherwise noted below.

BUREAU OF INDIAN AFFAIRS

By Dave O'Donoghue

Date: 3/15/07

WISCONSIN DEPARTMENT OF TRANSPORTATION

By [Signature]

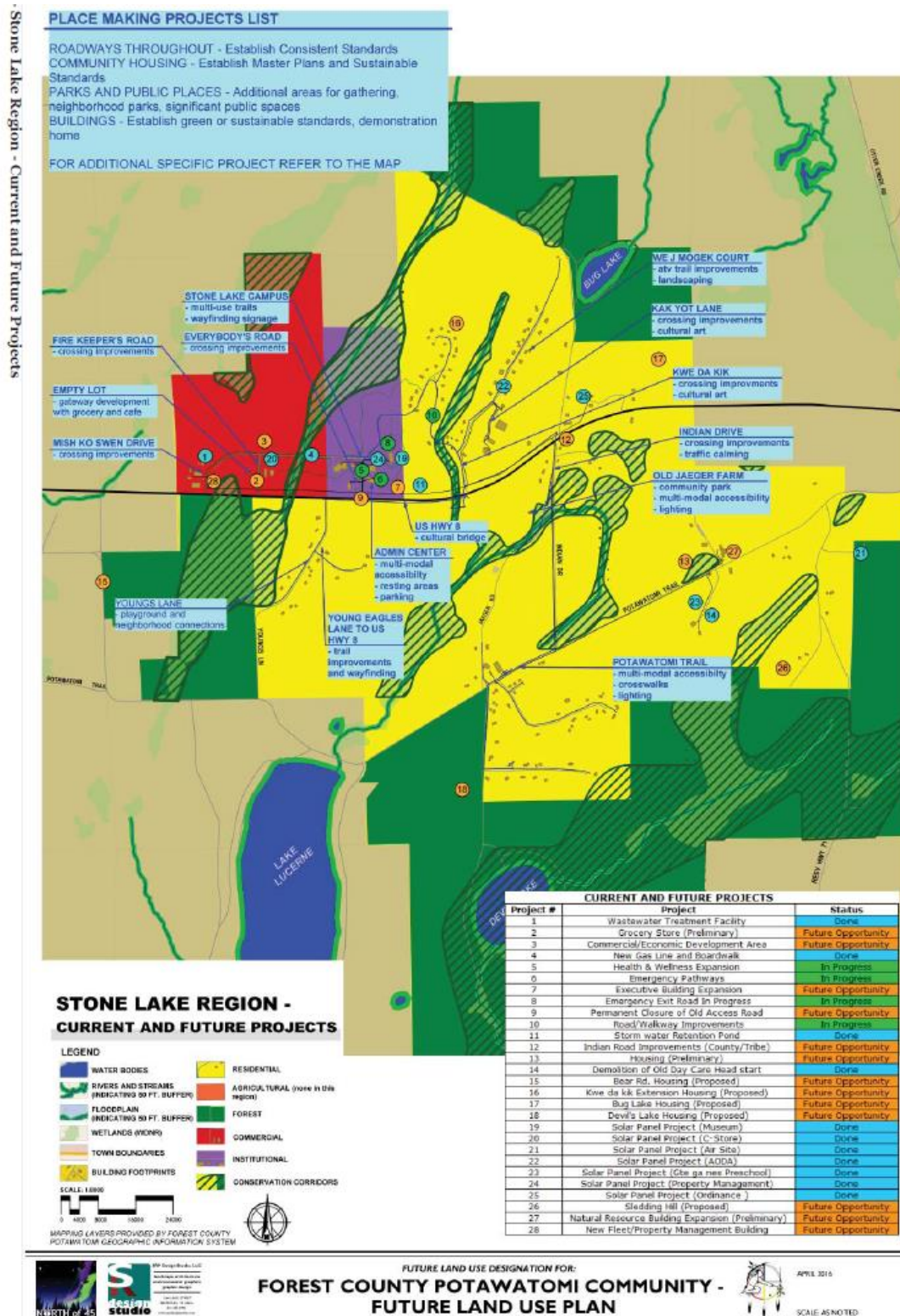
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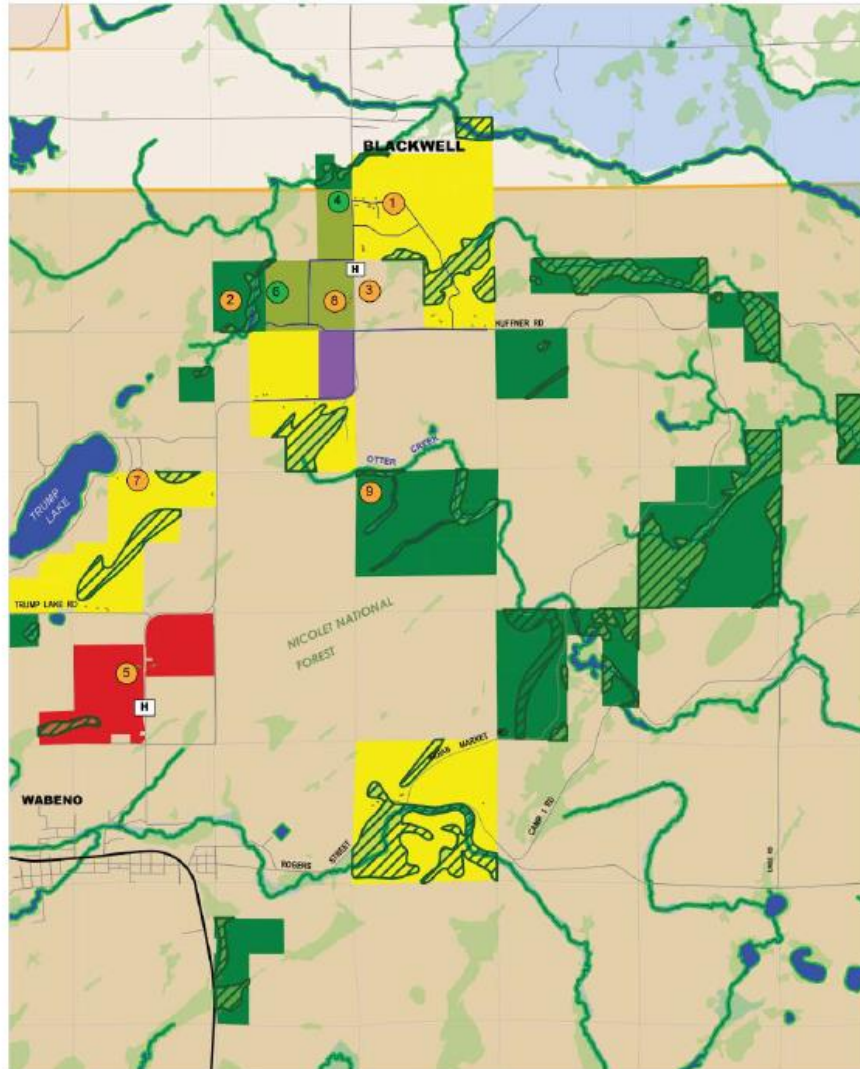
FOREST COUNTY POTAWATOMI COMMUNITY

By Donald Trout

Date: 3-5-07

Appendix E: Current and Future Project Maps





BLACKWELL REGION - CURRENT AND FUTURE PROJECTS

- LEGEND**
- WATER BODIES
 - RIVERS AND STREAMS (INDICATING 50 FT. BUFFER)
 - FLOODPLAIN (INDICATING 50 FT. BUFFER)
 - WETLANDS (WONS)
 - BUILDING FOOTPRINTS
 - RESIDENTIAL
 - AGRICULTURAL
 - FOREST
 - COMMERCIAL
 - INSTITUTIONAL
 - CONSERVATION CORRIDORS



MAPPING LAYERS PROVIDED BY FOREST COUNTY
POTENTIAL GIS GEOGRAPHIC INFORMATION SYSTEM

CURRENT AND FUTURE PROJECTS - BLACKWELL

Project #	Project	Status
1	Chief Wabeka Subdivision	Future Opportunity
2	Motocross Track	Done
3	Aquaponics Facility (Preliminary)	Future Opportunity
4	Blackwell Water Line Extension	In Progress
5	Alternate Location for Golf Course (Preliminary)	Future Opportunity
6	Soil Storage Area	In Progress
7	Trump Lake Housing	Future Opportunity
8	Cemetery Expansion	Future Opportunity
9	Otter Creek Conservation	Done

PLACE MAKING PROJECTS LIST

ROADWAYS THROUGHOUT - Establish Consistent Standards
 COMMUNITY HOUSING - Establish Master Plans and Sustainable Standards
 PARKS AND PUBLIC PLACES - Additional areas for gathering, neighborhood parks, significant public spaces
 BUILDINGS - Establish green or sustainable standards, demonstration home
 FOR ADDITIONAL SPECIFIC PROJECT REFER TO THE MAP



FUTURE LAND USE DESIGNATION FOR:

APRIL 2016

PLACE MAKING PROJECTS LIST

ROADWAYS THROUGHOUT - Establish Consistent Standards
 COMMUNITY HOUSING - Establish Master Plans and Sustainable Standards
 PARKS AND PUBLIC PLACES - Additional areas for gathering, neighborhood parks, significant public spaces
 BUILDINGS - Establish green or sustainable standards, demonstration home

FOR ADDITIONAL SPECIFIC PROJECT REFER TO THE MAP

CURRENT AND FUTURE PROJECTS		
Project #	Project	Status
1	Grocery Store (Preliminary)	Future Opportunity
2	Housing (Preliminary)	Future Opportunity
3	Conversion of Vets Care Facility to Community Center	In Progress
4	Golfing Grounds Improvements, Trail, Playgrounds	In Progress
5	Golf Course (Preliminary)	Future Opportunity
6	Carter Lagoons and Water Treatment Upgrades	In Progress
7	Casino Expansions	Future Opportunity
8	Acquisition Parking Campground	Future Opportunity

CARTER REGION - CURRENT AND FUTURE PROJECTS

LEGEND

- WATER BODIES
- RESIDENTIAL
- RIVERS AND STREAMS (INDICATING 50 FT. BUFFER)
- AGRICULTURAL (zone in this region)
- FLOODPLAIN (INDICATING 50 FT. BUFFER)
- FOREST
- WETLANDS (ADIR)
- COMMERCIAL
- TOWN BOUNDARIES
- INSTITUTIONAL (zone in this region)
- BUILDING FOOTPRINTS
- CONSERVATION CORRIDORS



MAPPING LAYERS PROVIDED BY FOREST COUNTY POTAWATOMI GEOGRAPHIC INFORMATION SYSTEM



FUTURE LAND USE DESIGNATION FOR:
FOREST COUNTY POTAWATOMI COMMUNITY -
FUTURE LAND USE PLAN
 FOREST COUNTY, WI



APRIL 2016
 SCALE AS NOTED

Carter Region - Current and Future Projects

Appendix F: List of Livability and Placemaking Projects

- 1. Old Jaeger Farm:**
Problem: Empty Lot and Unsafe Road.
Proposed Solutions: Basketball Court, Fence to Keep Animals Out, Community Park, Lights, Water Park, or Splash Park, Landscaping Safe Connection for ATVs, Walking, Biking, Paved Roads and Sidewalks.
Project Guide: Large Park with Theme Water Fountains/Splash, Relocate Baseball Field, New Basketball Court, Larger Gathering/Rec area, and Connecting North and South Stone Lake.
- 2. Young Eagles Lane to US Hwy 8**
Problem: Unsafe ATV Trail, Snowmobiles and lots of other use, Speed issue for residents.
Proposed Solutions: Improve safety-roughness and rocks, mud pits are okay. Residents do not mind people going through otherwise.
Project Guide: Well-made trails that let you know you are somewhere different, wayfinding signs.
- 3. Youngs Lane**
Problem: No Lights, Unsafe for Walking, No Playground, Empty Lot with Basement.
Proposed Solutions: Playground in the Area, Do Something with the Basement.
Project Guide: Connect Neighborhood to central park location or designate an area.
- 4. Potawatomi Trail**
Problem: No Sidewalks, Multi use: cars, ATVs, bikes, snowmobiles, dirt bikes, UTV's, buses=safety issue. No lights, Speeding
Proposed Solutions: Walking Trail, ATV Trail, Softer Lights like the orange ones on the Old Tribal Hall.
Project Guide: Pleasant Walking/bike trail, Soft lighting to match area, Crosswalks.
- 5. We J Mogeck Court**
Problem: Unsafe ATV Trail, Erosion issues
Proposed Solutions: Landscaping
Project Guide: Trail connectivity, Tunnel ATV underpass.

- 6. US Hwy 8**
Problem: No safe crossing/ Limited sight distance, Tunnel unsafe/height limitations, Multiple ATV crossings, Unsafe winter conditions, Speeding Trucks, Few signs to identify buildings on Stone Lake Campus.
Proposed Solutions: Transition Zone, Monument sign to mark arrival into the community, Connecting trail system along trail segment planned along Hwy 8 out of Crandon, Work with Wisconsin DOT to develop safe crossing.
Project Guide: Cultural bridge connecting from museum. History/culture, art bridge design. Regional landmark, Celebrate views of highpoint overlook, historical marker, Connect elder complex area to a central park location.
- 7. Indian Drive**
Problem: No sidewalks or pathways for ATVs, bikes, or pedestrians, No safe crossings, Road is narrow.
Proposed solutions: Paint to designate high-visibility crossings.
Project Guide: Reroute or re-purpose, Residential calming. Address parking.
- 8. Mish ko swen Drive**
Problem: No sidewalks or pathways for ATVs, bikes, or pedestrians, Sight distance-exiting from H & W, Employees feel unsafe walking.
Proposed Solutions: Pedestrian Walkway, Bike lanes, Network walkways, bike lanes, and trails to connect to buildings.
Project Guide: Cross walks-art designed, connectivity.
- 9. Everybody's Rd.**
Problem: No Sidewalks or pathways for ATVs, bikes, or pedestrians.
Proposed Solutions: Paint to designate high-visibility crossings.
Project Guide: Cross walks, bike paths to be cultural art-applique or woodland.
- 10. Fire Keepers Rd.**
Problem: No sidewalks or pathways for ATVs, bikes, or pedestrians.
Proposed Solutions: Paint to designate high-visibility crossings.
Project Guide: Crosswalks-cultural art, Multi modal accessibility.

11. Kak Yot Lane

Problem: No sidewalks or pathways for ATVs, bikes, or pedestrians, No safe pathways for the elderly.

Proposed Solutions: Paint to designate high-visibility crossings.

Project Guide: Cross walks-cultural art.

12. Kwe da kik

Problem: Limited visibility- Safety issue, No Sidewalks or pathways for ATVs, bikes, or pedestrians.

Proposed Solutions: Paint to designate high-visibility crossings.

Project Guide: Crosswalks-cultural art.

13. Administrative Center

Problem: Primarily for employees rather than tribal members.

Proposed Solutions: Organize the location of shared facilities, Define development standards appropriate to distinct areas.

Project Guide: Multi-modal accessibility, Pleasant resting areas, Parking for customers.

14. Roadways throughout the community

Problem: Safety and maintenance concerns.

Proposed Solutions: Establish consistent standards and street sections appropriate to distinct areas.

Project Guide: Partnerships, communicate, agreements and MOUs.

