

FOREST COUNTY
POTAWATOMI
Keeper of the Fire

LONG RANGE TRANSPORTATION PLAN

FOREST COUNTY POTAWATOMI ROADS

FOREST COUNTY POTAWATOMI TRANSPORTATION SERVICES

FOREST COUNTY POTAWATOMI PUBLIC WORKS DIVISION

COPY

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

POTAWATOMI
(Keeper of the Fire)

FOREST COUNTY POTAWATOMI COMMUNITY
EXECUTIVE COUNCIL RESOLUTION

Forest County Potawatomi Community Long Range Transportation Plan, 2025 Revisions

Resolution No. 045-2025

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

WHEREAS, the Forest County Potawatomi Community Executive Council, pursuant to the Forest County Community Potawatomi Constitution, Article V, Section 1(a), has the power to consult, negotiate, contract, and conclude agreements on behalf of the Community with Federal, State, or local governments and corporations, associations, legal organizations, or individuals, on matters with the power contained within Article V; and,

WHEREAS, the Forest County Potawatomi Community recognizes that adequately constructed and safe roadway infrastructure is an essential part of Tribal development and supportive community services to the Tribal members and local community; and,

WHEREAS, The Forest County Potawatomi Community Long Range Transportation Plan was revised in April of 2016; and,

WHEREAS, the Long Range Transportation Plan will be a living document that is updated to include transportation projects that will be prioritized for the future; and,

WHEREAS, the Forest County Potawatomi Community desires to revise its Long Range Transportation Plan.

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council approves of the April 2025 revisions to the Long Range Transportation Plan.

045-2025

COPY

CERTIFICATION

I, Alexandria McCorkle, the undersigned Secretary of the Forest County Potawatomi Executive Council, hereby certify that the Executive Council is composed of six members of whom 5 being present constitute a quorum at a meeting duly called, convened, and held on the 28 day of MAY, 2025, and that said resolution was duly adopted at above meeting by an affirmative vote of 4 members for, 0 members against, and 0 members abstaining and that said resolution was not rescinded or amended in any way.

Alex McCorkle

Alexendria McCorkle, Tribal Secretary
Forest County Potawatomi Community

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Chapter 1 Plan Introduction

Planning results in a vision for the future, which guides decision making today. Transportation planning is an element of comprehensive planning, and considers land use, social and economic development, safety, recreation, education, land, and local community goals to predict transportation demands. Transportation is essential for community development and can include everything from walking paths to major highways, or even air transportation facilities. This plan was developed to identify those construction, refurbishment, and/or safety projects required to accommodate existing and future transportation demands.

Transportation planning is funded through the Tribal Transportation Program (TTP) funds. "The Tribal Transportation Program mission is to provide safe and adequate transportation and public road access to and within Indian reservations in the Great Plains Region, Indian lands and communities for Native Americans, visitors, recreationists, resource uses and others while contributing to economic development, self-determination, and employment of Native Americans. The Tribal Transportation Program (TTP) is part of the Federal-Aid Highway Program and is funded from the Highway Trust Fund. It is Authorized under the Federal Lands Highway Program, 23 United States Code (USC) 204".
Source: https://www.bia.gov/regional-offices/great-plains/indian-reservation-roads-program

This Long Range Transportation 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.

1.1 Plan and TTIP 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 TTP, which is authorized by the Fixing America's Surface Transportation Act (FAST Act).

The Forest County Potawatomi Community (FCPC) makes transportation planning a priority and incorporates the planning responsibilities into the transportation program. The draft transportation 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 Tribal Transportation Improvement Plan (TTIP). The Executive Council approves the TTIP, 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 various governments is necessary to coordinate current and future projects. Ownerships of specific roads are included in **Appendix A**.

Chapter 2 Forest County Potawatomi Community 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 signed into law the Indian Removal Act, which forced all Indians living east of the Mississippi River to move west 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.

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 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 into 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, smallpox, 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 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.

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. 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 1,700 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 Land Types

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

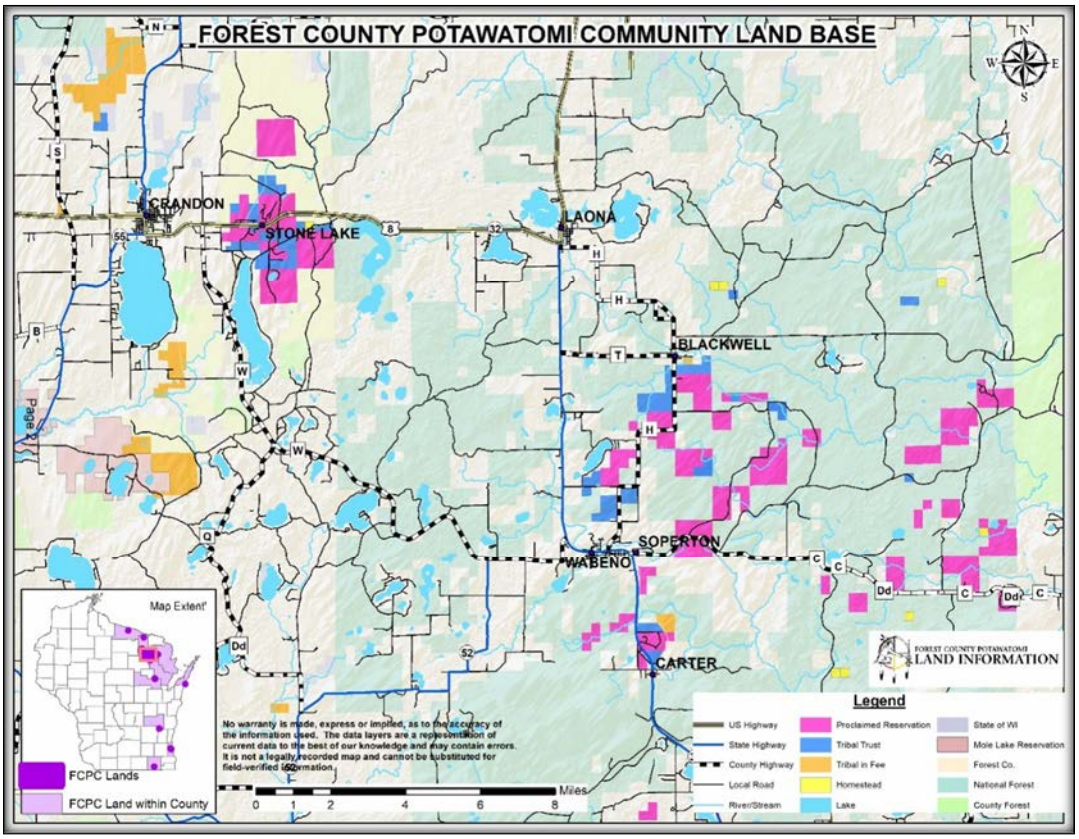
Lands purchased by the tribe from private entities. This ownership encompasses restricted or unrestricted status.

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.

2.3 Study Areas



Forest County is 1,046 square miles in size. 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. According to the U.S. Census Bureau, the 2024 estimated population of Forest County is 9,506.

While the Forest County Potawatomi Community is primarily located in Forest County, Wisconsin, the tribe also owns land as far south as Milwaukee, WI. The tribe is not located in one large area in Forest County, but instead, consists of several areas scattered through the region. There are three main communities: Stone Lake, Carter and Blackwell. A display of notable FCPC facilities can be found in **Appendix C**.

2.3.1 Stone Lake

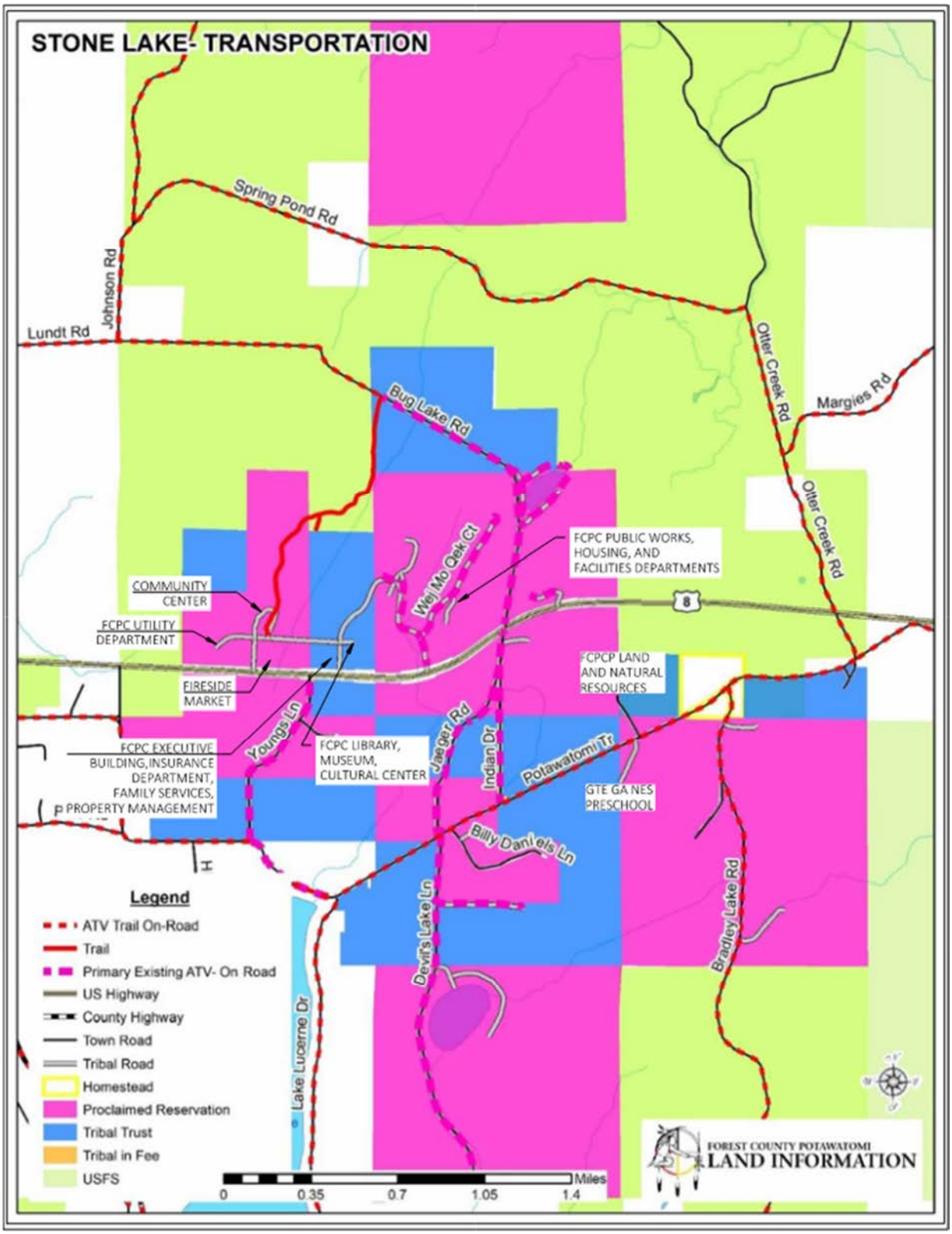
The Stone Lake area is comprised of approximately 4,111 acres of land and is located approximately 2 miles east of Crandon along US Highway 8 in the Town of Lincoln.

The Stone Lake area is home to approximately 365 tribal members that reside in 120 single family units. This area has the largest concentration of homes of the three main communities.

Stone Lake is the location of many of the tribal government offices, community center, and housing. Stone Lane also has a gas station, church, and private businesses within the boundaries that serve the community.

Many of the tribal offices are located along Everybody's Road north of US Highway 8. These include the Executive Building, Human Services, Property Management, Library, Museum, and Cultural Center, Insurance, Family Services, Health and Wellness Center and Public Works Departments. In addition, this area houses the newly established Community Center. There are approximately 600 Tribal government employees that provide various services to the community.

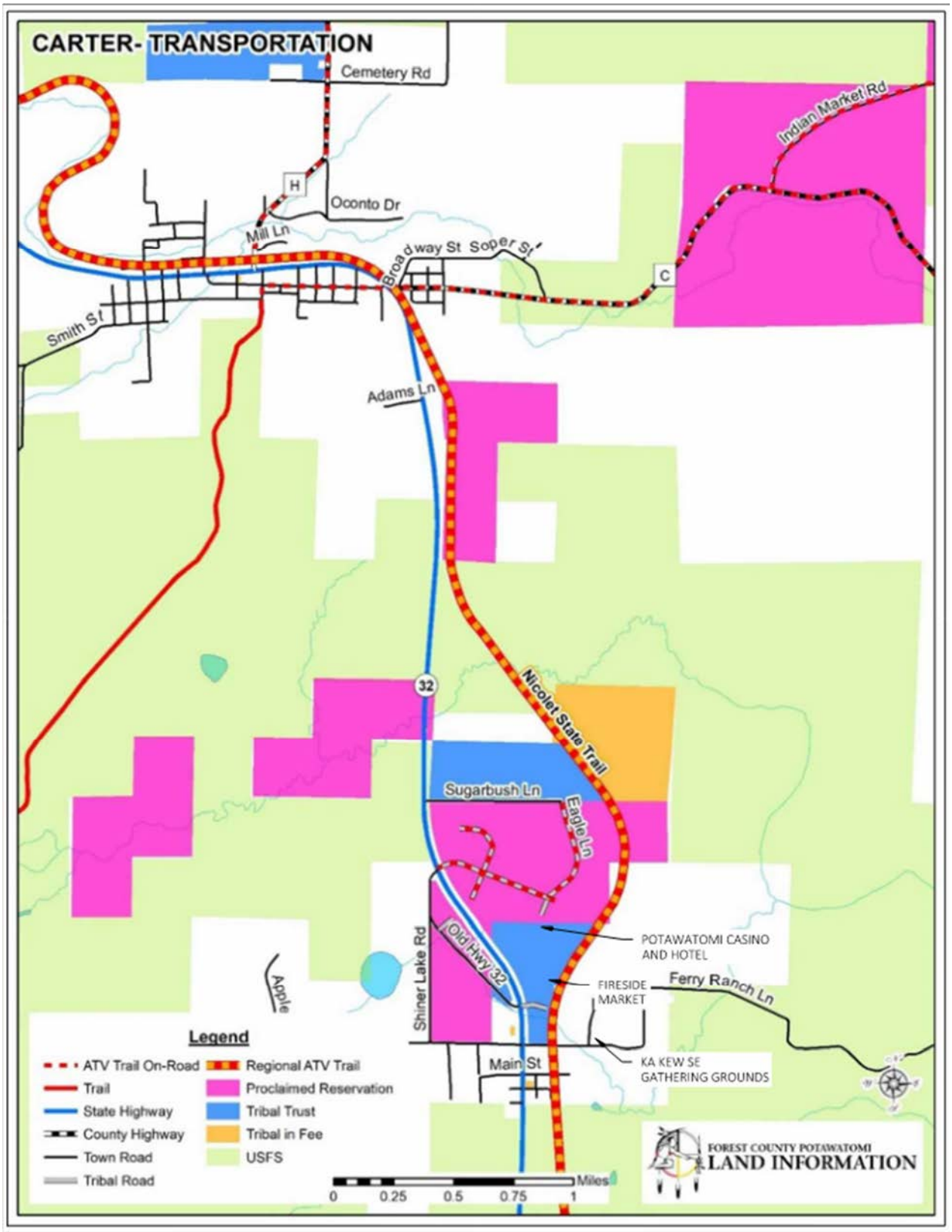
There are other tribal departments in the Stone Lake area. They are the Elderly Department, AODA, Land & Natural Resources, Solid Waste, Family Resources, Traveling Times, Security, Maintenance, Emergency Management, Capital Projects, Land Information, Forestry, and the Tribal Ordinance Department.


STONE LAKE- TRANSPORTATION
Spring Pond Rd
Johnson Rd
Lundt Rd
Bug Lake Rd
Otter Creek Rd
Margies Rd
Otter Creek Rd
Wej Mo Qek Ct
FCPC PUBLIC WORKS, HOUSING, AND FACILITIES DEPARTMENTS
COMMUNITY CENTER
FCPC UTILITY DEPARTMENT
8
FIRESIDE MARKET
FCPCP LAND AND NATURAL RESOURCES
Youngs Ln
FCPC EXECUTIVE BUILDING, INSURANCE DEPARTMENT, FAMILY SERVICES, PROPERTY MANAGEMENT
FCPC LIBRARY, MUSEUM, CULTURAL CENTER
Jaeger Rd
Indian Dr
Potawatomi Tr
GTE GA NES PRESCHOOL
Billy Daniels Ln
Devils Lake Ln
Bradley Lake Rd
Lake Lucerne Dr
Legend
ATV Trail On-Road
Trail
Primary Existing ATV- On Road
US Highway
County Highway
Town Road
Tribal Road
Homestead
Proclaimed Reservation
Tribal Trust
Tribal in Fee
USFS
0
0.35
0.7
1.05
1.4
Miles
FOREST COUNTY POTAWATOMI
LAND INFORMATION

2.3.2 Carter

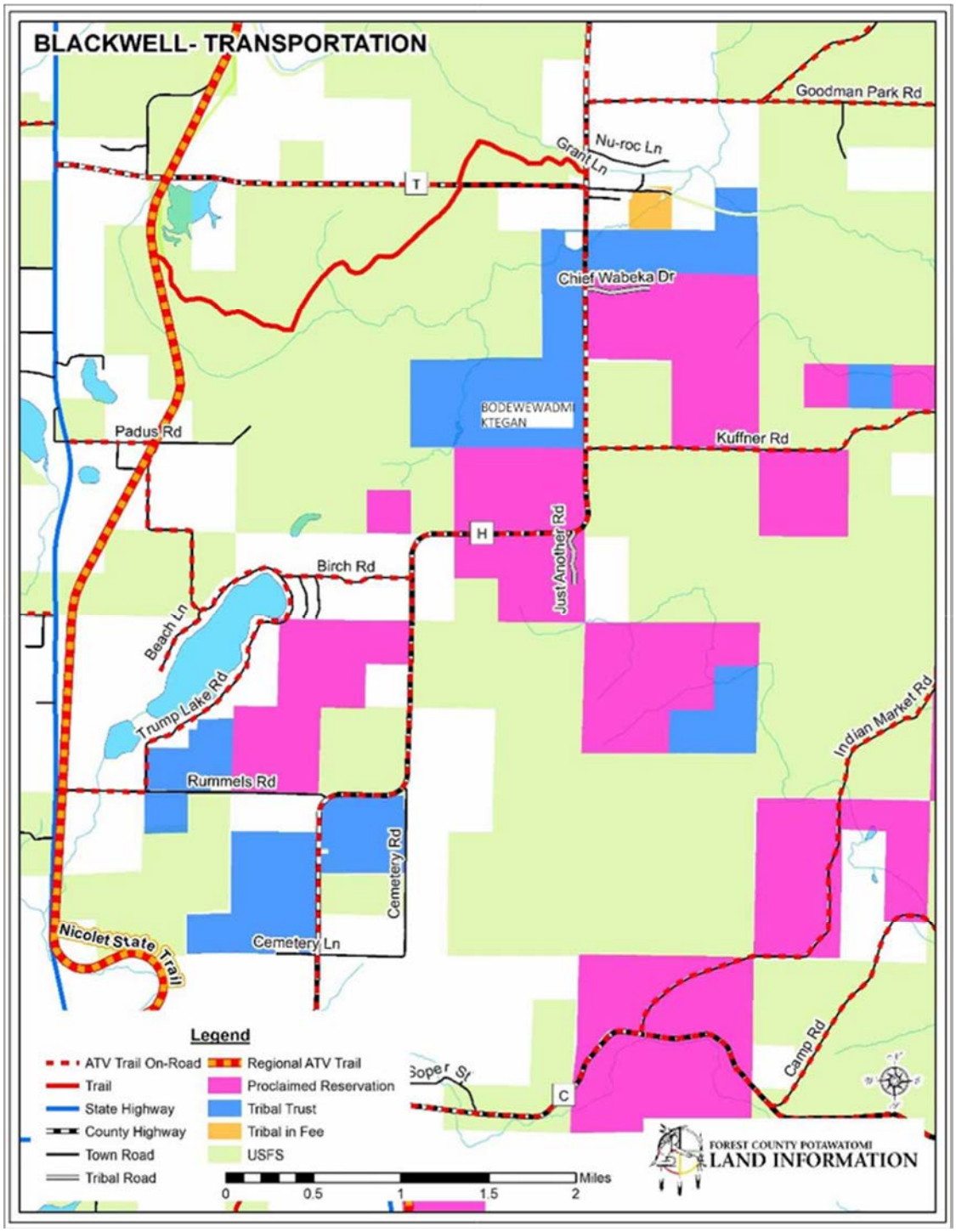
Four miles south of Wabeno, Wisconsin, in the Town of Wabeno, along US Highway 32 is the Carter community. This area is made up of approximately 1,419 acres which is primarily residential and commercial use. There are approximately 58 residential structures that house an estimated 160 community members.

This community is the location of one of the tribal casinos, a hotel, and a convenience store. The Potawatomi Casino and Hotel is the largest structure in this area. There is also a Convenience Store, Wastewater Treatment Facility, and Ka Kew Se Gathering Grounds located in Carter.


CARTER- TRANSPORTATION
Cemetery Rd
Indian Market Rd
H
Oconto Dr
Mill Ln
Broadway St
Soper St
C
Smith St
Adams Ln
32
Nicolet State Trail
Sugarbush Ln
Eagle Ln
Shiner Lake Rd
Old Hwy 32
POTAWATOMI CASINO AND HOTEL
FIRESIDE MARKET
Ferry Ranch Ln
Apple
Main St
KA KEW SE GATHERING GROUNDS
Legend
ATV Trail On-Road
Trail
State Highway
County Highway
Town Road
Tribal Road
Regional ATV Trail
Proclaimed Reservation
Tribal Trust
Tribal in Fee
USFS
0
0.25
0.5
0.75
1
Miles
FOREST COUNTY POTAWATOMI
LAND INFORMATION

2.3.3 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 8,551 acres of land used for private homes, farming, and recreational areas. There are 37 existing homes in the Blackwell area. The Blackwell area also houses the Potawatomi Farm, Bodewewadmi Ktegan. Future housing development is being considered for this area. It remains primarily forested.



2.3.4 Other Areas

The landscape of the Forest County Potawatomi Community currently consists of approximately 17,000 acres. These lands are located throughout Wisconsin within eight counties and sixteen different townships. The checkerboard landscape creates an obvious challenge with non-contiguous parcels of land.

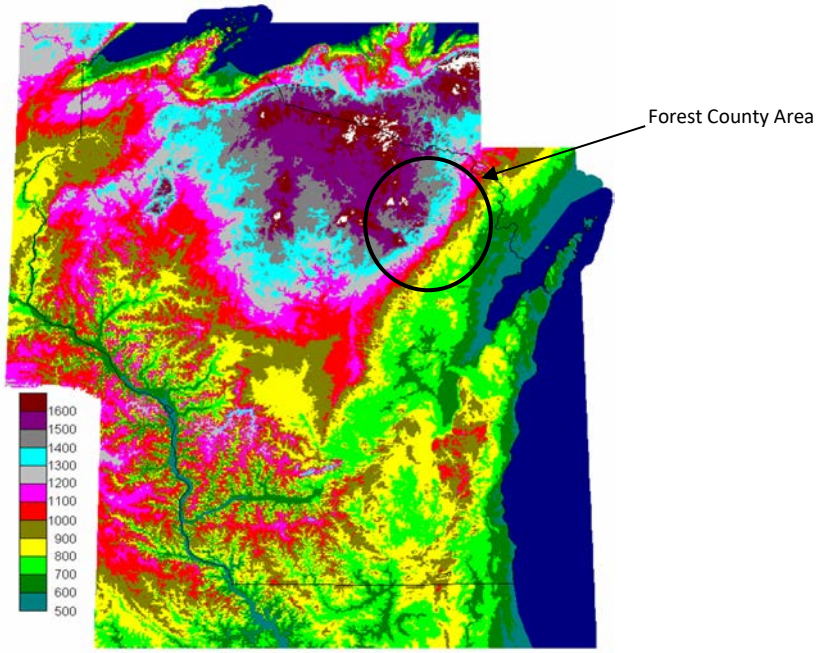
In addition to the three main communities in Forest County, the tribe is continuously investigating areas of expansion, specifically through the acquisition of land and business development. As the tribe grows, the transportation system will become broader, more diversified, and cover additional areas.

The tribe currently owns and operates a casino in Milwaukee, Wisconsin. This 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.

2.4 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 impacted 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.



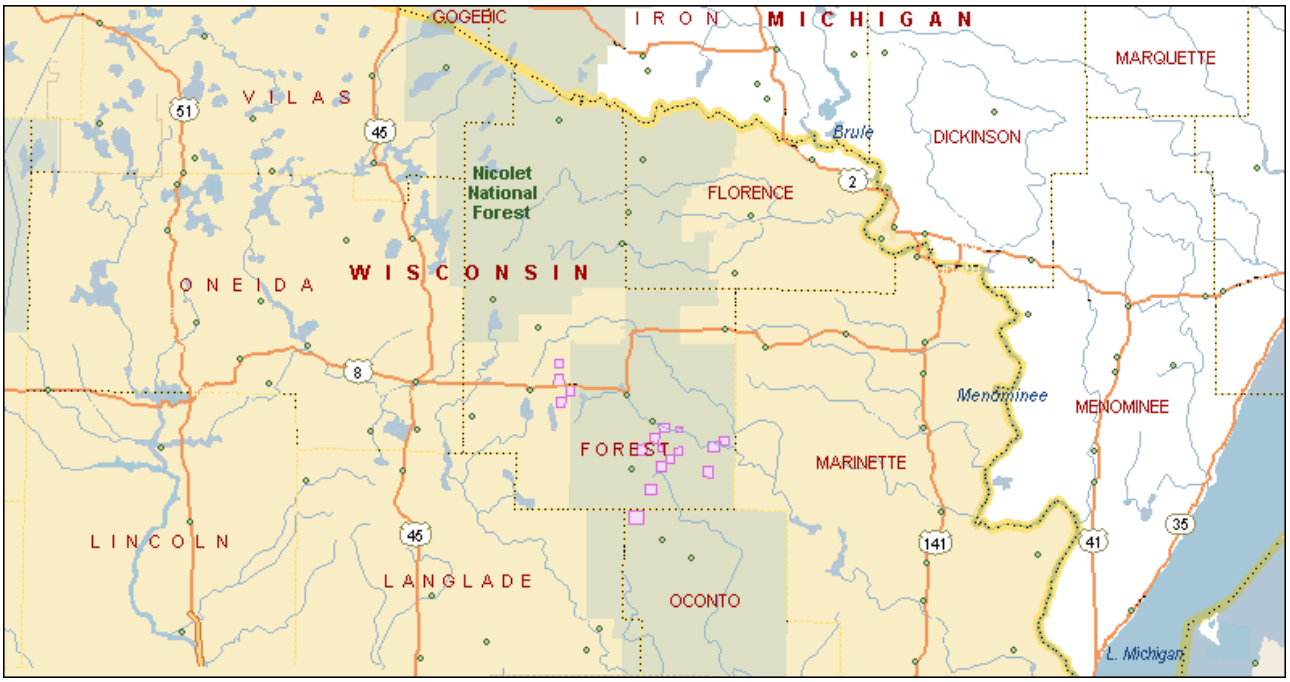
There is no residual soil in this area where glaciations formed. Instead, there is transported, glacial soil. Rapids and waterfalls are abundant in numerous streams.

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 has several wetlands. These areas serve to provide the needed natural environment for many native birds, plants and other native species, water filtration, groundwater recharge, and carbon storage.

The Chequamegon-Nicolet National Forest is located in Wisconsin's Northwoods, covering over 1.5 million acres. The Chequamegan 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 miles of trails that are open to the public for hiking, sightseeing, ATV and snowmobile use.

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
January	*1.20*	*July*	*3.96*
February	*1.15*	*August*	*3.49*
March	*1.80*	*September*	*3.42*
April	*2.95*	*October*	*3.30*
May	*3.45*	*November*	*1.88*
June	*4.19*	*December*	*1.60*

FOREST COUNTY AVERAGE TEMPERATURE

MONTH	HIGH (F°)	LOW (F°)	MONTH	HIGH (F°)	LOW (F°)
January	*21*	*4*	*July*	*78*	*53*
February	*31*	*5*	*August*	*76*	*52*
March	*38*	*15*	*September*	*68*	*45*
April	*51*	*27*	*October*	*54*	*34*
May	*65*	*39*	*November*	*39*	*23*
June	*74*	*49*	*December*	*27*	*11*

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 dangerous heat waves, cold snaps, floods, flash floods, and drought.

2.5 Essential Services

All of the tribal areas in Forest County are served by one of three local school districts; Crandon, Laona, or Wabeno. Students are bused to the school of attendance. The Tribe operates a daycare and pre-school program in Carter. The tribal pre-school serves children ages 3-6 and provides bus services to all children attending who live on the reservation and in the surrounding areas. There is no local post-secondary school. 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, which are more than 50 miles away. 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 have small, privately owned grocery stores but most shopping must be done out of county. Rhinelander and Antigo each have a few discount stores, like Walmart. Any other shopping requires travel to Green Bay or Wausau, which are more than 80 miles away.

2.6 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 1,768 enrolled Forest County Potawatomi Tribal Members.[1]

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 3,500 people in Forest and Milwaukee County. Employment sectors within FCPC include the following:

[1] Forest County Potawatomi Enrollment Department (2025)

- Casino, Gaming Commission and Support.
- Tribal Government and Administration.
- Construction.
- Family Services.
- Retain Trade.
- Natural Resources, Agriculture, and Forestry.
- Education and Cultural Services.
- Financial and Insurance Services.
- Health Services.
- Transportation and Utilities.
- Information, Profession, and Other Services.

Chapter 3 The FCPC Transportation System

The transportation system of the Forest County Potawatomi Community is currently made up of state, county, town, Bureau of Indian Affairs (BIA), 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.

3.1 Roads

3.1.1 Surface Type

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.

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” thick. 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.

Primitive Roads

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.

(FCPC IRR ROUTE 1096)



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. Earth Roads may or may not utilize dust palliative treatment or a continuous course of special borrow material to protect the new roadbed temporarily and to facilitate immediate traffic services.

(FCPC IRR ROUTE 1020)



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.

(FCPC IRR ROUTE 5197)



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.

(FCPC IRR ROUTE #5036)



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.

(FCPC IRR ROUTE #)

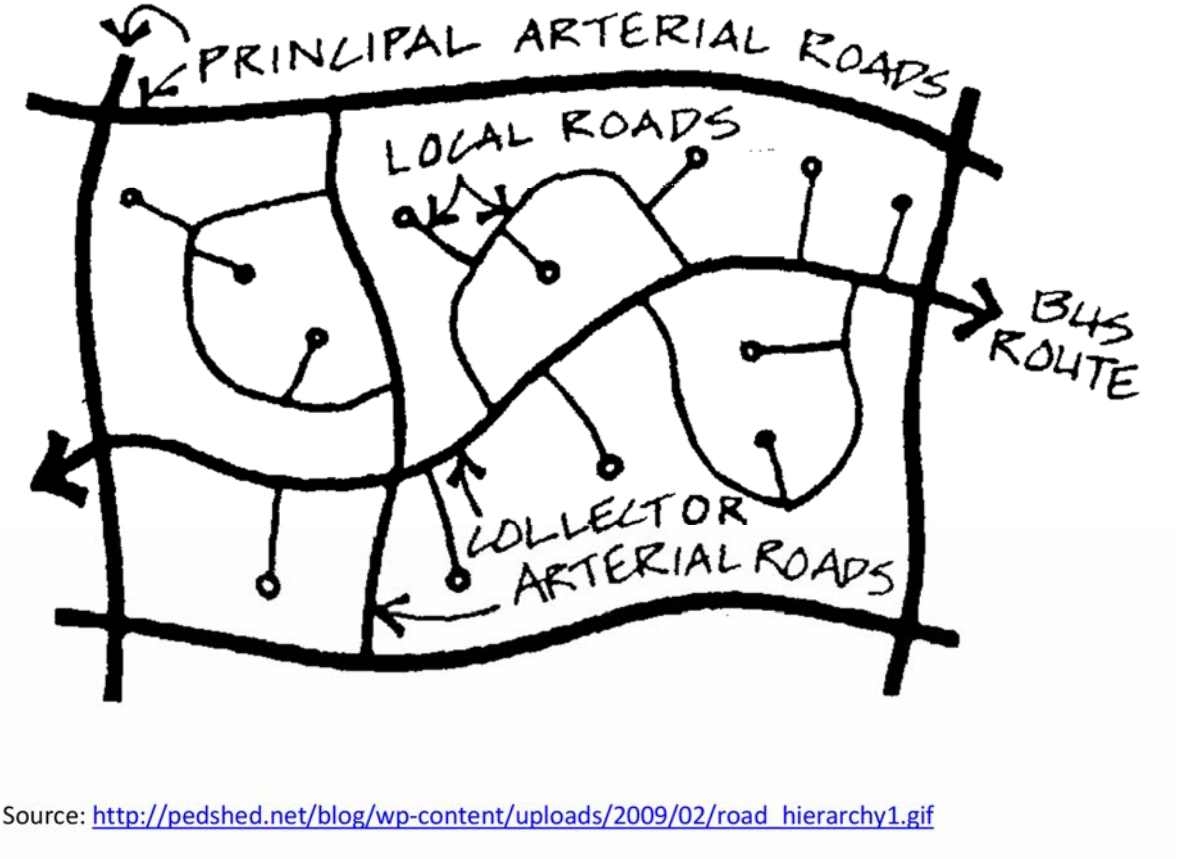


3.1.2 Classifications

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 bicycles, 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

3.1.3 Traffic Control

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. The purpose of traffic control devices is to promote safety and efficiency by providing for the orderly movement of all road users.

The Manual on Uniform Traffic Control Devices (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 MUTCD, which has been administered by the 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.



Example of Dual Language Signage

Forest County Potawatomi have started to implement dual-language signage on Tribal and town roadways. In absence of Tribal law, Tribal Governments may use dual language signing on state, county, town, and tribal roads in accordance with the MUTCD.

Traffic control devices notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all elements 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. 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 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, signs must be highly visible during day and night and be legible.

3.1.4 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. 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.

Roadway and Shoulder Design

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.

Roadside Ditches

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 and Storm Sewer

Culverts channel water under the roadway from one side to the other. Where there is curb and gutter, water is captured in the gutter at a grate and is transported by storm sewer.

3.1.5 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. It is recommended that lighting is installed at high volume intersections and locations where transportation modes mix.

3.1.6 Current Inventory

The National Tribal Transportation Facilities Inventory (NTTFI) consists of 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 NTTFI system includes BIA, Tribal, state, county, and local township roads and bridges which are integral to the Forest County Potawatomi Community. All

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

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 NTTFI, and the roads that are privately owned and do not qualify for NTTFI status. The table listed in **Appendix A** also contains columns listing the construction need and ownerships of the routes in the inventory. Refer to **Table 1** and **Table *2*** below from the Coding Guide and Instructions for IRR Inventory for identifying the construction need and ownership of each route.

Table 1: Ownership Coding Guide for NTTFI Routes.

Code	Ownership
1	BIA including offices in the BIA
2	Tribe
3	State
4	Urban (includes all Federal-aid urban and non-federal-aid urban or municipal forces)
5	County and Township
7	Other Federal Government departments and/or agencies
8	Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others)

Table 2: Construction Need Coding Guide for NTTFI Routes.

Code	Construction Need
0	Transportation facilities which have been improved to their acceptable standard or projects/facilities proposed to receive construction funds on an IRRTIP are not eligible for future inclusion in the calculation of the CTC portion of the formula for a period of 5 years thereafter.
1	Existing BIA Roads needing improvement.
2	Construction need other than BIA roads needing improvement.
3	Substandard or other roads for which no improvements are planned (maintenance only).
4	Roads that do not currently exist and need to be constructed, proposed roads.

Though the status and conditions may change yearly as the NTTFI 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 TTIP which is included in **Appendix H** of this plan. Displays for existing and proposed routes in the NTTFI can be found in **Appendix B**.

3.2 Transit

The Forest County Potawatomi provide an array of services for the community. The ability to access these services in rural, vehicle dependent communities can be challenging, as the distance between the three aforementioned Tribal communities is as great as 25-30 miles. There is an interest in improving quality of life by increasing access to services. The tribe is dedicated to protecting Mother Earth and decreasing the carbon emissions associated with daily vehicle miles travelled. Studies demonstrate that every dollar invested in public transit provides at least $3.50 in economic return due to this positive multiplier effect.[2] In the fall of 2017, the Forest County Potawatomi Community established a tribal public transit system in order to increase mobility and access to services, social gatherings, employment, and entertainment thus improving the economic, environmental, and overall health of the community.

The Forest County Potawatomi Transportation Services is open to both tribal and non-tribal members, for transportation to medical appointments, shopping centers, banks, etc., within Forest County. Currently, transportation is Demand Response, meaning any non-fixed route system of transporting individuals requires advanced scheduling by the customer. Transports are scheduled Monday through Thursday during normal business hours. Using funds from a Wisconsin Department of Transportation (WisDOT) grant, FCPC Transportation Services offers transportation for Tribal Elders to medical appointments outside of Forest County that they may not otherwise have transportation to.

FCPC Transportation Services also utilizes two small school buses for the transportation of preschool children to and from the Gte Ga Nes Preschool. The buses are also used for field trips throughout the school year, and during the summer school program. Transportation Services has recently purchased a large school bus to provide transportation between local schools and the Community Center for after-school programs. The large bus is also used for field trips organized through the Community Center during the school year and the summer school program.

The FCPC Transportation Services fleet also includes cars, trucks, vans, SUVs, heavy equipment, trailers, mowers, and ATVs. Other transport needs provided by FCPC Transportation Services includes transportation to Pow Wows, General Council Meetings, the Carter Casino Concert Series in the Summer, Potawatomi Venture Tours, Public Works Division needs, FCPC HR Tours for new employees, medical appointments for non-Elder Tribal members, and other shuttling events as needed.

3.2.1 Funding

The transit program is operated with funds that are applied for annually from the Federal Transit Administration (FTA) and WisDOT. Any remaining funds that are needed are budgeted using Tribal money. FTA and WisDOT funds must be utilized according to the terms of the grant awarded. Historically, FTA funds have been used to purchase

[2] American Public Transit Association, 2009

vehicles, either for specific County use or for other public transports. FTA funds have also been used to remodel a storage building into the Transportation Services Offices, installing a bus shelter at the Health and Wellness Building, and for salaries for the transit drivers. WisDOT 85.215 Elder Grant funds are specifically used for transporting the FCPC Tribal Elders (55+) to medical appointments outside of Forest County. The Tribal budget is used to fund the transportation of FCPC preschool children to Gte Ga Nes Preschool, as this service is not open to the public and will not be covered under FTA or WisDOT monies.

It is recommended that the tribe seek funding to make service available during regular business hours on Monday through Friday. Additionally, it is recommended that the tribe seek funding for 24 hour services on the weekends, that can be arranged to transport the public to and from community events or even transport impaired drivers after events. It may be beneficial to seek funding for an official FCPC rideshare account (i.e. Uber, Lyft, etc.), in which tribal members may directly charge FCPC for their ride.

3.3 Aviation

The Forest County Potawatomi Community has transportation needs that warrant aviation considerations. Routes included on the NTTFI are located in Southeastern Wisconsin, primarily in the Milwaukee, Waukesha, and Kenosha areas. Additionally, a Potawatomi Casino is located in Milwaukee. FCPC business interests in areas outside of Forest County require travel via aviation. It is recommended that the tribe perform a study on the initiation of an aviation program. This study should evaluate current aviation facilities within Forest County and the surrounding areas, as well as the costs and benefits associated with developing a new FCPC Airport. This study should incorporate all aspects of an aviation program, including fleet information, employment and training opportunities, funding options, and governmental coordination.

3.4 Rail Transportation

The Potawatomi Casino located in Milwaukee is accessible via an Amtrack railway station in Milwaukee. Due to the proximity of the Amtrack railway with the Casino and other FCPC routes, it is recommended that the tribe evaluate the benefits of investing in the rail transportation program in and around the Milwaukee area. The evaluation should include an examination of tourism in the area, the number of rail users, and other potential routes and areas of interest to FCPC that can be accessed by train. The evaluation should focus on existing railway stations and rail yards.

3.5 Alternative Modes of Transportation

3.5.1 Bicycle and Pedestrian Options

The Forest County Potawatomi Community adopted the Bicycle and Pedestrian Plan in September 2021. FCPC saw a need to enhance bicycling and walking as a means of transportation through the community. At the time the plan was written, US Census

data indicated that 5.2% of FCPC residents walked to work, while zero residents reported bicycling to work. Survey data suggested that FCPC residents would be more likely to use bicycles as transportation if provided with adequate accommodations.

Existing Facilities and Conditions

The Wolf River State Trail begins in the City of Crandon, and travels south to Langlade County. Within Forest County, the trail is open for walking, bicycling, ATVs, horseback riding, and snowmobiling; however, the trail is rough in several areas and more suitable for off-road bicycles.

The Nicolet State Trail connects Carter to Downtown Wabeno, but access via local roads is only available to half of the houses in the area. ATVs, walking, bicycling, horseback riding, and snowmobiling are all permitted activities on the Forest County segment of the trail.

The Rat River Trail is located in Blackwell and connects the Bear Lake Area to the Nicolet State Trail. This trail is designated for all season, non-motorized use, and is noted as having easy flat terrain.

Other paths suitable for walking and bicycling exist throughout the Forest County Potawatomi Community. The City of Crandon is home to a shared use path that runs parallel to US Highway 8 and provides access to the Crandon School District. Another shared use path on Pioneer Street in Crandon connects Boulevard Avenue to the grocery store. Various roads and highways throughout Forest County are developed with wide, paved shoulders that may be suitable for walking and/or bicycling.

FOREST COUNTY EXISTING BICYCLE AND PEDESTRIAN PATHS



The Pedestrian and Bicycle Plan categorizes FCPC roads based on the WisDOT Bicycle Suitability Map. State Highway 32 connecting Stone Lake to Laona, and State Highway 52 connecting Wabeno to County Highway W, are both undesirable bicycling roads due to the high volume of traffic. County Highways W, H, T, C, and Q are the most suitable roads in Forest County for biking. A portion of State Highway 32 connecting Laona and Carter is considered a moderately suitable road for bicycling.

Safety Considerations

At the time the Pedestrian and Bicycle Plan was adopted, no bicycle crashes had been reported in Forest County since 2013. Additionally, there had only been one reported pedestrian crash in Forest County since 2009. Future FCPC projects should incorporate separated trails or walkways along roadways that have been deemed unsuitable or moderately suitable for bicycling. Paths will also be designed with highly visible and delineated crossings if a highway crossing is necessary. Additionally, bicycle education and safety guidance are freely available to all FCPC community residents.

Plans for Future Facilities

The Pedestrian and Bicycle Plan proposes several projects that can increase connectivity and safety for bicyclists and pedestrians. The plan lays out the description and need for each plan, as well as the responsible party for funding.

The Pathway to Wellness project proposes a 10-foot-wide, off-road shared use path that would connect Crandon, Stone Lake, FCPC Campus, Wolf River Trail, and Otter Lake

Recreation Area. This path would be developed within the US Highway 8 right-of-way, which is currently undesirable for bicycle use due to the 3-foot-wide shoulders. An alternative to this would be developing the path on Tribal lands adjacent to the US Highway 8 right-of-way.

A proposed project in the Stone Lake area aims to connect Tribal Administrative and Service Buildings with nearby residential areas. This plan proposes off-road shared use paths along Tribal and Town roads that would connect to low volume roads that are suitable for on-road bicycling and walking.

Currently, a feasibility study is underway to evaluate an off-road shared-use path along US Highway 8, which would connect Stone Lake to Laona. From this path, users would be able to access Blackwell using the Nicolet and Rat River State Trails, or using on-road routes along County Highway H or T. It is recommended that the feasibility of a shared-use path parallel to the Nicolet and Rat River State Trails is evaluated. These state trails are currently undesirable to bicyclists and pedestrians due to heavy ATV/UTV traffic. Additionally, feasibility of off-road shared-use paths along CTH H and CTH T should be evaluated to complete the connection to Blackwell for multi-modal travelers.

Another proposed project in the Blackwell area lays out an off-road shared use path connecting residential areas with the Tribal Farm Store and the Tribal Playground. The Tribal and Town/Country roads that would be connected by this path are suitable for on-road bicycling and walking due to the low volume of traffic.

An additional proposed project in the Blackwell area recommends the continuation of the shared use path along County Highway H to Wabeno. The plan would connect Blackwell, Carter, Downtown Wabeno, and Wabeno Schools. This connection would consist of an off-road shared use path adjacent to State Highway 32. An alternative option would be a path parallel to the Nicolet State Trail between Wabeno and Carter.

The final project proposed in the Pedestrian and Bicycle Plan includes off-road shared use side paths along Tribal and Town roads, as well as State Highway 32, trail connectors not parallel to a road, and a crossing of State Highway 32. This network would connect residential developments with Tribal Facilities such as the Potawatomi Casino, Fireside Market, Wee Care, Gathering Grounds, Goodheart Lane Playground, and Sunnyside Church. The roads that would be connected by these paths are suitable for on-road bicycling and walking due to the low volume of traffic.

Creating a bike-share program has the potential to make the existing and future bicycle facilities more accessible to users. Bike-share programs (such as BCycle) consist of electric bicycles that are available for use, and charging stations are typically located near areas of interest. Users can download the app specific to the bike-share program to locate charging stations and check out bicycles. Electric bicycles can typically be used for 3 to 6 hours before needing to be charged and are low-energy and low-cost modes of

travel. These bicycles can also be used on any trail that is designated for non-motorized traffic. Convenient locations for bike-share stations may be the Potawatomi Casino in Carter, near the schools in Wabeno and Laona, and near the FCPC Community Center in Crandon.

It is recommended that bike repair areas are installed at convenient locations along trails. These repair stations can be used on electric or non-electric bicycles, and can include screwdrivers, wrenches, and an air pump for tires. Other amenities that should be installed along trails include rest areas, educational areas, and wayfinding signs. Rest areas can include a public restroom and benches away from the main trail, providing users the opportunity to break from their activity without risking collision with another user on the trail. Educational areas are typically marked by a sign that provides information regarding the natural and cultural history, geography, or wildlife located within the area. Wayfinding signs assist users with reaching their destination or guiding them to connecting trails. Kiosks located along trails or at trailheads can include both education and wayfinding information. Kiosks installed at trailheads should include an overall map showing connecting trails, destinations, and other areas of interest to the user. Trail amenities are recommended on existing and future trails in order to enhance user experience and encourage more trail use.

3.5.2 ATV/UTV Options

The Forest County Potawatomi Community adopted the ATV Trail Plan in November 2021. This plan intends to create safer ATV/UTV trails and routes, as well as increase connectivity to Tribal Commercial Enterprises and other points of interest. At the time the plan was adopted, an estimated 234 FCPC residents utilized ATVs or UTVs to travel within the community. Additionally, ATV/UTV usage has been increasing throughout the state in recent years.

Existing Facilities and Conditions

All roadways within Forest Country are open for ATV/UTV traffic in accordance with state regulations, with the exceptions of US Highway 8 and County Highway S. All Tribal Roads are also open to ATV/UTV traffic, though there are no signs specifying this.

In Stone Lake, there are a number of formal and informal ATV/UTV trails:

- Bug Lake Road to the Fireside Market is maintained in collaboration with a local snowmobile club. This trail does not have strong signage and has some safety issues such as large rocks and narrow clear zones.
- The Wej MoQek North Extension has some steep topography and a rocky surface, making it challenging.
- The Jaeger Road North Extension to US Highway 8 has some drainage concerns on the southern end and should be monitored for maintenance improvements.
- Everybody's Road Trail is an informal trail that FCPC residents use to travel from northern US Highway 8 residential areas to FCPC government facilities.

ATV/UTV traffic in Blackwell and Carter is limited to on-road routes and the Nicolet State Trail. Carter is also home to a small trail leading from the Nicolet State Trail to the Fireside Market and the Casino. A potential addition in Blackwell could be an off-road route running parallel to County Highway H, connecting to the Nicolet State Trail to the west. This could provide a safe route that is separated from vehicle traffic.

The Nicolet State Trail spans Oconto, Florence, and Forest Counties. The trail is developed with crushed rock topping a former railroad bed, and allows for ATVs, UTVs, walking, bicycling, horseback riding, and snowmobiling. In Forest County, ATVs/UTVs are allowed on the trail when the trail is posted as open.

The Wolf River Trail runs through Forest and Langlade Counties. Similar to the Nicolet, this trail is developed with crushed rock over ballast, which supports year-round use of ATVs/UTVs, walking, bicycling, horseback riding, and snowmobiling. In Forest County, ATVs are allowed on the trail when the trail is posted as open. The Wolf River Trail connects to hundreds of ATV routes in the county.

Safety Considerations

Common safety issues for ATV/UTV users include ATV/UTV crossing at unassigned locations, automobiles passing too close to ATVs/UTVs on shared roadways, insufficient regulatory, warning, and way-finding signage on routes and roadways, and obeying speed limits. The FCPC Transportation Safety Plan identifies three ATV/UTV/snowmobile crashes with a passenger vehicle between 2017 and 2021. Four fatal ATV/UTV crashes occurred on trails between the same period, and did not involve a passenger vehicle. Increased ATV/UTV safety education can help reduce severe injury, as well as off-highway vehicle crashes. Additionally, new ATV/UTV transportation projects should support incorporating highly visible, delineated crossings of the highway to minimize the likelihood of severe injury or fatal crashes with highway traffic. Alternatives, such as separated ATV/UTV trails rather than routes that share the roadway, should be considered. Safety education, registration events, and additional safety outreach opportunities are available through the FCPC website.

Plans for Future Facilities

The ATV Trail Plan lists several ATV/UTV trail improvement projects throughout the Forest County Potawatomi Community. The goals of these proposed projects include increasing safety for users, increasing access to the trails, implementing connectivity to points of interest and Tribal Enterprises, and protecting natural and cultural resources. Future ATV/UTV trail projects will be reviewed by the ATV/UTV Advisory Committee to establish trail type and surface, trail speed, signage guidelines, parking stalls at trail facilities, etc.

The existing trail connecting the Fireside Market and Community Center to Bug Lake is currently maintained by a snowmobile club and FCPC. This is a frequently traveled trail,

and this plan proposes additional maintenance such as grading, stone, and shoulder maintenance, along with additional wayfinding signage.

This plan also proposes several connections to North Stone Lake. A new trail connecting US Highway 8 to Mish ko swen Drive is proposed to allow riders access to the Stone Lake Campus and FCPC facilities. This project is being implemented in tandem with the US Highway 8 reconstruction that was in the planning stage at the time the ATV Trail Plan was adopted. The roadway reconstruction plan includes an underpass with separated bicycle/pedestrian and ATV/UTV space. Additionally, connection to Bug Lake Road is proposed with these connections.

Another proposed project is creating a formalized trail on the north side of US Highway 8 in Stone Lake, where there are currently informal trails that have been created by ATVs/UTVs and snowmobiles. A part of formalizing this trail would include creating an ATV/UTV trail separate from the bicycle/pedestrian trail. Additionally, formalizing this trail would increase safety, ensure that riders are using permitted land, and provide increased connection for residents to additional trails and the Stone Lake Campus.

A new troute (a route comprising both off-road trails and on-road routes) is proposed to connect the Otter Creek Natural Area in Stone Lake to the western edge of Crandon. This troute would provide connections to the schools in Crandon, as well as other points of interest. Challenges with land access along US Highway 8 are recognized, so it is assumed that this section of troute would be off-road and not along US Highway 8.

An additional new troute segment is proposed along US Highway 8 from Stone Lake to Laona. The troute is proposed to begin at the intersection of US Highway 8 and Potawatomi Trail and extend to State Highway 32. This troute would consist of an off-road trail that connects to already established ATV/UTV routes on local roadways and would also tie into the Nicolet State Trail.

A new trail from Chief Wabeka Drive to the Nicolet State Trail in Blackwell is proposed to serve residents and tourists. While County Highway H is already designated as an ATV route, an off-road trail would better serve riders based on the vehicular traffic on this route. This trail would provide improved access to the Potawatomi Farm and to Nicolet State Trail. An alternative to this trail that would still provide connection to the Nicolet State Trail is a new trail along Rummels Road.

In Carter, an existing trail connects the Fireside Market and Casino to the Nicolet State Trail. Improving this trail with permanent surfacing and signage has the potential to increase usage. Additionally, an extension to the existing Sugarbush Lane trail would provide connection to the Nicolet State Trail and State Highway 32.

3.6 Transportation Data, Statistics, and Safety

Currently, FCPC receives funds from as Indian Highway Safety Program (IHSP) Grant through the BIA Office of Justice Services. This grant funding is used to pay the salary of a full-time Traffic Safety Coordinator. This coordinator leads efforts in all aspects of traffic safety, including collecting data and statistics, and coordinating transportation safety studies. It is recommended that FCPC continue use of these funds to staff a Traffic Safety Coordinator. It is also recommended that FCPC expand the Traffic Safety Department, and the type of data analyzed, in order to further improve transportation safety for the entire community.

In order to make effective transportation plans, current data must be collected. The Forest County Potawatomi Community Public Works Department has two 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.

Crash 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 regard to the physical design of the route, sight distance, speed requirements, signage, and cross traffic. The Forest County Potawatomi Community was able to participate in the Statewide Tribal Transportation Safety Plan in partnership with each of Wisconsin’s eleven federally recognized Indian Tribes and the Wisconsin Department of Transportation. The purpose of this plan is to identify safety concerns, areas of emphasis, and potential improvement options for improving safety on all Tribal lands in the state of Wisconsin. In addition, the Tribe developed its own Transportation Safety Plan.

Route Statistics and Concerns

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

County Highway Committee meetings and has an MOU with the Town of Lincoln and Town of Wabeno establishing quarterly meetings to discuss any road concerns.

Road Safety Audits

Road Safety Audits (RSAs) consist of a formal safety review of existing and future roads and intersections. RSAs examine the safety of the road or intersection for all users, including vehicles of all sizes, pedestrians, and bicyclists. The audit aims to identify qualitative elements of the road or intersection that may present a safety concern, which users would be impacted by the safety concern, and what circumstances would cause or exacerbate the safety concern. The RSA would also outline ways to mitigate or completely eliminate the concern. RSAs are recommended to be completed during the design and/or construction of new roads and intersections. The FHWA works with state, local, and tribal governments to integrate RSAs into new transportation developments and could potentially provide guidance. The FHWA also encourages completing an RSA for existing roads and intersections that have not yet had a safety audit.

Comprehensive Speed Study

It is recommended that a comprehensive speed study is conducted on roads throughout the FCPC transportation system. Speed studies can be useful when modifying or setting speed limits and can also be used to help identify problem areas for speeding or crashes. Speed data should be collected throughout multiple periods during the day, for an extended period of time to collect an adequate amount of data. Data should be collected at areas that are known or suspected speeding problem areas, or locations where there is an increased number of crashes. Results of the speed study can determine whether a speed reduction is necessary. Additionally, if a speed reduction is not warranted based on the results of the speed study, the data can point to other factors that are potentially creating hazards within problem areas.

Risk Based Assessment

A risk based assessment is recommended to evaluate the safety of bicycle and pedestrian safety when planning for new facilities. Bicyclists and pedestrians are prevalent in the FCPC and surrounding communities but are open to more severe injury in the event of a traffic accident. A risk based assessment identifies potential hazards associated with a project, evaluates the likelihood of the hazard occurring, and assigns priority to the risks based on potential consequences. An example of where this may be useful is when creating an on-road bicycle lane along a road with many curves and areas of low visibility. A risk based assessment may identify that there are currently several low-severity crashes around a specific curve, but the crashes have the potential to become fatal if an unprotected bicycle is struck. The results of risk assessments should outline areas with the highest priority hazards, and ways to mitigate or eliminate the hazards entirely.

Chapter 4 Acknowledgement of Public Authority Responsibility

The Forest County Potawatomi Community has Acknowledgement of Public Authority Responsibility (APAR) 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 APAR 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 APAR 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 into the tribal community, serve tribal businesses, or provide access to tribal member homes and cultural areas. The document states that they will continue 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.

A goal for the Forest County Potawatomi Community would be to have an APAR with other surrounding communities, such as the Towns of Crandon, Blackwell, and Laona. The APAR would assist in enhancing communication regarding potential transportation projects on and near routes of interest to the Forest County Potawatomi Community.

Chapter 5 Transportation Partners

The Forest County Potawatomi Community partners with various city and town governments, the Wisconsin Department of Transportation (WisDOT), the Federal Highway Administration (FHWA), the United States Forest Service (USFS), Forest County government, the Bureau of Indian Affairs (BIA), the Wisconsin Department of Natural Resources (WDNR), and other outlying areas. These partnerships exist to allow FCPC to connect with other potential stakeholders, and collaborate on plans, priorities, and funding opportunities for transportation projects. Different levels of communication are recommended depending on the type of partnership.

The FCPC Roads Program should organize an annual meeting with partners to discuss current and potential transportation projects throughout Forest County. This annual meeting would provide opportunities for stakeholders to collaborate on funding opportunities, create project priority lists, and develop transportation projects with community connectivity in mind.

5.1 Town of Lincoln, Town of Wabeno, and Forest County

FCPC currently holds a memorandum of understanding (MOU) with the Town of Lincoln and the Town of Wabeno. Because the majority of current FCPC Reservation land is within these municipalities, there is an increased need for communication regarding transportation projects and maintenance. It is recommended that a written agreement be signed stating that an FCPC council official meet quarterly with a representative from the Lincoln and Wabeno government to the transportation system and where collaboration may be needed. It is also recommended that a member of the Forest County government attend these quarterly meetings. Additionally, it is recommended that a representative of the FCPC Roads Program attend Forest County monthly transportation meetings and quarterly safety meetings.

5.2 Town of Argonne, Town of Blackwell, City of Crandon, and Town of Laona

FCPC does not currently hold an APAR or an MOU with the Towns of Argonne, Blackwell, Laona, or the City of Crandon. However, there is FCPC Reservation land within these municipalities, and opportunities may arise where a route in one of these municipalities is eligible for placement within the NTTFI. It is recommended that the FCPC Roads Program Manager commit to a quarterly virtual meeting or conference call with the roads manager of each of these municipalities. In the future, as the partnerships develop further, an official quarterly conference between an FCPC council official and the municipality may be necessary.

5.3 Wisconsin Department of Transportation

WisDOT and FCPC currently hold an APAR. The tribe currently maintains an open line of communication with WisDOT, regularly attending inter-tribal taskforce meetings, an annual consultation with the transportation secretary, and WisDOT's annual conference. It is recommended that attendance at these meetings continue, and additional meetings be set up with tribal liaisons throughout the year if transportation issues arise.

5.4 Wisconsin DNR, U.S. Forest Service, FHWA, U.S. DOT, and BIA

While communication between FCPC and various governmental agencies may not always be necessary, it is important to keep open lines of communication. High priority projects, grants and other funding opportunities, and transportation system issues may arise that require good relationships and communication. It is recommended that the FCPC Roads Program Manager commit to an annual virtual meeting with a representative from the above-mentioned government agencies to discuss upcoming transportation projects and funding.

5.5 Kenosha, Milwaukee, Waukesha, and other Outlying Areas

While the majority of FCPC NTTFI routes are located within Forest County, some routes are located in areas of southeast Wisconsin. It is recommended that the FCPC Roads Program Manager commit to two annual virtual meetings with representatives from areas in southeast Wisconsin. As these partnerships develop further, or if more routes in these areas are added to the FCPC NTTFI, a quarterly meeting may become necessary.

5.6 Areas with Roads Not Eligible for NTTFI

There are routes within Forest County and other outlying areas that are not eligible for the NTTFI, but they are of interest to FCPC. One example of this is Cavour Avenue, located in Wabeno, WI. Despite this road not being eligible for the NTTFI, it is still of interest to the tribe. The FCPC Roads Program Manager should make an effort to be involved in projects relating to routes that are ineligible but still of interest. It is recommended that the FCPC Roads Program Manager commit to attending public involvement meetings regarding projects on roads that are ineligible.

Chapter 6 Environmental Conditions

The Forest County Potawatomi Community believes in respecting all living things, taking only what is needed from the Earth, and preserving the air, water, and soil for future generations. FCPC currently runs several programs geared toward environmental stewardship.

Air Resource Program
The FCPC air monitoring program began in 2002 funding assistance from the Clean Air Act Section 103 grant and tribal dollars. The program began with a particulate monitor and a precipitation gauge, but currently also consists of monitors for ozone, sulfur dioxide, nitrogen oxides, PM2.5, vaporous mercury, toxic metals, acid and mercury deposition collectors, and a meteorological tower.

Water Resource Program
The FCPC water resource program involves monitoring, preserving, protecting, and enhancing the quality of surface waters, aquatic habitats, and groundwater. Program staff perform baseline monitoring of four lakes and eleven streams, chemical testing of surface water, bioassessments of water quality, fish surveys, lake aquatic plant surveys, and population assessments.

Wildlife Program
The FCPC wildlife program is designed to conserve, protect, monitor, and enhance tribal wildlife resources. The program works to manage and maintain wildlife populations and provide wildlife resources for future generations.

Cultural Preservation
The Forest County Potawatomi have lived in Forest County, WI, since the late 1800's. However, they originally lived on millions of acres of land throughout the country. In the late 1700's, land was ceded through treaties between the Potawatomi and the United States Government, and the Potawatomi had no land east of the Mississippi River by 1833. Eventually, Forest County Potawatomi was able to purchase land from the United States Government, which became the reservation of the Forest County Potawatomi Community. Due to the checkerboard nature of the lands purchased, there may be areas outside of the FCPC owned lands that are of importance to the Potawatomi Community. A cultural resources assessment should occur during the planning process of transportation projects to determine any impacts to Potawatomi historical resources.

Any transportation project on tribal land must undergo environmental and cultural assessments to determine the impacts of the project on tribal lands. Adverse effects have the potential to halt a project and should be minimized to the greatest extent possible.

6.1 Existing Conditions

Wetlands and Native Plants
The Forest County Potawatomi Community is home to many wetlands, as well as areas that have "wet spots" and/or wetland indicators. The FCPC botany and wetlands program performs wetland assessments, inventory, monitoring, and plans for management of the wetlands and

native plant populations on tribal lands. The program also performs wetland delineations to determine the edges of wetlands on tribal land. Wetlands are considered “nature’s greatest filter” and should be protected from negative impacts resulting from transportation projects. FCPC aims to implement projects that minimize wetland disturbance or avoid wetlands all together. Keeping an up-to-date inventory of wetlands and native plants is important, as is keeping an updated map of areas that may need to remain untouched. Additionally, throughout the course of transportation projects, measures such as erosion control, stormwater best management practices, and/or fencing should be put in place to prevent construction debris and runoff from reaching sensitive areas.

Steep Slopes

Due to the topography of Forest County, transportation projects may take place on or next to steep slopes. This has the potential to present safety issues to the end user. In the case that a roadway is built along a steep slope, FCPC will work with the consultant to ensure that the end design contains clearly defined shoulders, appropriate clear zones, and guardrails if necessary. A pedestrian, bicycle, or ATV/UTV trail built along steep slopes should have a clearly defined shoulder and/or a railing if necessary.

Transportation system construction along steep slopes may also have a negative impact on the environment below. Excavation activities have the potential to send debris down the slopes and into potentially sensitive areas. In these cases, fencing and/or netting will be utilized to minimize impacts. Additionally, the end result of transportation projects may include steep slopes that were created in the construction process. Erosion control and stormwater management should be utilized in these situations to prevent potential negative impacts to the environment.

Wildlife

The FCPC Natural Resources Department aims to take a proactive role in the management of wildlife to ensure good health and sustainability of wildlife populations. However, growing wildlife populations can impact transportation systems within the community. The FCPC Transportation Safety Plan, updated in August 2022, indicated that 53% of all traffic crashes around Community roadways between 2017 and 2021 included an animal, typically deer. Fencing along highways has historically been ineffective in preventing wildlife from entering traffic. One way to mitigate traffic crashes involving animals is roadside mowing. Additionally, FCPC may elect to perform additional mowing along ditches in order to give motorists more time to notice wildlife entering the roadway. Additional mowing may also be targeted at highway segments where the Transportation Safety Plan identified historically greater incidents of vehicle collisions with wildlife. These mitigation measures have the potential to reduce the number of traffic crashes involving wildlife, thus creating safer road conditions and allowing for the continued growth of these animal populations.

Chapter 7 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 BIA for a road maintenance program to serve the community. Work activities under the road 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, brining, 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 throughout the year on the various road activities. The Fleet Department also employs two mechanics who maintain the vehicles and equipment used for maintenance. It is recommended that a minimum of two road maintenance workers and two mechanics is maintained on staff as all times.

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 BIA 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 BIA 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 BIA 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.

7.1 Maintenance and Safety, Lessons Learned

Winter Road Conditions

The updated FCPC Transportation Safety Plan collected crash data for the time period between 2017 and 2021. The results of this crash data indicated that road conditions were the main factor for 106 crashes, not involving an animal. These conditions include snow- or ice-covered roads, or wet pavement. Of these crashes, 83% were Class O, meaning only property damage was incurred and no injuries were reported. Many of these crashes also occurred near horizontal curves. Since 2019, the FCPC Roads Department has used salt brine at intersections, hills, and curves. FCPC aims to increase brine application ahead of winter storms to include all primary tribal roads. The ultimate goal is to achieve clear pavement at the end of storms.

It is recommended that the tribe develop policies and procedures for the level of service provided on FCPC roads. Attaining the same the level of service provided to nearby routes such as STH 32 and USH 8 is recommended. These roads have winter highway classifications of 5, meaning they are 2-lane highways that should be maintained primarily with plowing. These

roads also receive 18-hour plow coverage during the winter storm event. The FCPC roads program should develop procedures that will allow for 18-hour coverage on the transportation system during the storm event, which also plowing and using brine to achieve a clear pavement.

Running off the Road

Data collected in the efforts to update the FCPC Transportation Safety Plan indicated that 58% of all non-animal crashes on roadways in and around the FCPC between 2017 and 2021 included a vehicle departing the roadway. This statistic includes vehicles that hit obstacles such as signs, utility poles, or trees, as well as vehicles that ended up stuck in a ditch. Vehicles typically left the roadway on highway curves, or while turning at an intersection. As existing roadways are being repaired and new roadways are constructed, FCPC plans to include wider paved shoulders, pavement Safety Edge, and rumble strips to help prevent these types of crashes. A wider paved shoulder will provide more space for a vehicle to remain on the pavement and provide more time for correction. A pavement Safety Edge is a sloped edge typically on the shoulder on the inside of a curve. This edge provides the driver with an easier path to get back onto the roadway. Rumble strips are a method of alerting drivers that they are deviating from the roadway and can be used on the centerline or the edge line of roads. Centerline rumble strips are currently used on roadway segments with a posted speed limit of 50 mph or greater, such as State Highway 32. Edge line rumble strips should be reviewed and considered with each roadway project, and use should be determined based on the frequency of other users of the roadway.

Forest Roads (Logging Access Roads)

Forest 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. This should include plans for maintenance on these roads, as well as road access and connectivity.

Chapter 8 Pavement Conditions

8.1 Common Issues and Safety

Poor road conditions can present safety issues. Rough roads and wide cracks have the potential to cause bicyclists to fall, deep potholes can damage vehicles and cause accidents, and extremely poor roads can lose their structural integrity. Different road surface manuals have common issues specific to that surface material, which can cause safety concerns if these issues are not addressed.

Rutting

Rutting is common on unimproved, gravel, and occasionally asphalt roads. This occurs when material is displaced, creating a channel in the wheel path. Severe rutting makes travel difficult, and water can collect, posing a safety concern by increasing vehicle stopping distances, increasing the chance of hydroplaning, and can contribute to dangerous icy conditions. Rutting can typically be corrected by regrading the road or applying an overlay. In severe cases, the road must be repaired by milling and resurfacing.

Potholes

Potholes develop on all surface materials due to heavier traffic patterns and freeze-thaw effects. Similar to rutting, potholes can pose safety issues by collecting water and ice. Larger and/or deep potholes can also cause vehicle damage. Isolated or localized potholes can be filled in or patched, but extensive potholes may require reconstruction of a stretch of road.

Cracks

Multiple different classifications of cracks on roadways can occur. Cracks are created due to traffic loading fatigue, shrinking and hardening of asphalt, poor drainage, freeze-thaw, and general aging. Minor cracks can be repaired with patching and sealcoating, but overlay and/or reconstruction is necessary for repairing large, extensive cracking. Severe cracking can create safety hazards as the road loses structural integrity. Additionally, wider cracks can cause vehicle damage or bicycle damage.

Shoulder Maintenance

Properly maintained shoulders can help extend the length of use on an asphalt road before repairs are needed. Care should be taken to ensure that shoulders are designed and constructed properly to facilitate proper drainage. Water pooling on the edge of the road, especially during a freeze thaw cycle, can create the first steps toward cracking and potholing. Additionally, shoulder failure can lead to damage along the edge of pavement, which can spread to the rest of the road. Shoulders should be inspected often and repaired when necessary, in order to maintain acceptable road conditions and avoid a large scale repair in the future.

8.2 Current PASER Ratings

PASER stands for Pavement Surface Evaluation and Rating. The PASER scale evaluates road pavement conditions and road quality using visual inspections. PASER ratings are included in

road inventories and can help in prioritizing projects and budget planning. FCPC has evaluated the following asphalt roads and assigned a rating in the report found in **Appendix G**. This Rating History Report contains ratings between 2022-2024. In general, roads are rated with scores between 1 and 9.

8.3 Recommended Average Ratings

A few roads within the FCPC Community have poor or very poor ratings, such as Billy Daniels Lane, Good Heart Lane, and Industrial Park Road. These roads are heavily deteriorated with closely spaced cracking and some potholes. These roads may no longer be structurally sound. Major overlay on these roads is recommended to increase the safety and ease of transport.

Daycare Road, E Je pke wag sek Lane, Eagle Lane, Fire Keeper Road, Health and Wellness Loop, stretches of Mish Ko Swen Drive, Old 32 Road, Strawberry Drive, Sugar Bush Lane, Water Tower Lane, and Wej bqe snok Court have ratings between 4 and 5. These roads are showing aging longitudinal and transverse cracking, and moderate to severe raveling. Sealcoating or an overlay on these roads would extend the life of these roads and increase the PASER rating.

The remaining roads listed in the Rating History Report have ratings between 6-10, indicating that they are in good to excellent condition. Routine crack sealing on these roads can extend the life of these roads and prevent poor ratings.

Chapter 9 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. Governmental/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 of use 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 – Areas set aside for hunting, gathering and cultural use. No new development shall occur in the Conservation area including but not limited to: new road or trail construction and permanent structures. Existing structures, roads, and trails will be improved and maintained. No commercial timber sales will be allowed. Forest Management may occur only for specific conservation or habitat management purposes to protect natural features as well as threatened/endangered/sensitive wildlife and understory plants as directed by FCPC LNR Division and approved by Executive Council. If extreme weather event or acts of God occur, recommendations will be brought to Executive Council for direction. Motorized vehicles and equipment (e.g., chainsaws, generators) use is allowed but may be limited by size, horsepower, hours, etc., as determined by Executive Council.

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 connectivity.

9.1 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 the safe use for current and future development.
3. Encourage positive interaction between community members, Tribal business, 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.

9.2 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.

9.3 Transportation Modes

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

9.4 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 and updated in 2022.

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, and sidewalks to increase pedestrian safety.
3. Develop a safety program that will continually monitor for safety concerns and address mitigation opportunities.

9.5 Connectivity

When designing new routes or upgrades to existing routes, the connectivity of the transportation system 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 Connectivity 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. Connectivity 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 (Lakes, streams, landowners, 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 10 Public Involvement

Public involvement in transportation projects can ensure that issues and conflicts are addressed earlier in the development process and can reduce project delays. The intent of public participation is to inform the community of the purpose and need for the project, and present alternatives that can address the needs presented. In all cases of public involvement, FCPC will be responsible for properly informing the community of the project being discussed, specific issues and goals for the project, who are the parties involved, and what role the community will play. The level of public involvement can change based on the type of transportation project and the potential community impacts that accompany the project.

10.1 Low-Level Public Involvement

Low-level public involvement can be utilized when the proposed project may have minimal impact on the community. Examples of projects that may only require low-level public involvement are improvements to existing bicycle lanes and trails, minor road resurfacing, and signage improvements. In this case, FCPC will inform the community of decisions that have been made, and/or help the community understand why a project was necessary. Methods of informing the public of decisions made may be flyers distributed to reservation residents, a notice in the local newspaper, or an announcement on the FCPC website.

10.2 Medium-Level Public Involvement

Medium-level public involvement can be utilized when the proposed project may only impact a small portion of the community, or when there are several project alternatives to be considered. Examples of these types of projects include new trails constructed away from residential areas, new bicycle paths or lanes on existing roadways, and additional signage that may slightly alter the flow of traffic. When this is the case, FCPC may elect to hold a public meeting where comments from the community can be collected for consideration. Additionally, FCPC may elect to administer a survey to collect community opinions on the various alternatives that have been proposed. In the past, FCPC has administered electronic surveys, and announced these via flyers to reservation residents, a notice in the local newspaper, and Facebook Live. In the event that public comments and/or a survey is requested, FCPC will make all project information available during the public meeting and/or on the FCPC website.

10.3 High-Level Public Involvement

High-level public involvement can be utilized when the project will be impacting the majority of the population, or when FCPC is unsure whether or not a project should be completed. Examples of projects when high-level public involvement may be appropriate include new roadway developments, intersection re-configuration, and transportation projects located in residential areas. In the case of high-level public involvement, the community will be largely responsible for the decision that will ultimately be made by the council. If high-level public involvement is necessary, FCPC will hold a public meeting to discuss the issues creating a project and present several alternatives. Comments may also be collected, or a survey administered.

FCPC should make scheduled public involvement meetings known to the public via social media posts, newspaper advertisements, and direct invitations to those who will be most impacted.

10.4 Public Hearings

While a public involvement meeting is standard in most transportation projects, and relatively informal, an official public hearing may also be required. A public hearing is required when significant environmental impacts are anticipated, there will be a significant amount of right-of-way required for the project, when the project will significantly change the layout of the area, etc. The purpose of a public hearing is to formally record and prove that all impacted parties received an invitation for comments, and a court reporter is responsible for documenting the hearing. Final decisions made regarding the project in question will utilize the recorded information. When a public hearing is scheduled to occur, a news release is required. An informal display may be included with the news release. Additionally, social media postings and invitations may still be used to notify stakeholders of the hearing.

Chapter 11 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 only include the cost of construction. Each route must be constructed, maintained, and reconstructed over and over again through the existence of the route. 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.

11.1 U.S. Department of Transportation

11.1.1. 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. [3]

FLH has several programs that may be able to provide financial support to assist local governments with needed improvements to local roads, highways, and bridges.

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

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.
4. **Federal Lands Access Program (FLAP)** – FLAP was established to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
5. **Tribal Transportation Program Safety Funds (TTIPSF)** – Each year under the FAST Act, 2% of the available TTP funds are set aside to address transportation safety issues in Native America. Projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes.

11.1.2 Better Utilizing Investments to Leverage Development (BUILD)

The BUILD program, formerly known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, are awarded on a competitive basis for investments in surface transportation infrastructure that will have a significant regional impact. This program was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until RAISE was authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL) in 2021.

11.2 U.S. Department of Transportation Administered by WisDOT, WDNR, FHWA, and BIA

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.[4]

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.

11.2.1. Roads and Bridges

Roads and Bridges have several programs that assist local governments with needed improvements to local roads, highways, and bridges.

a) **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.

b) **Local Bridge Improvement Assistance-** This program allocates federal and state funds to help local governments rehabilitate and replace the most seriously deficient existing federal-aid-eligible local structures on Wisconsin's local highway system

c) **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.

d) **Surface Transportation Program - Rural (STP-R)-** This program allocates federal funds to complete a variety of improvements to federal-aid-eligible rural highways (primarily county highways).

e) **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:

   i. **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.

   ii. **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.

   iii. **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.

f) **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.

   i. **Tribal Transportation for Elders-** This program provides tribes with financial assistance to deliver transportation services to tribal elders.

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

ii. **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.

11.2.2 Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act (or "AST ACT"), the federal transportation act that was signed into law on December 4, 2015. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian facilities Program are eligible TAP projects.

11.2.3 Bicycle and Pedestrian Pathway Funding

Funding assistance for major projects would most likely come from WisDOT of the Wisconsin Department of Natural Resources (WDNR).

a) **Tribal Transportation Safety Fund-** Tribal Transportation Program Safety Fund is a competitively selected annual grant for infrastructure improvement, safety planning, and the analysis and collection of safety data.
b) **Tribal Transportation Program – Tribal Allocation-** Each federally recognized Tribe participating in the Tribal Transportation Program is provided with an annual allocation of funding. This funding can be used for a wide range of transportation needs including the implementation of infrastructure safety projects.
c) **BIA Indian Highway Safety Program (IHSP)-** The Highway Safety Act of 1966, 23 U.S.C. 402, provides Department of Transportation (DOT) funding to assist federally recognized Tribes with implementation of traffic safety projects. The program is administered by the BIA Indian Highway Safety Program under an agreement with NHTSA.
d) **Transportation Alternatives Program (TAP)-** Eligible projects include planning, design, and construction of bicycle and pedestrian facilities; recreational trails; safe routes to school projects, and community improvements.
e) **Community Development Block Grants (CDBG)-** Provide annual grants on a formula basis to states, cities, counties, and tribes to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. CDBG funds can be utilized for specific outdoor recreation or transportation facilities if they meet the requirements of the program.
f) **Better Utilizing Investments to Leverage Development (BUILD) –** Projects for BUILD funding will be evaluated based on merit criteria that include safety, sustainability, quality of life, innovation, and partnerships. These funds are awarded on a competitive basis for investments in surface transportation infrastructure that will have a significant regional impact.

g) **Knowles-Nelson Stewardship Program Grants-** The Knowles-Nelson Stewardship is managed by the Wisconsin DNR and will provide up to 50% of the cost of land acquisition and/or trail development projects that provide public access for outdoor recreation purposes. These funds can help pay for the land acquisition for future trail development, trail construction costs, and other recreational items like construction of shelters and restrooms at trailheads.
h) **Recreational Trails Aids (RTA) Program-** This program is administered through the DNR and is included within the Stewardship grant application process. This program allocates federal Recreational Trails Program (RTP) funding for trails. RTP funds may only be used on trails that have been identified in or further a goal of a plan that has been included or referenced in a statewide comprehensive outdoor recreation plan. Eligible activities (in order of priority) are: maintenance or restoration of existing trails; development or rehabilitation of trailside/trailhead facilities and trail linkages; construction of new trails; and property acquisition for trails.

11.2.4 ATV/UTV Trail Funding

Funding assistance for major projects would most likely come from Wisconsin DNR relevant programs to fund the recommendations illustrated in the ATV Trail Plan including the following:

a) **Tribal Transportation Program Safety Fund-** The Tribal Transportation Program Safety Fund is a competitively selected annual grant for infrastructure improvement, safety planning, and the analysis and collection of safety data.
b) **Tribal Transportation Program – Tribal Allocation-** Each federally recognized Tribe participating in the Tribal Transportation Program is provided with an annual allocation of funding. This funding can be used for a wide range of transportation needs, including the implementation of infrastructure safety projects.
c) **Community Development Block Grants (CDBG)-** Provide annual grants on a formula basis to states, cities, counties, and tribes to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. CDBG funds can be utilized for specific outdoor recreation or transportation facilities if they meet the requirements of the program.
d) **Better Utilizing Investments to Leverage Development (BUILD) –** Projects for BUILD funding will be evaluated based on merit criteria that include safety, sustainability, quality of life, innovation, and partnerships. These funds are awarded on a competitive basis for investments in surface transportation infrastructure that will have a significant regional impact.
e) **ATV/UTV Trails Aid Program (aka Motorized Stewardship)-** This is an annual grant sponsored by DNR and awards approximately $500,000 in matching funds annually. Funds for this grant program come from a portion of fees from registrations, trail passes, and a portion of the grant applications and the gasoline tax.

f) **Knowles-Nelson Stewardship Program Grants-** The Knowles-Nelson Stewardship is managed by the Wisconsin DNR and will provide up to 50% of the cost of land acquisition and or trail development projects that provide public access for outdoor recreation purposes. These funds can help pay for the land acquisition for future trail development, trail construction costs, and other recreational items like construction of shelters and restrooms at trailheads**.**

11.3 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.

11.4 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 12 Future Transportation System Needs

12.1 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.

12.2 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. [5]

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.[6]

12.3 Current and Planned Projects

The Forest County Potawatomi Community has a number of current and planned infrastructure and land development projects. The Executive Council held a planning workshop on April 29, 2021, to document a 50-year vision for the northern capital projects, as well as to create a 25-year capital project timeline. This timeline will serve as a guide to align resources with the future vision of the community. These projects are identified on project maps located in **Appendix E.**

Future projects of note include shared use paths along State Highway 8, County Highway H, and State Highway 32. Connecting paths along State Highway 32 and County Highway H would connect Blackwell, Carter, and Downtown Wabeno and Wabeno Schools. A shared use path

[5] www.livable.org/

[6] National Endowment of the Arts, Creative Placemaking Report

along State Highway 8 would create connections between Crandon, Stone Lake, the FCPC Campus, and recreational areas. These projects would be eligible for funding through the Wisconsin Federal Lands Access Program (FLAP), which exists to provide safe and adequate transportation to and through Federal Lands. Drainage issues on Bay Shore Road (FR 2141) and Kuffner Road (FR 2363) has led to deficiencies and road closures in the past. Future improvement projects along these routes may also utilize FLAP funding, as tribal members use these roads to access their homes.

A potential project involving Bodwewadmi Ktegan, the FCPC Farm, would combine placemaking and transportation with agritourism. The tribe has previously expressed interest in making the farm a tourist destination for those visiting FCPC tribal lands and facilities. The FCPC Farm is located on County Highway H, north of the intersection with Kuffner Road, in Blackwell. The farm is used to provide a sustainable source of fruits, vegetables, and animal products to the tribal community, as well as the general public. The farm's storefront is currently located in Laona; however, moving the storefront to the farm's location in Blackwell and creating a market destination has the potential to expand the tribe's and Blackwell's economy.

In addition to expanding the local economies and providing a destination for visitors, the FCPC Farm expansion would provide opportunities for many transportation projects in the area. A shared-use path along CTH H is currently being evaluated for feasibility. With the Rat River Trail being approximately 1.4 miles north of the farm, there is the potential for a path connecting the two destinations along CTH H. Additionally, the FCPC Roads Program may also consider improvements to CTH H near the entry to the farm, such as the addition of turn lanes and/or bypass lanes. Additionally, creation of an ATV/UTV route leading to the farm may also be evaluated. The improvements to the transportation system surrounding the FCPC Farm will increase accessibility to the area, and further increase the farm's value as a travel or tourist destination.

For all FCPC transportation projects, aesthetic and recreation features should be considered as part of the implementation of the project. These features should highlight the historical culture and significance of the area in which the project is located. These features may be tribal, but can also include non-tribal history. An example of implementing these types of features would be the aesthetics added to the underpass along the US Highway 8 Scenic Byways ATV/UTV trail. These aesthetics are specific to both FCPC and the greater Forest County area.

Chapter 13 Updating

As the community's needs and funding availably change, the Transportation Plan must be reviewed annually for any needed revisions in conjunction with the updating of the TTIP. The plan must also be reviewed and updated every five years in order to comply with BIA rules and standards. 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 BIA 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 TTIP (tribal transportation improvement plan) to be approved by resolution. Each year the approved TTIP is submitted to the BIA. Any projects that are to be funded through the various BIA programs must be on the current TTIP to be eligible. **Appendix H** of this plan includes a map of FCPC TTIP 2025-2028 Funded Projects, Potential Projects, and a table containing potential projects.

The Forest County Potawatomi's fiscal year begins October 1. Any projects that are to be considered for work must be included in the TIP 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, Public Works, and Capital Projects Division. 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 14 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 Land Use Committee for review. The Committee is 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: National Tribal Transportation Facility Inventory (NTTFI)

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

POTAWATOMI
(Keeper of the Fire)

FOREST COUNTY POTAWATOMI COMMUNITY
EXECUTIVE COUNCIL RESOLUTION

Approving the National Tribal Transportation Facilities Inventory (NTTFI)
Multiple Route Additions & Updates

Resolution No. 023-2025

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

WHEREAS, the Forest County Potawatomi Community Executive Council, pursuant to the Forest County Community Potawatomi Constitution, Article V, Section 1(a), has the power to consult, negotiate, contract, and conclude agreements on behalf of the Community with Federal, State, or local governments and corporations, associations, legal organizations, or individuals, on matters with the power contained within Article V; and,

WHEREAS, the Forest County Potawatomi Community recognizes that adequately constructed and safe roadway infrastructure is an essential part of Tribal development and supportive community services to the Tribal members and local community; and,

WHEREAS, the Bureau of Indian Affairs (BIA), in accordance with the federal trust responsibility, shares the responsinibility of developing and maintaining roads on and serving Tribal lands and community members; and,

WHEREAS, the Forest County Potawatomi Community desires to update its road inventory with the BIA, in order to address the critical need for expanded and improved transportation infrastructure.

NOW, THEREFORE BE IT RESOLVED, that the Forest County Potawatomi Community Executive Council requests that the BIA make updates for the routes listed in the attached Appendix A to the National Tribal Transportation Facility Inventory (NTTFI) for the Forest County Potawatomi Community.

Resolution No. 043-2025

CERTIFICATION

I, Alexandria McCorkle, the undersigned Secretary of the Forest County Potawatomi Executive Council, hereby certify that the Executive Council is composed of six members of whom 6 being present constitute a quorum at a meeting duly called, convened, and held on the 17 day of April, 2025, and that said resolution was duly adopted at above meeting by an affirmative vote of 5 members for, 0 members against, and 0 members abstaining and that said resolution was not rescinded or amended in any way.

Alexandria McCorkle, Tribal Secretary
Forest County Potawatomi Community

Appendix A

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
500	Nicolet State Trail	45.611613	-88.684317	45.229394	-88.510917	33.0	2	3
501	Wolf River State Trail	45.644445	-88.909360	45.310543	-88.844894	25.1	2	3
502	Hank Aaron State Trail	43.035991	-88.066628	43.029442	-87.914337	12	2	3
1001	Water Tower Ln	45.401540	-88.625657	45.400515	-88.626217	0.1	1	1
1002	Good Heart Ln	45.403069	-88.631237	45.405741	-88.633214	0.4	1	1
1003	Kwe Da Kik Ln	45.567669	-88.836241	45.572939	-88.839013	0.4	1	1
1004	Wej Mo Qek Ct	45.569698	-88.836843	45.576572	-88.830740	0.6	1	1
1005	Wej Bqe Snok Ct	45.572939	-88.399013	45.572151	-88.839491	0.1	1	1
1006	Kwe Da Kik Ct	45.572939	-88.399013	45.575401	-88.838133	0.2	1	1
1007	Wa Se Gishek Dr	45.554111	-88.835475	45.553887	-88.828165	0.4	1	1
1008	Mish Ko Swen Dr	45.569107	-88.853826	45.569451	-88.842375	0.6	1	1
1009	Everybody's Road	45.567847	-88.843603	45.572939	-88.839013	0.5	1	1
1010	Lois Crowe Dr	45.563814	-88.819028	45.561256	-88.820232	0.2	1	1
1011	E J Pke Wag Sek Ln	45.573497	-88.838462	45.571961	-88.838295	0.1	1	1
1012	Katie Frank Dr	45.492641	-88.595640	45.493658	-88.595354	0.1	1	1
1013	Eagle Ln	45.401547	-88.625681	45.407326	-88.624490	0.5	1	1
1014	Maple Sugar Ln	45.403069	-88.631237	45.401429	-88.632192	0.1	1	1
1015	East Park & Church	45.400930	-88.633354	45.401154	-88.634502	0.1	1	1
1016	Dry Creek Ln	45.399666	-88.635015	45.400309	-88.633812	0.1	1	1
1017	Lagoon Rd	45.401920	-88.626742	45.402226	-88.626686	0.4	2	2
1018	Utility Access Rd	45.569007	-88.854029	45.567907	-88.854402	0.1	1	1
1018	Utility Access Rd	45.569325	-88.853884	45.569535	-88.854546	0.3	2	2
1019	Fleet Dr	45.569793	-88.854336	45.568406	-88.854400	0.2	1	1
1020	Deer Ranch Rd	45.492719	-88.613178	45.493735	-88.625722	0.6	1	1
1024	The Place Where Everyone Plays R	45.569831	-88.850699	45.569800	-88.849571	0.3	1	1
1025	Air Site Rd	45.564729	-88.811608	45.562847	-88.806722	0.4	1	1

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
1028	Chief Wabeka Dr	45.505838	-88.613095	45.506013	-88.605762	0.4	1	1
1040	Fire Keeper Rd	45.567686	-88.850759	45.569734	-88.850648	0.1	1	1
1054	Milwaukee Casino Loop	43.031305	-87.935919	43.028626	-87.936526	0.3	1	1
1061	Charlotte Sahpenais Dr	45.407379	-88.632697	45.407404	-88.627950	0.7	1	1
1061	Sugar Bush Ln	45.407419	-88.636217	45.407337	-88.624518	0.6	1	1
1070	Industrial Park Rd	45.403312	-88.635158	45.401392	-88.625081	0.5	1	1
1071	Fire Tower Ln	45.566949	-88.811311	45.558509	-88.813460	0.7	2	5
1072	Daniels Ln	45.552128	-88.810270	45.553837	-88.806538	0.2	1	1
1074	Kak Yot Ln	45.572151	-88.834318	45.570565	-88.834744	0.1	1	1
1075	Young Eagles Dr	45.564964	-88.846842	45.564205	-88.843786	0.2	1	1
1076	Daycare Rd	45.395030	-88.628031	45.394889	-88.625751	0.1	1	1
1077	Love Knot Rd	45.571542	-88.825389	45.572156	-88.827638	0.2	1	1
1078	Arlyn Alloway Dr	45.569431	-88.830038	45.569576	-88.827794	0.1	1	1
1079	Health & Wellness Loop	45.569497	-88.845717	45.569450	-88.844426	0.2	1	1
1079	Health & Wellness Loop	45.568940	-88.844475	45.568325	-88.845222	0.2	2	2
1080	Strawberry Dr	45.557930	-88.833473	45.558302	-88.832656	0.1	1	1
1082	Old 32 Rd	45.400470	-88.635824	45.403130	-88.635237	0.2	2	5
1082	Old 32 Rd	45.395040	88.628172	45.400470	-88.635824	0.6	1	1
2008	Gilbert Shegonee Dr	45.562641	-88.822829	45.565477	-88.819979	0.4	1	1
2040	Stone Lake C-Store Trail	45.569746	-88.849431	45.583787	-88.840216	1.2	2	2
2041	Casino Trail	45.396731	-88.626842	45.395860	-88.624825	0.1	2	2
3008	USH 8	45.576093	-89.149808	45.655536	-88.645889	31.4	2	3
3032	STH 32	45.559215	-88.675445	45.681608	-88.945135	24.6	2	3
3032	STH 32	45.378255	-88.628432	45.205636	-88.504938	15.2	2	3
3052	STH 52	45.444581	-88.673900	45.306942	-88.854319	16.7	2	3
3120	120th Ave	42.589441	-87.951005	42.582363	-87.952394	0.5	2	3

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
3158	STH 158 (52nd St)	42.589695	-87.950848	42.588730	-87.882542	3.5	2	3
4001	104th Ave	42.589361	-87.934538	42.582236	-87.934416	0.4	2	4
4003	Canal St	43.031155	-87.943219	43.031388	-87.930241	0.6	2	4
4004	W Highland Blvd (USH 18)	43.044558	-87.957605	43.044530	-87.947952	0.5	2	4
4005	N 31st St	43.043191	-87.952880	43.041680	-87.952919	0.3	2	4
4006	N 33rd St	43.044536	-87.955166	43.040333	-87.955208	0.3	2	4
4007	N 16th St	43.036008	-87.932941	43.023105	-87.933022	1.0	2	4
4008	S 16th St	43.030516	-87.932908	43.030533	-87.930611	0.1	2	4
4009	S 19th St	43.029577	-87.936472	43.028597	-87.936485	0.1	2	4
4010	S Emmber Ln	43.031388	-87.930241	43.030533	-87.930611	0.1	2	4
4011	W Potawatomi Circle	43.031366	-87.938083	43.031302	-87.933191	0.5	2	4
4012	W Wells St	43.040325	-87.957500	43.040272	-87.947777	0.5	2	4
4013	W State St	43.043319	-87.957557	43.044513	-87.947900	0.5	2	4
4014	Rolling Dr	43.572430	-88.340655	43.565119	-88.340697	0.5	2	5
4015	Spring Dr	43.572433	-88.340608	43.572211	-88.320633	1.0	2	5
4016	Fairview Avenue	45.439193	-88.655160	45.443711	-88.655002	0.3	2	5
4017	E Elm St	45.573887	-88.903322	45.573934	-88.900946	0.1	2	4
4018	N Park Ave	45.573933	-88.900860	45.577415	-88.900878	0.2	2	4
4019	Charlie Samz Ln	45.638092	-88.903278	45.644464	-88.903896	0.4	2	5
4020	Keith Siding Rd	45.519005	-88.922776	45.508202	-88.851737	4.3	2	5
4021	Deep Hole Lake Rd	45.479230	-88.877731	45.459716	-88.894742	2.0	2	5
4022	Berry Ln	45.485288	-88.856486	45.491198	-88.911272	3.3	2	5
4023	Flanner Ln	45.514270	-88.612942	45.513669	-88.602576	0.5	2	5
4024	Camp 1 Rd (FR 2361)	45.438214	-88.591340	45.469193	-88.451177	8.2	2	5
4024	FR 2361 (Camp 1 Rd)	45.453913	-88.573363	45.453883	-88.573277	7.0 ft	2	7
4025	Cemetery Ln	45.450740	-88.644728	45.450811	-88.649574	0.2	2	5

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
4025	Cemetery Rd	45.464693	-88.634476	45.450740	-88.644469	1.5	2	5
4026	Knowles Creek Rd	45.377639	-88.531403	45.358684	-88.448686	4.7	2	5
4026	Knowles Creek Rd (FR 2349)	45.430435	-88.527631	45.377639	-88.531403	4.1	2	5
4026	FR 2349 (Knowles Creek Rd)	45.367594	-88.488440	45.367590	-88.488270	20 ft	2	7
4030	Rat River Rd (FR 2134)	45.506297	-88.501199	45.521261	-88.496296	1.1	2	5
4030	Rat River Rd (FR 2134)	45.465032	-88.494330	45.506297	-88.501199	3.5	2	5
4030	FR 2134 (Rat River Rd)	45.483276	-88.497987	45.483517	-88.497812	60 ft	2	7
4031	Mighigan Creek Rd (FR 2134)	45.521322	-88.496302	45.568693	-88.494449	3.7	2	5
4031	FR 2134 (Michigan Creek Rd)	45.562111	-88.495414	45.562364	-88.495526	38.5 ft	2	7
4032	115th Ave	42.589456	-87.945543	42.582372	-87.945529	0.5	1	4
4033	55th St	42.586559	-87.944894	42.586722	-87.934629	0.5	1	4
5007	Shiner Lake Rd	45.400338	-88.635774	45.392907	-88.635810	0.5	2	5
5010	Indian Market Rd (FR 2139)	45.444231	-88.606595	45.493105	-88.561849	4.9	2	5
5015	Youngs Ln	45.567507	-88.846092	45.557900	-88.850910	0.8	2	5
5020	Bug Lake Rd	45.570417	-88.829826	45.587038	-88.862004	2.4	2	5
5022	Devils Lake Lane	45.536881	-88.832265	45.558191	-88.835087	1.6	2	5
5024	Rummels Rd	45.464420	-88.675220	45.463708	-88.643586	1.1	2	5
5025	Wensaut Ln	45.563990	-88.819350	45.563990	-88.821030	0.3	1	1
5029	Ritchie Ln	45.568093	-88.801684	45.565595	-88.801526	0.2	1	1
5036	Elliot Rd	45.392727	-88.628046	45.390009	-88.652709	1.2	2	5
5042	Potawatomi Trail	45.565032	-88.871829	45.569032	-88.799688	4.2	2	5
5042	Potawatomi Trail	45.569032	-88.799688	45.569940	-88.782070	0.9	2	5
5044	Billy Daniels Ln	45.558548	-88.834277	45.556976	-88.826450	0.5	1	1
5058	Kasal Ln	45.456140	-88.555128	45.450361	-88.539509	1.1	2	5
5077	Jaeger Rd	45.567897	-88.830278	45.558137	-88.835374	0.9	1	1
5082	Indian Dr	45.570148	-88.830079	45.560084	-88.830165	0.8	2	5

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
5086	Otter Lake Rd	45.435140	-88.522890	45.435639	-88.511667	1.3	2	5
5087	Deer Ln (FR 3847)	45.435649	-88.511633	45.441730	-88.490618	1.2	2	5
5087	FR 3847 (Deer Ln)	45.435957	-88.507512	45.435945	-88.506952	18.0 ft	2	7
5088	Padus Rd	45.493224	-88.674086	45.495130	-88.652000	0.5	2	5
5089	Lake Dr	45.427593	-88.508470	45.435628	-88.511638	0.8	2	5
5090	Beach Ln	45.479312	-88.658440	45.474254	-88.663160	0.4	2	5
5091	Birch Rd	45.482115	-88.648959	45.481988	-88.633579	0.8	2	5
5093	Linse Rd (FR 3208)	45.434787	-88.552848	45.456424	-88.552143	1.6	2	5
5093	FR 3208 (Linse Rd)	45.456077	-88.552111	45.456106	-88.552113	20 ft	2	7
5095	Harper Rd	45.489120	-88.435892	45.491417	-88.426017	0.5	2	5
5096	Valley Lake Rd (FR 2141)	45.469228	-88.451075	45.506623	-88.438031	2.9	2	5
5096	FR 2141 (Valley Lake Rd)	45.480510	-88.445522	45.480615	-88.445525	55.7 ft	2	7
5098	CTH W	45.568305	-88.871825	45.436858	-88.717328	14.0	2	5
5099	CTH T	45.516290	-88.675200	45.514380	-88.612540	3.0	2	5
5100	CTH G	45.651704	-88.661974	45.657170	-88.882682	10.9	2	5
5102	Trump Lake Rd	45.493155	-88.663684	45.464351	-88.664907	3.5	2	5
5108	Jim Daniels Ln	45.552190	-88.810160	45.557120	-88.803700	0.9	3	1
5109	Otter Creek Rd	45.568559	-88.800813	45.619703	-88.801574	3.8	2	5
5110	Corning Rd	45.568418	-88.871830	45.588697	-88.872056	1.4	2	5
5111	Spring Pond Rd	45.593964	-88.860746	45.589098	-88.810020	2.7	2	5
5112	Northwoods Dr	45.613300	-88.850870	45.598529	-88.812175	2.5	2	5
5113	Johnson Rd	45.593873	-88.860803	45.637193	-88.862055	3.6	2	5
5114	Bear Rd	45.567989	-88.861781	45.564733	-88.861758	0.2	2	5
5115	Bay Shore Rd (FR 2141)	45.420693	-88.467673	45.469195	-88.451101	3.7	2	5
5115	FR 2141 (Bay Shore Rd)	45.425897	-88.467563	45.425980	-88.467560	26.0 ft	2	7
5120	Kuffner Rd (FR 2363)	45.492658	-88.613074	45.462813	-88.541935	6.2	2	5

ROUTE NUMBER	ROUTE NAME	LOCATION				LENGTH (Miles)	CONSTRUCTION NEED	OWNERSHIP
		BEG LAT	BEG LONG	END LAT	END LONG			
5120	FR 2363 (Kuffner Rd)	45.495859	-88.557003	45.479601	-88.534810	17.0 ft 15.0 ft	2	7
5188	Maple Ln	45.482083	-88.646775	45.478550	-88.646334	0.3	2	5
5189	Elm Ln	45.482067	-88.644908	45.478493	-88.644934	0.3	2	5
5197	Ferry Ranch Rd (FR 2143)	45.392715	-88.627855	45.396040	-88.568630	3.2	2	5
5197	FR 2143 (Ferry Ranch Ln)	45.395906	-88.610299	45.395864	-88.610181	20 ft	2	7
5198	Bradley Lake Rd	45.561460	-88.811770	45.482680	-88.833870	6.0	2	5
5199	CTH C	45.438099	-88.638932	45.417689	-88.426781	11.3	2	5
5308	CTH H	45.557275	-88.675350	45.439384	-88.650946	12.2	2	5
5310	CTH S	45.543653	-88.942904	45.681524	-88.945131	9.7	2	5
5312	CTH N	45.644487	-88.882884	45.665937	-88.904749	2.5	2	5
5313	CTH O	45.679857	-88.655632	45.647318	-88.737417	6.1	2	5
5314	CTH DD	45.379289	-88.820275	45.405661	-88.856459	3.1	2	5
5400	Atkins Knoll Rd	43.069775	-88.495675	43.072905	-88.496919	0.3	2	4
5401	CTH BB(North Golden Lake Rd)	43.084561	-88.520641	43.027732	-88.530457	4.1	2	5
5402	Forest Dr	43.069813	-88.481200	43.069775	-88.495675	0.7	2	4
5403	Indian Mound Rd	43.069475	-88.486041	43.071180	-88.490977	0.4	2	4
5404	Crandon Ave	45.439185	-88.652296	45.438545	-88.652321	0.1	2	5
5500	CTH K (60th St)	42.582822	-88.050608	42.582296	-87.914676	6.9	2	5
7000	Peshtigo Preserve Rd (FR 2695)	45.521498	-88.592403	45.563959	-88.573018	3.5	2	5

FIELD 14. Ownership

Enter the code that identifies the entity that owns the ROW and is responsible for the maintenance of the section of road being inventoried.

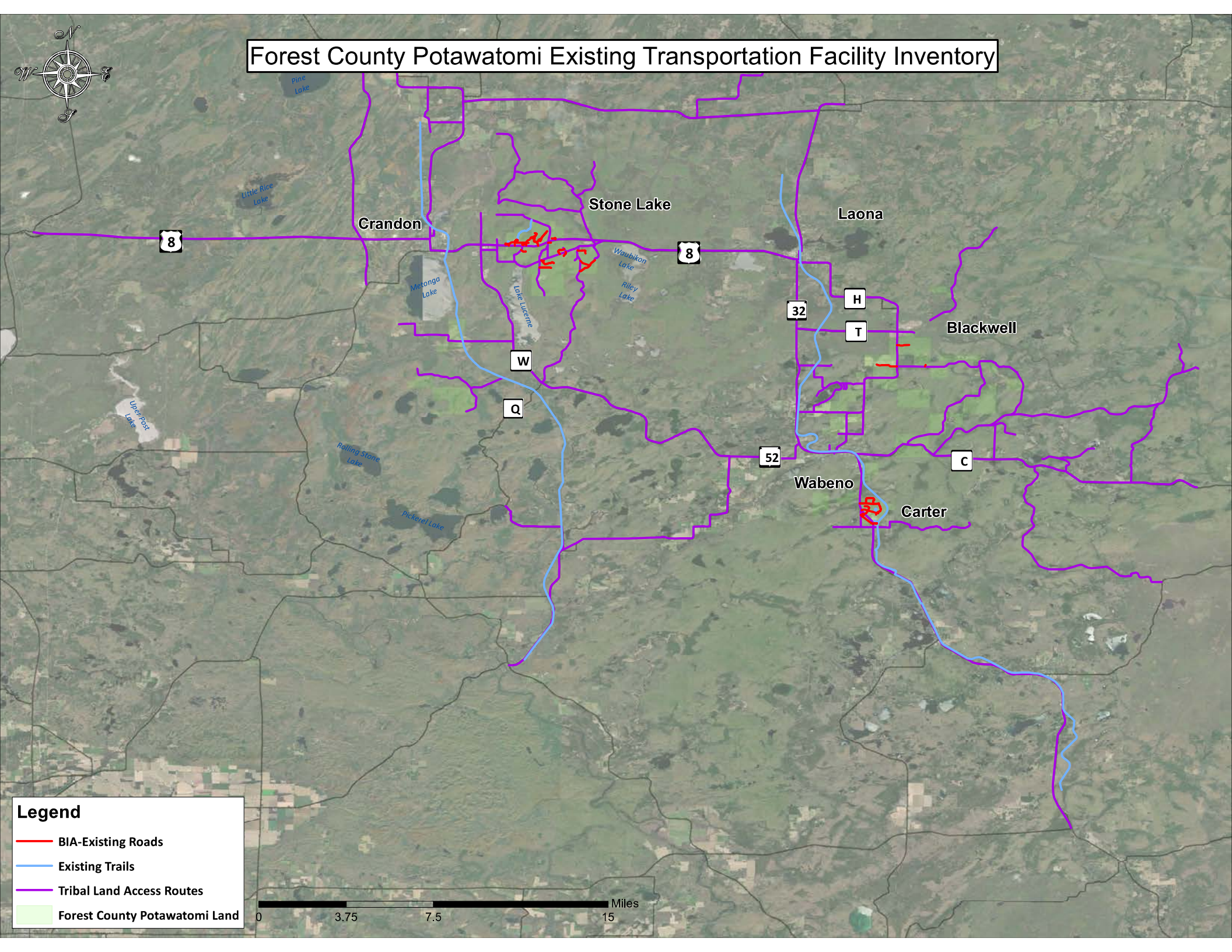
Code	Ownership
1	BIA including offices in the BIA
2	Tribe
3	State
4	Urban (includes all Federal-aid urban and non-federal-aid urban or municipal forces).
5	County and Township.
7	Other Federal Government departments and/or agencies.
8	Other (includes Petroleum & Mining, utility company, or any other agencies, groups, or enterprises not included in one of the others)

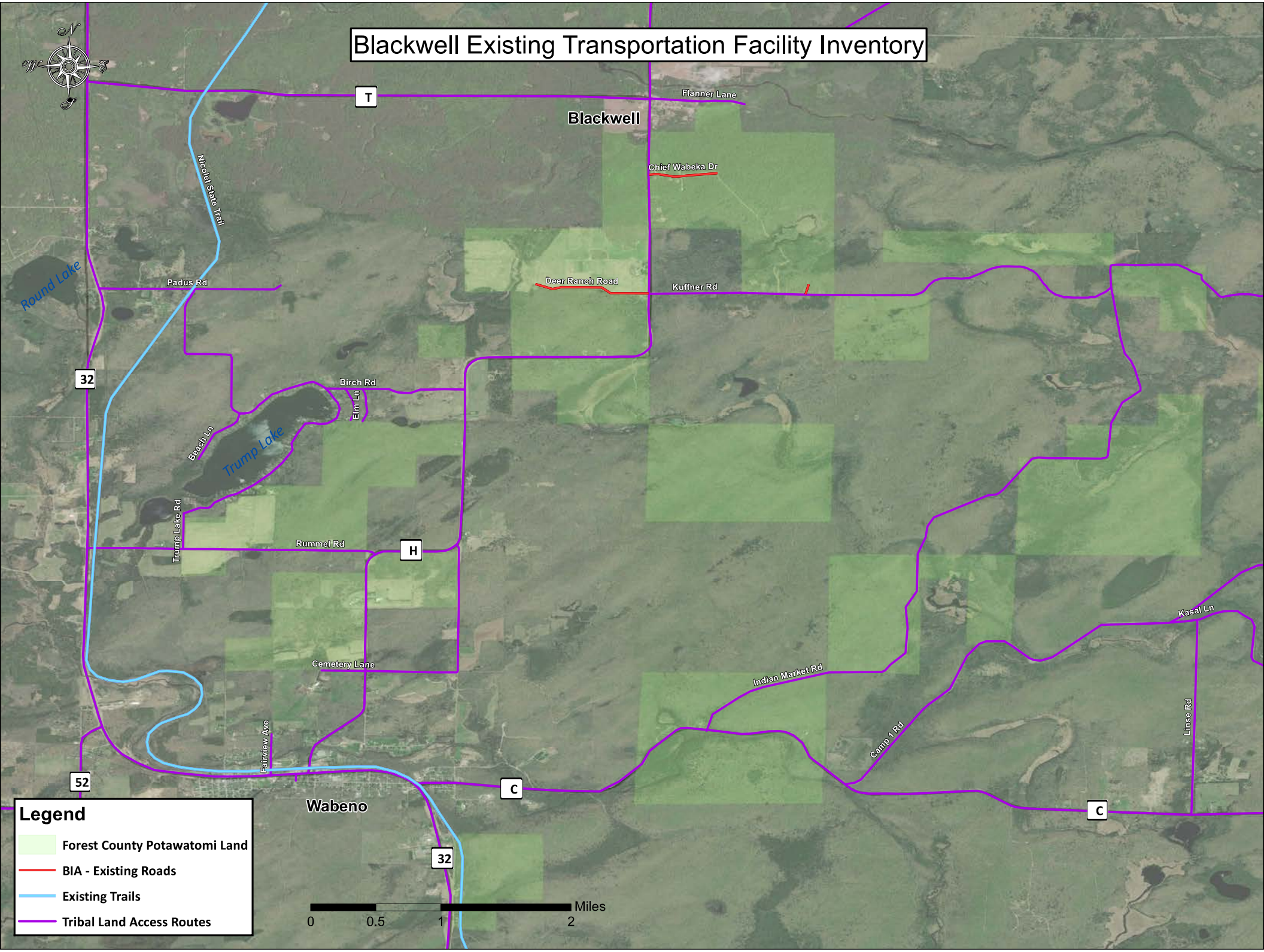
FIELD 15. Construction Need

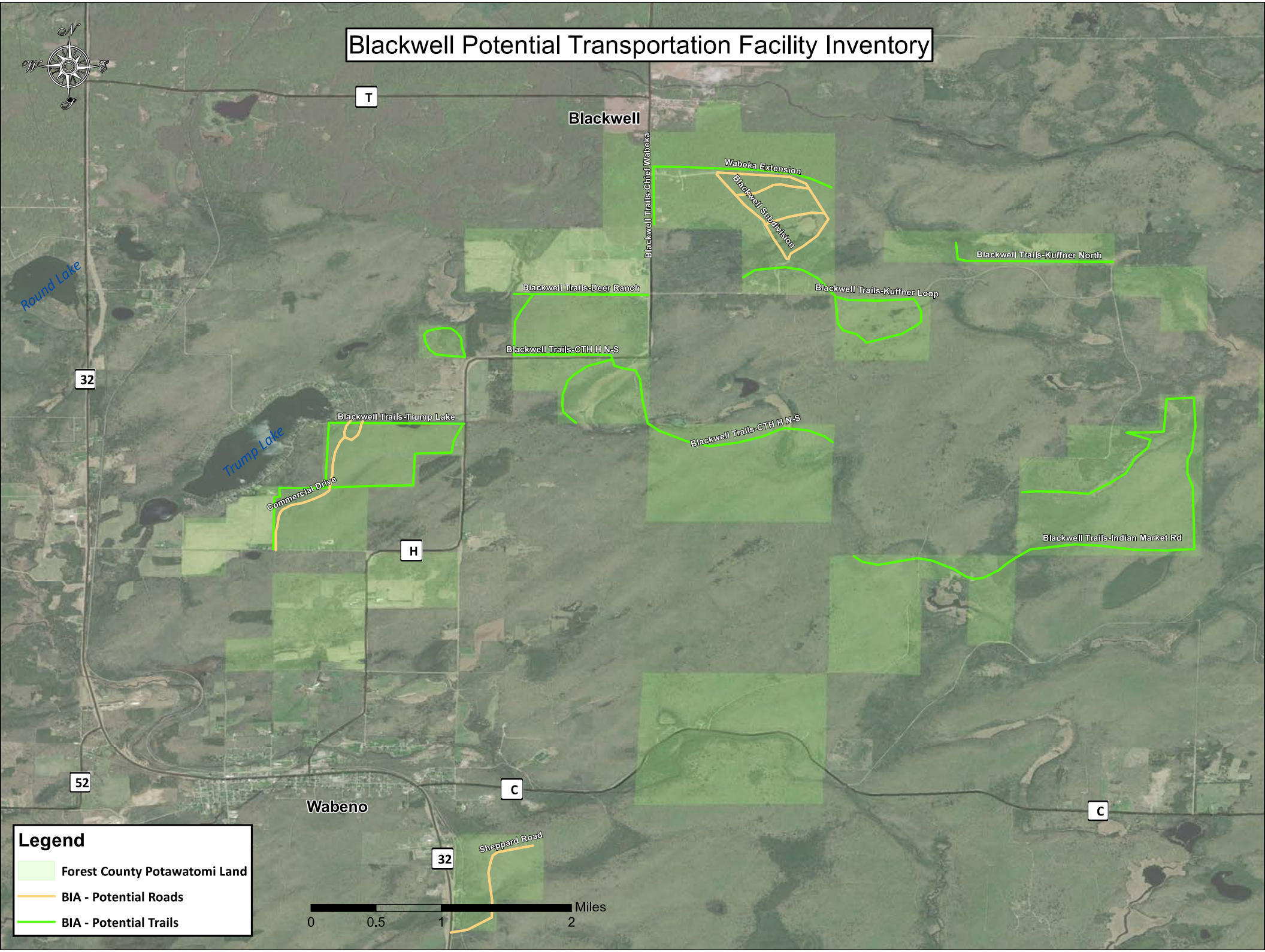
All existing or proposed transportation facilities in the IRR must have a construction need (CN) which is used in the cost to construct calculations. These transportation facilities are assigned a CN by the tribe during the long-range transportation planning and inventory update process using certain guidelines which are: Ownership or responsibility of the facility, whether it is within or provides access to reservations, groups,, villages and communities in which the majority of the residents are Indian, and whether it is vital to economic development of Indian Tribes. As part of the IRR inventory management, all facilities included on or added to the IRR must be designated a CN which are defined as follows.

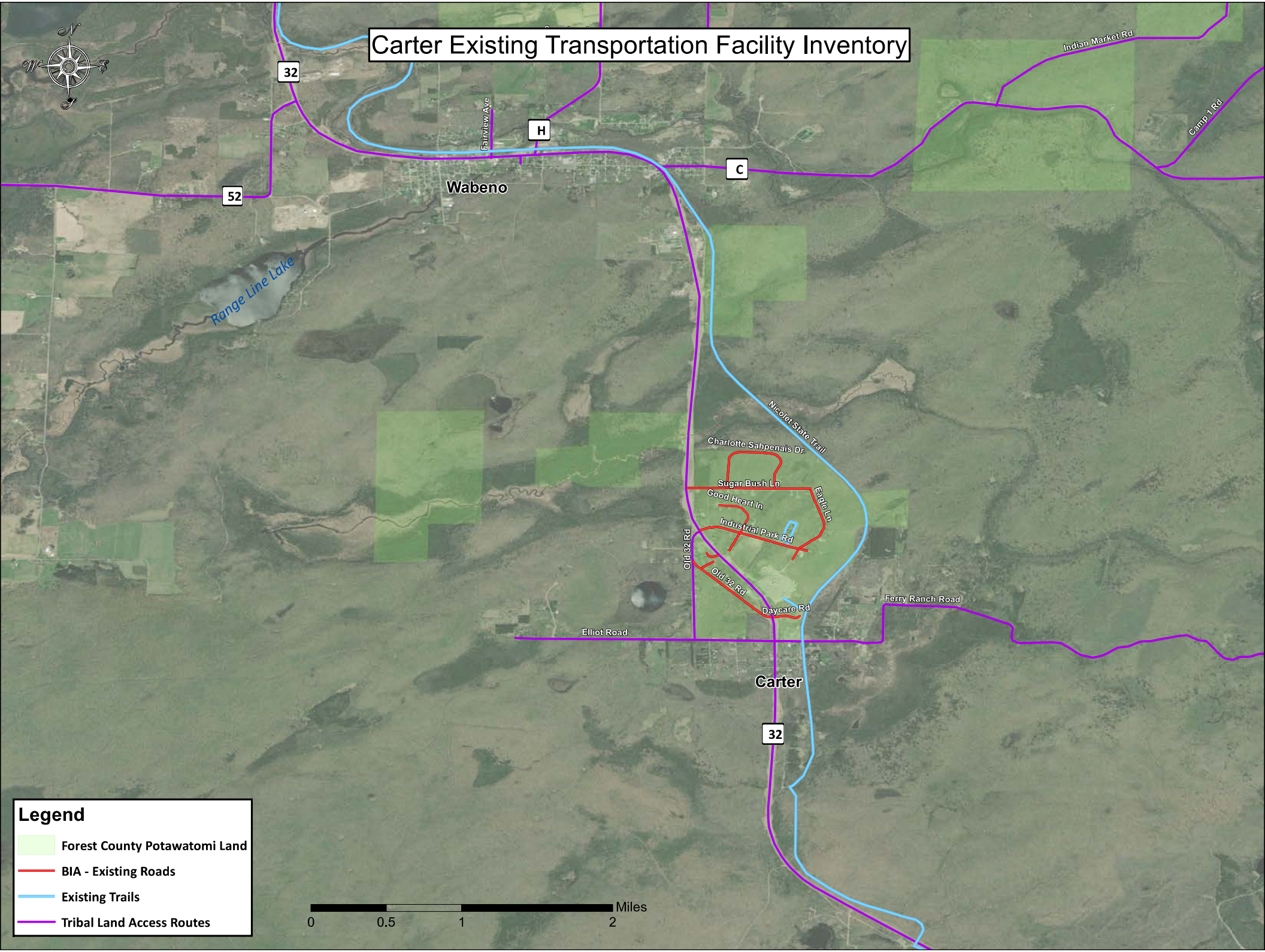
CN	Construction Need
0	**Transportation facilities which have been improved to their acceptable standard or projects/facilities proposed to receive construction funds on an IRRTIP are not eligible for future inclusion in the calculation of the CTC potion of the formula for a period of 5 years thereafter.**
1	Existing BIA Roads needing improvement.
2	Construction need other than BIA roads needing improvement.
3	Substandard or other roads for which no improvements are planned (maintenance only).
4	Roads that do not currently exist and need to be constructed, Proposed roads.

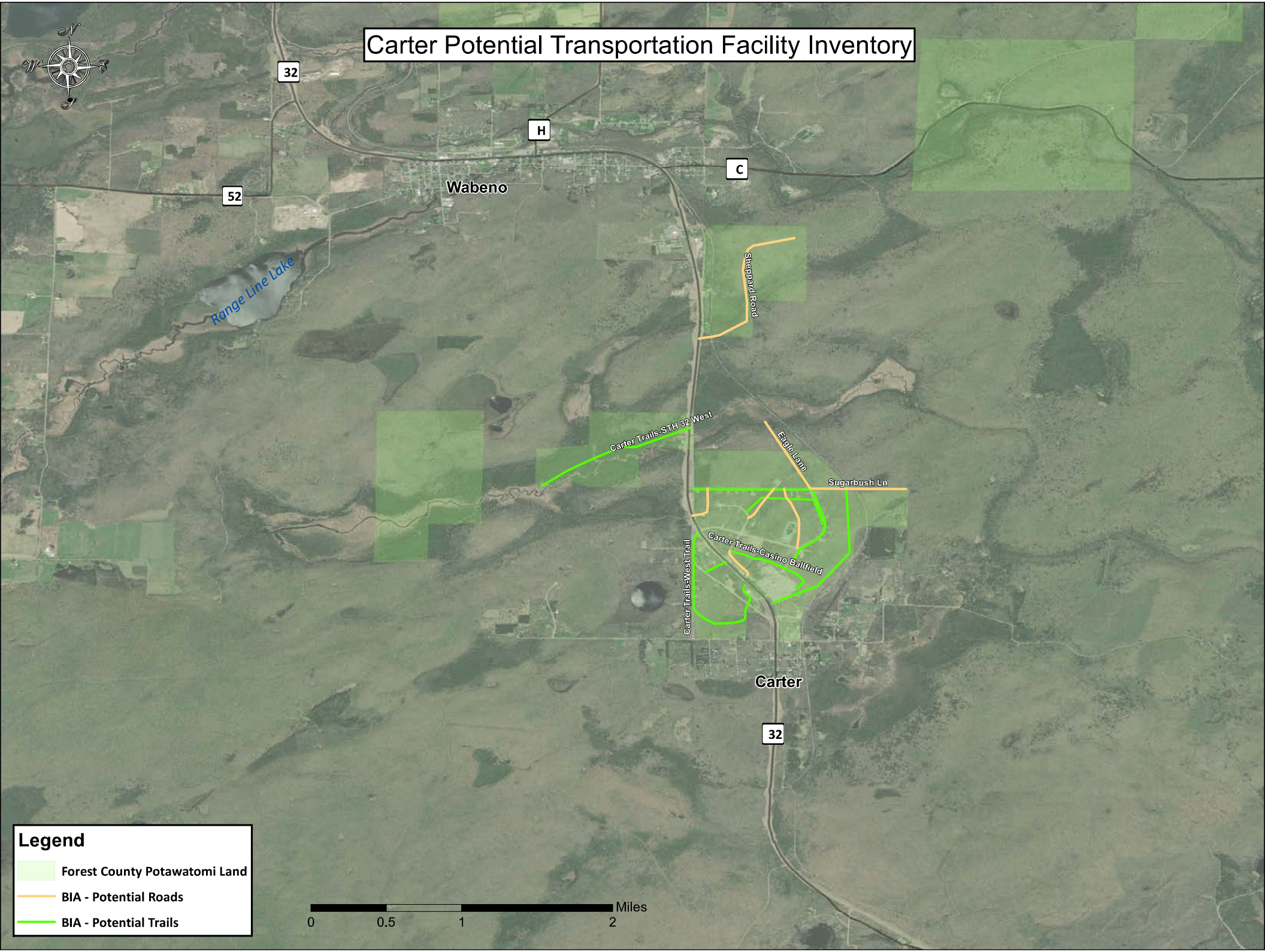
Appendix B: FCPC NTTFI Existing Routes Overview and Segmented Maps

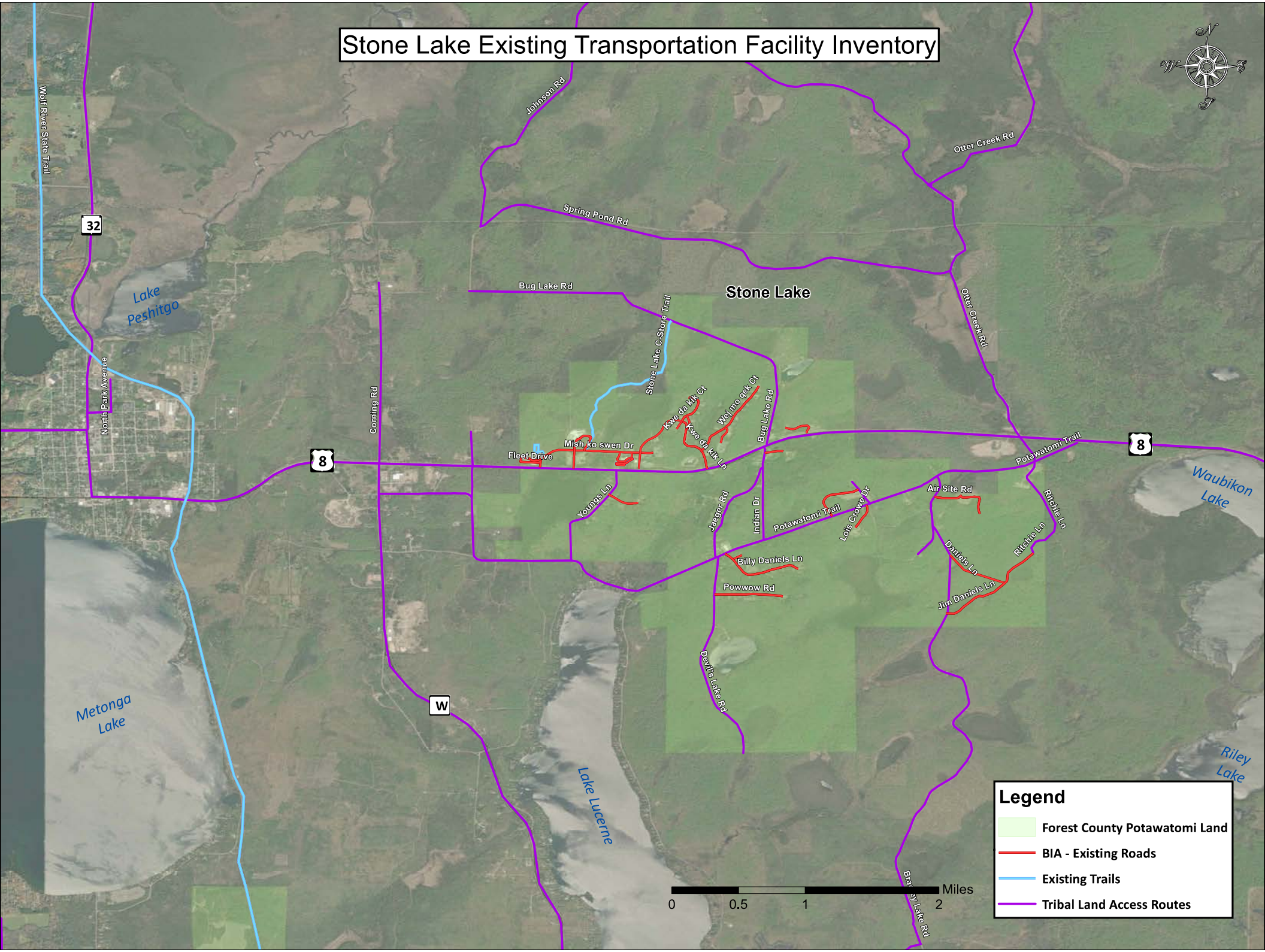

Forest County Potawatomi Existing Transportation Facility Inventory
N
W
E
S
Pine Lake
Little Rice Lake
Crandon
Stone Lake
Laona
Blackwell
Wabeno
Carter
8
8
32
H
T
W
Q
52
C
Waubikon Lake
Riley Lake
Metonga Lake
Lake Lucerne
Upper Post Lake
Rolling Stone Lake
Pickerel Lake
Legend
BIA-Existing Roads
Existing Trails
Tribal Land Access Routes
Forest County Potawatomi Land
0
3.75
7.5
15
Miles

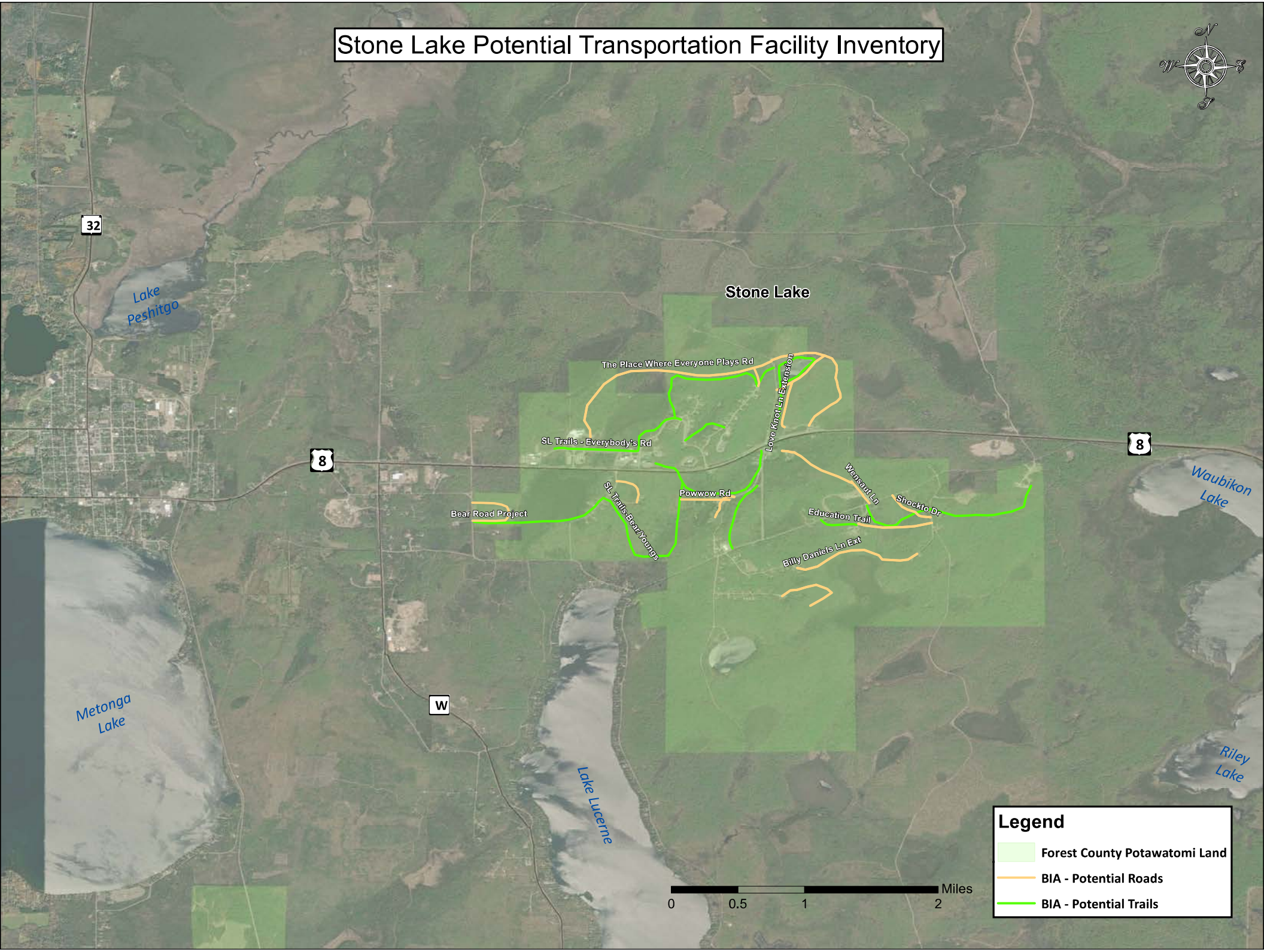

Blackwell Existing Transportation Facility Inventory
N
W
E
S
T
Flanner Lane
Blackwell
Chief Wabeka Dr
Nicolet State Trail
Round Lake
Padus Rd
Deer Ranch Road
Kuffner Rd
32
Birch Rd
Elm Ln
Beach Ln
Trump Lake
Trump Lake Rd
Rummel Rd
H
Kasal Ln
Cemetery Lane
Indian Market Rd
Camp 1 Rd
Linse Rd
Fairview Ave
52
C
Wabeno
C
32
Legend
Forest County Potawatomi Land
BIA - Existing Roads
Existing Trails
Tribal Land Access Routes
Miles
0
0.5
1
2


Blackwell Potential Transportation Facility Inventory
N
W
E
S
T
Blackwell
Blackwell Trails-Chief Wabeka
Wabeka Extension
Blackwell Subdivision
Blackwell Trails-Kuffner North
Blackwell Trails-Deer Ranch
Blackwell Trails-Kuffner Loop
Blackwell Trails-CTH H N-S
Round Lake
32
Blackwell Trails-Trump Lake
Trump Lake
Commercial Drive
Blackwell Trails-CTH H N-S
H
Blackwell Trails-Indian Market Rd
52
C
Wabeno
C
Sheppard Road
32
Legend
Forest County Potawatomi Land
BIA - Potential Roads
BIA - Potential Trails
0
0.5
1
2
Miles

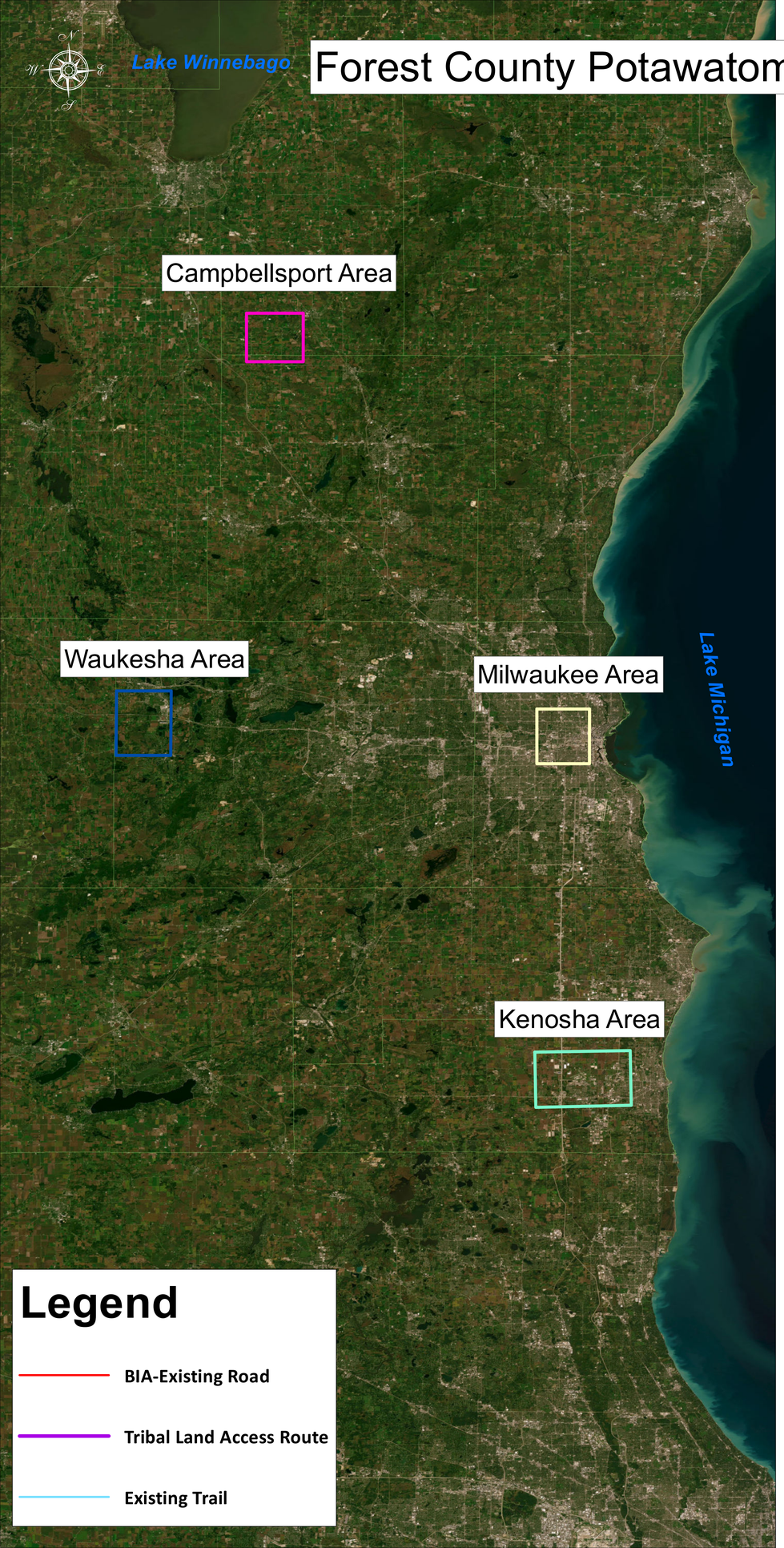

Carter Existing Transportation Facility Inventory
32
H
C
52
Fairview Ave
Wabeno
Indian Market Rd
Camp 1 Rd
Range Line Lake
Nicolet State Trail
Charlotte Sahpenais Dr.
Sugar Bush Ln
Good Heart In
Eagle Ln
Industrial Park Rd
Old 32 Rd
Old 32 Rd
Daycare Rd
Ferry Ranch Road
Elliot Road
Carter
32
Legend
Forest County Potawatomi Land
BIA - Existing Roads
Existing Trails
Tribal Land Access Routes
0
0.5
1
2
Miles

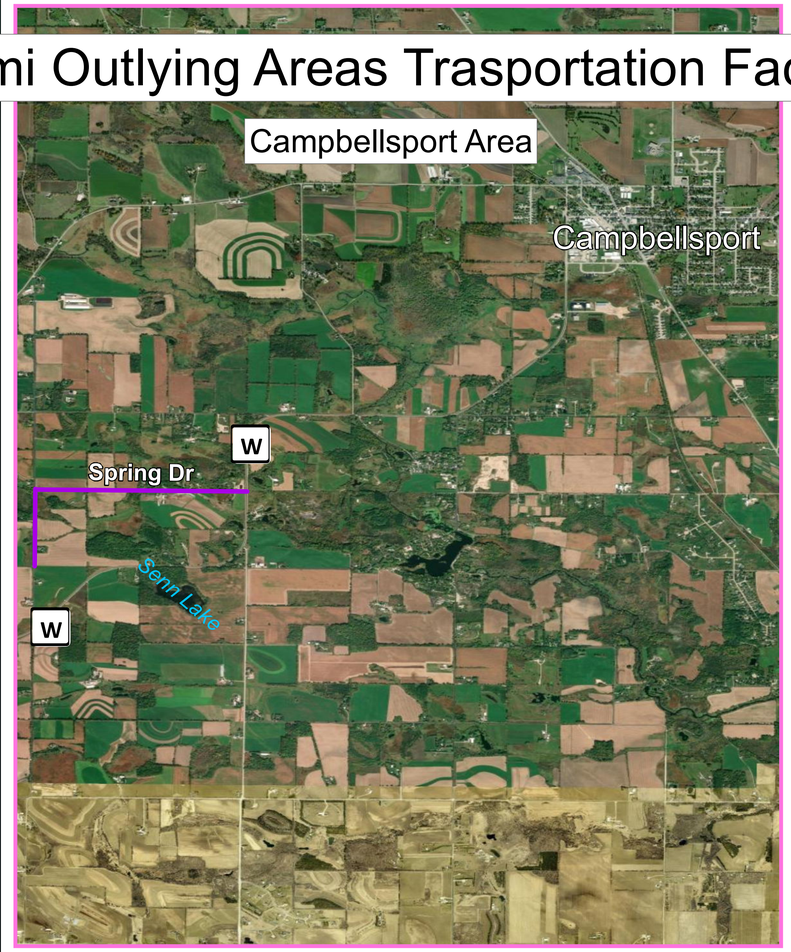

Carter Potential Transportation Facility Inventory
N
W
E
S
32
H
C
52
Wabeno
Range Line Lake
Sheppard Road
Carter Trails-STH 32 West
Eagle Lane
Sugarbush Ln
Carter Trails-Casino Ballfield
Carter Trails-West Trail
Carter
32
Legend
Forest County Potawatomi Land
BIA - Potential Roads
BIA - Potential Trails
0
0.5
1
2
Miles

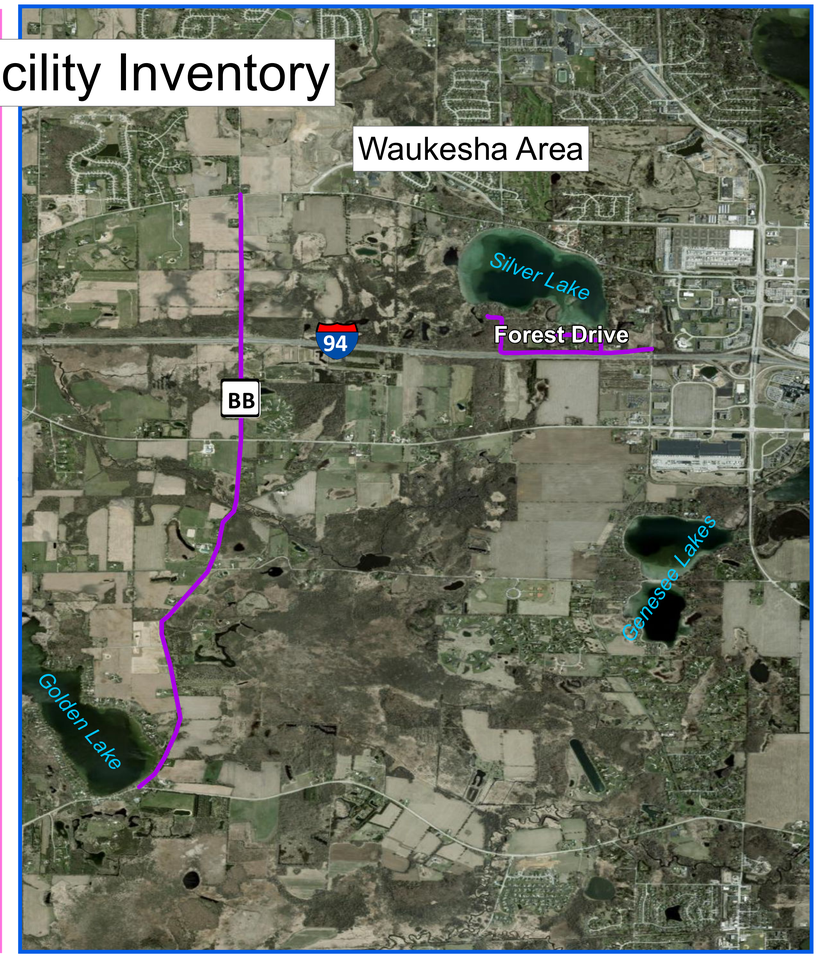

Stone Lake Existing Transportation Facility Inventory
Stone Lake
Johnson Rd
Otter Creek Rd
Spring Pond Rd
Bug Lake Rd
Wolf River State Trail
32
Lake Peshitgo
North Park Avenue
Corning Rd
Stone Lake C-Store Trail
Kwe da kik Ct
Wej mo qek Ct
Kwe da kik Ln
Bug Lake Rd
Mish ko swen Dr
Fleet Drive
8
Potawatomi Trail
Waubikon Lake
Youngs Ln
Jaeger Rd
Indian Dr
Potawatomi Trail
Lois Crowe Dr
Air Site Rd
Ritchie Ln
Billy Daniels Ln
Daniels Ln
Powwow Rd
Jim Daniels Ln
Devils Lake Rd
W
Metonga Lake
Lake Lucerne
Riley Lake
Legend
Forest County Potawatomi Land
BIA - Existing Roads
Existing Trails
Tribal Land Access Routes
0
0.5
1
2
Miles

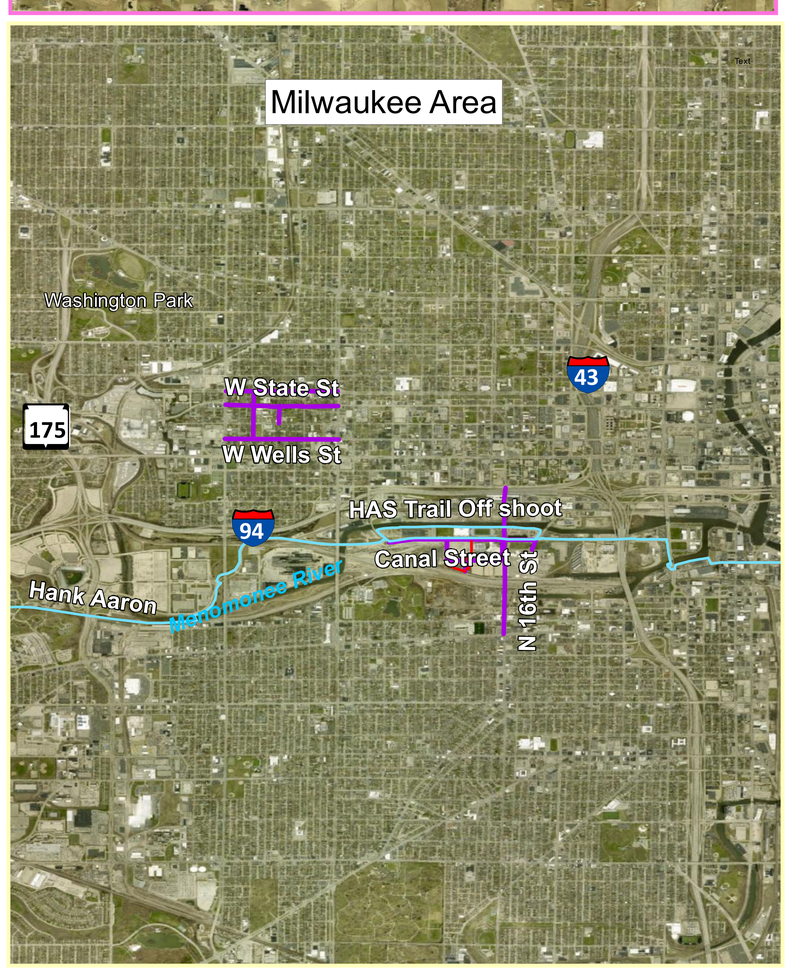

Stone Lake Potential Transportation Facility Inventory
N
W
E
S
32
8
8
W
Lake Peshitgo
Stone Lake
The Place Where Everyone Plays Rd
Love Knot Ln Extension
SL Trails - Everybody's Rd
Wensautt Ln
Shockto Dr
Powwow Rd
SL Trails-Bear/Youngs
Bear Road Project
Education Trail
Billy Daniels Ln Ext
Waubikon Lake
Metonga Lake
Lake Lucerne
Riley Lake
Legend
Forest County Potawatomi Land
BIA - Potential Roads
BIA - Potential Trails
0
0.5
1
2
Miles

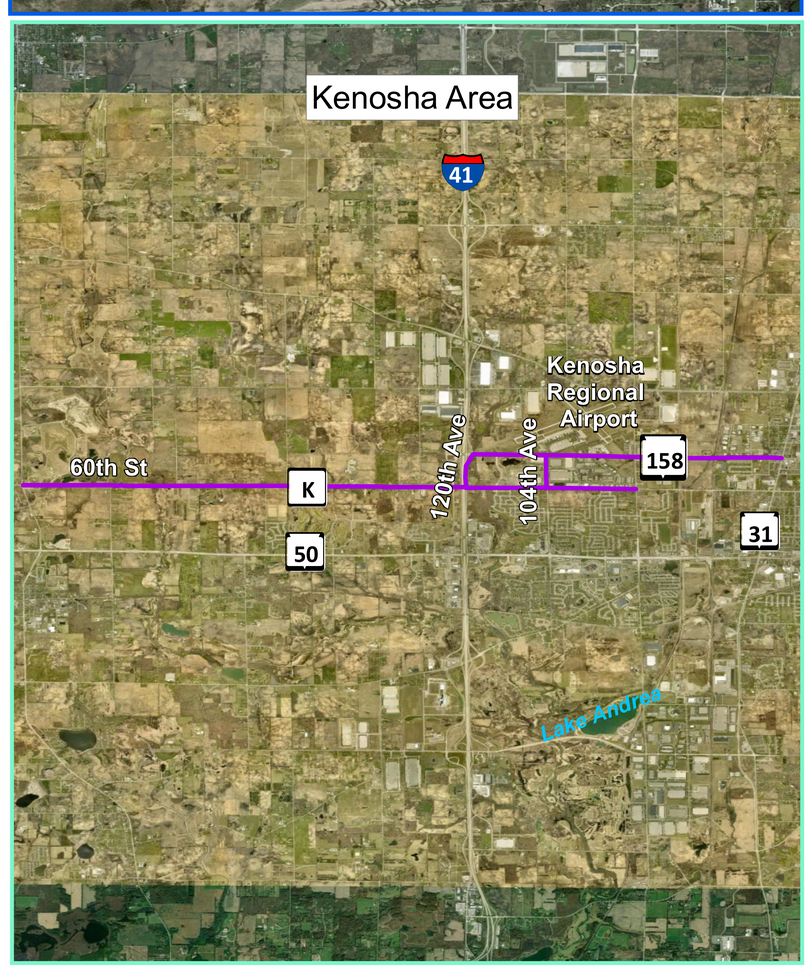
Forest County Potawatomi Outlying Areas Trasportation Facility Inventory





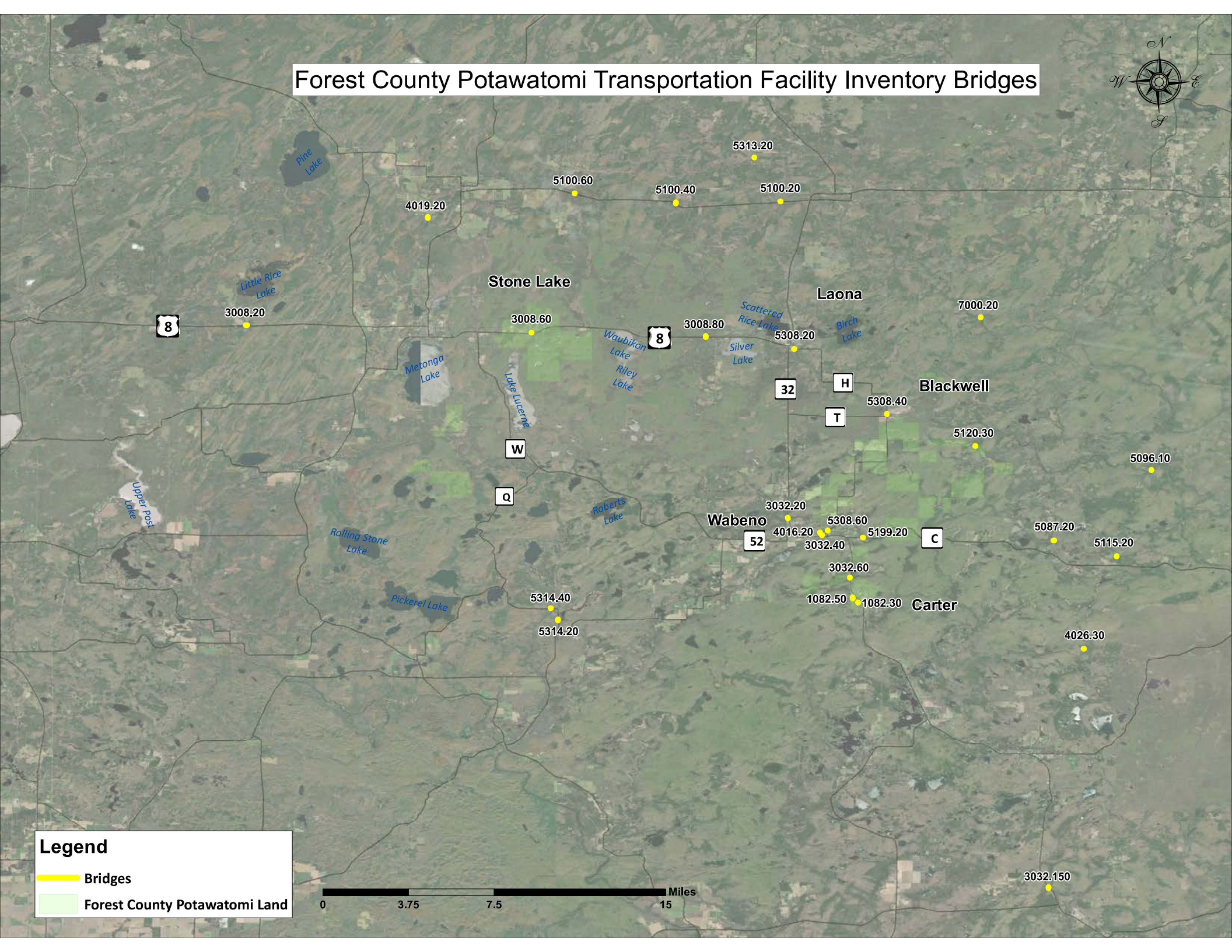






Legend

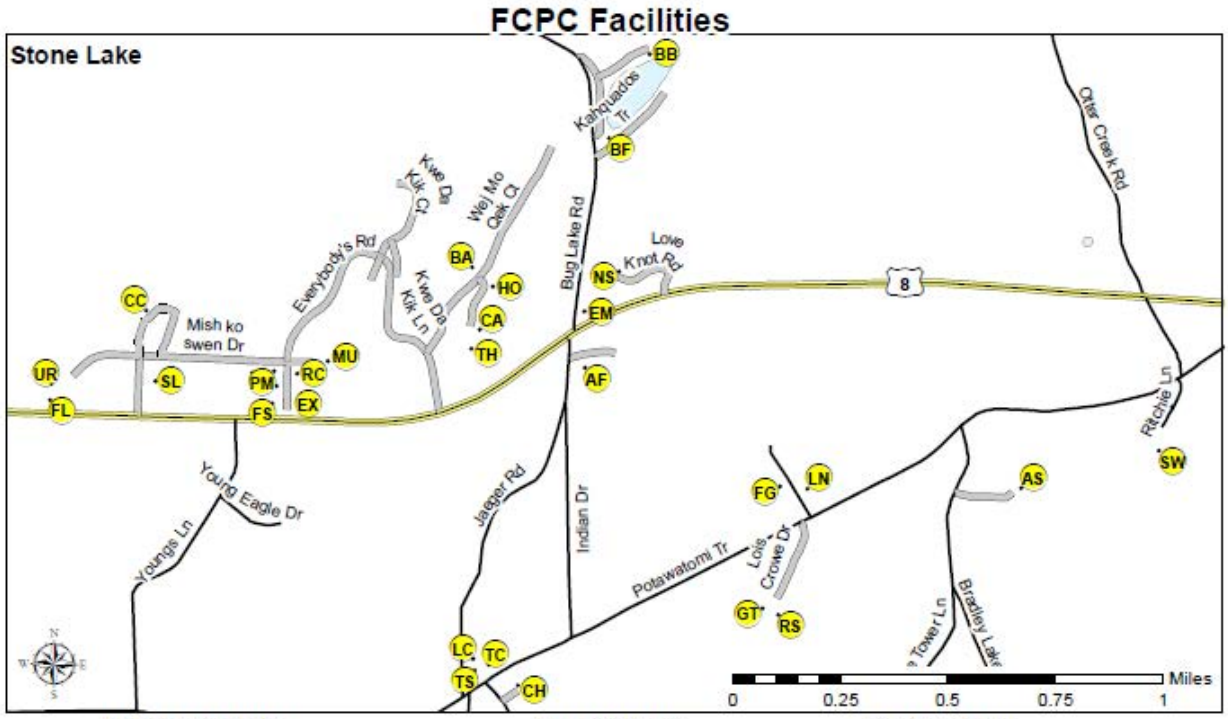
- BIA-Existing Road
- Tribal Land Access Route
- Existing Trail


Forest County Potawatomi Transportation Facility Inventory Bridges
N
W
E
S
5313.20
5100.60
5100.40
5100.20
4019.20
Pine Lake
Little Rice Lake
Stone Lake
Laona
7000.20
3008.20
3008.60
3008.80
Scattered Rice Lake
Birch Lake
5308.20
Waubikon Lake
Silver Lake
Riley Lake
Metonga Lake
Lake Lucerne
8
32
H
T
Blackwell
5308.40
5120.30
5096.10
W
Q
Upper Post Lake
Roberts Lake
3032.20
Wabeno
5308.60
4016.20
5199.20
3032.40
52
C
5087.20
5115.20
Rolling Stone Lake
3032.60
1082.50
1082.30
Carter
Pickerel Lake
5314.40
5314.20
4026.30
3032.150
Legend
Bridges
Forest County Potawatomi Land
Miles
0
3.75
7.5
15

Forest County Potawatomi Transportation Facility Inventory Bridges

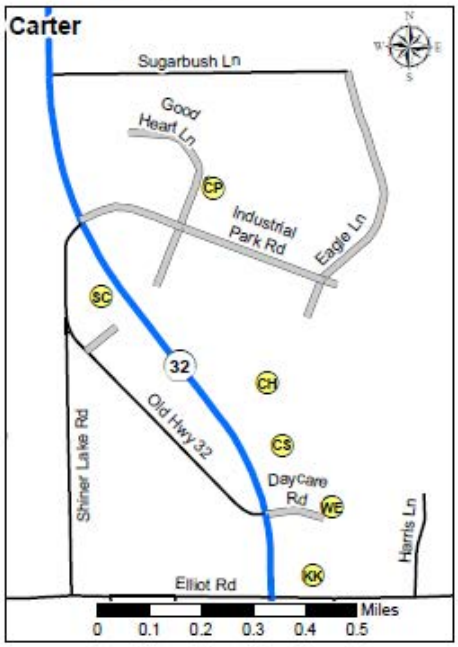
Inventory Number	Road Name	Crossing Feature
1082.3	Old 32 Rd	Over Unnamed River
1082.5	Old 32 Rd	Over Unnamed River
3008.2	USH 8	Over Wolf River
3008.6	USH 8	Multi Modal Underpass
3008.8	USH 8	Over Rat River
3032.2	STH 32	Over North Branch Oconto River
3032.4	STH 32	Over Range Line Creek
3032.6	STH 32	Over Torpee Creek
3032.15	STH 32	Over First South Branch Oconto River
4016.2	Fairview Ave	Over North Branch Oconto River
4019.2	Charlie Samz Lane	Over Middle Brach Peshtigo River
4026.3	Knowles Creek Rd	Over Knowles Creek
5087.2	Deer Lane	Over Otter Creek
5096.1	Valley Lake Road	Over Rat River
5100.2	CTH G	Over Camp Eight Creek
5100.4	CTH G	Over Otter Creek
5100.6	CTH G	Over Middle Branch Peshtigo River
5115.2	Bay Shore Rd	Over Otter Creek
5120.3	Kuffner Road	Over Kuffner Creek
5199.2	CTH C	Over North Branch Oconto River
5308.2	CTH H	Over Rat River
5308.4	CTH H	Over Rat River
5308.6	CTH H	Over North Branch Oconto River
5313.2	CTH O	Over Peshtigo River
5314.2	CTH DD (Culvert)(3ft Dia./45ft long	Over Bog Brook Flowage
5314.4	CTH DD	Over Lily River
5500.2	CTH K	Over Kilbourn Road Ditch
7000.2	Peshtigo Preserve Rd	Over Peshtigo River

Appendix C: FCPC Facilities



Stone Lake

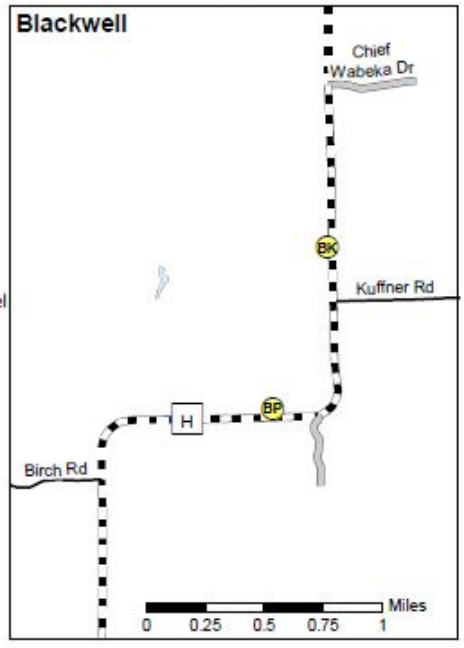
AF- Arlyn Alloway Field
AS- Air Monitoring Site
BA- BaKaKwsen i Shkwadém "The Door is Always Open"
BB- Boat Landing
BF- Accessible Fishing Pier
CA- Caring Place
CC- Community Center
CH- Recovery Coach House
EM- Emergency Management/Ordinance
EX- Executive
FG- Forestry Garage
FL- Fleet Building
FS- Family Services and IT
GT- Gte Ga Nes
HO- Public Works, Housing and Facilities
HW- Health and Wellness Center
IN- Insurance
LC- Lake Lucurne Gospel Church
LN- Land and Natural Resources
MU- Museum
NS- The New Sunrise
PM- Property Management
RC- Recreation
RS- Rising Sun
SL- Stone Lake C-Store
SW- Solid Waste
TC- Tribal Center
TH- The Turtle House
TS- Potawatomi Tribal Security
UR- Utilities & Roads



Carter/Blackwell

BK- Bodwéwadmi Ktëgan
BP- Blackwell Park
CP- Playground
CS- Carter C-Store
KK- Ka Kew Se Gathering Grounds
PC- Potawatomi Carter Casino Hotel
SC- Sunnyside Community Church
WE- We Care Facility

FOREST COUNTY POTAWATOMI
LAND INFORMATION



Docusign Envelope ID: 69DB7669-5CB2-4810-8113-6E97D20209B7

Acknowledgement of Public Authority Responsibility

This **Acknowledgement of Public Authority Responsibility** ("Agreement") is made this 29th day of May, 2025 ("Effective Date"), by and between the Forest County Potawatomi Community ("TRIBE") and the City of Milwaukee, a Wisconsin municipal corporation ("CITY").

Whereas, the routes listed below are located within the governmental boundaries and owned by the CITY and are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes; and

City of Milwaukee Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Canal Street	4003	010	0.6 miles	Beg 43.031155N / 87.943219W End 43.031388N / 87.930241W
W Highland Blvd (USH 18)	4004	010	0.5 miles	Beg 43.044558N / 87.957605W End 43.044530N / 87.947952W
N 31st Street	4005	010	0.3 miles	Beg 43.043191N / 87.952880W End 43.041680N / 87.952919W
N 33rd Street	4006	010	0.3 miles	Beg 43.044536N / 87.955166W End 43.040333N / 87.955208W
N 16th Street	4007	010	1.0 miles	Beg 43.036008N / 87.932941W End 43.023105N / 87.933022W
S 16th Street	4008	010	0.1 miles	Beg 43.030516N / 87.932908W End 43.030533N / 87.930611W
S 19th Street	4009	10	0.1 miles	Beg 43.029577N / 87.936472W End 43.028597N / 87.936485W
S Emmber Lane	4010	010	0.1 miles	Beg 43.031388N / 87.930241W End 43.030533N / 87.930611W
W Potawatomi Circle	4011	010	0.5 miles	Beg 43.031366N / 87.938083W End 43.031302N / 87.933191W
W Wells Street	4012	010	0.5 miles	Beg 43.040325N / 87.957500W End 43.040272N / 87.947777W

Docusign Envelope ID: 69DB7669-5CB2-4810-8113-6E97D20209B7

W State Street	4013	010	0.5 miles	Beg 43.043319N / 87.957557W End 43.044513N / 87.947900W

Whereas, the above-listed routes, and as depicted on the attached **Exhibit A** will continue to be owned by the CITY 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, in consideration of the promises hereinafter made, the TRIBE and the CITY agree that when and if adequate funding for improvements to the listed routes becomes available, and any of the CITY'S listed roadways become an approved project for the TRIBE:

1. The TRIBE will enter a subsequent agreement with the CITY to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the CITY.

2. If needed improvements are made to any of the listed CITY routes, the CITY will continue to own the route and will continue to be responsible for maintenance.

3. This Agreement 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 CITY and the TRIBE to enter into the same.

4. This Agreement will become effective upon execution of the CITY and Tribe, unless otherwise noted below.

5. TRIBE understands that the CITY is bound by the Wisconsin Public Records Law, and as such, all of the terms of this Agreement are subject to and conditioned on the provisions of Wis. Stat. § 19.21, et seq. TRIBE acknowledges that it is obligated to assist the CITY in retaining and producing records that are subject to Wisconsin Public Records Law, and that the failure to do so shall constitute a material breach of this Agreement. Except as otherwise authorized, those records shall be maintained for a period of seven (7) years after execution of this Agreement.

[Signature Page Follows]

Docusign Envelope ID: 69DB7669-5CB2-4810-8113-6E97D20209B7

The parties have executed this Agreement effective as of the Effective Date.

CITY OF MILWAUKEE

Jerrel Kruschke, Commissioner of Public Works

DATE: 5/21/2025

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by:
0F3383028D84440...

Brooks Boyd, Sr., Chairman
or Kenneth L. George, Jr., Vice Chairman

DATE: 5/29/2025

Docusign Envelope ID: 8864815E-243D-49B4-AC69-15FB1E1DE787

Acknowledgment of Public Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and City of Crandon, Wisconsin (CITY).

Whereas the routes listed below in the CITY are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

City of Crandon Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
E Elm St	4017	010	0.13 miles	Beg 45.573887N / 88.903322W End 45.573934N / 88.900946W
N Park Ave	4018	010	0.23 miles	Beg 45.573933N / 88.900860W End 45.577415N / 88.900878W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the CITY 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 and the CITY agree when and if adequate funding for improvements to the listed routes becomes available, and any of the CITY'S listed roadways become an approved project for the TRIBE.

1. The TRIBE will enter a subsequent agreement with the CITY to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the CITY.

2. If needed improvements are made to any of the listed CITY routes, the CITY will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment 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 CITY and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the CITY and Tribe, unless otherwise noted below.

Docusign Envelope ID: 8864815E-243D-49B4-AC69-15FB1E1DE787

CITY OF CRANDON

Mayor

SIGNATURE and TITLE

03-14-2025

DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by:

D1435F86C183475...

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

3/20/2025

DATE:

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and City of Kenosha, Wisconsin (CITY).

Whereas the routes listed below in the CITY are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

City of Kenosha Route

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
104th Ave	4001	010	0.4 miles	Beg 42.589361N / 87.934538W End 42.582236N / 87.934416W
115th Ave	4032	010	0.5 miles	Beg 42.589456N / 87.945543W End 42.582372N / 87.945529W
55th St	4033	010	0.5 miles	Beg 42.586559N / 87.944894W End 42.586722N / 87.934629W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the CITY 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 and the CITY agree when and if adequate funding for improvements to the listed routes becomes available, and any of the CITY'S listed roadways become an approved project for the TRIBE.

1. The TRIBE will enter a subsequent agreement with the CITY to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the CITY.

2. If needed improvements are made to any of the listed CITY routes, the CITY will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment 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 CITY and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the CITY and Tribe, unless otherwise noted below.

CITY OF KENOSHA

_____ _____

SIGNATURE and TITLE DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____

James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Acknowledgement of Public

Authority Responsibility

This **Acknowledgement of Public Authority Responsibility** ("Agreement") is made this _____ day of _____, 2025 ("Effective Date"), by and between the Forest County Potawatomi Community ("TRIBE") and the City of Milwaukee, a Wisconsin municipal corporation ("CITY").

Whereas, the routes listed below are located within the governmental boundaries and owned by the CITY and are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes; and

City of Milwaukee Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Canal Street	4003	010	0.6 miles	Beg 43.031155N / 87.943219W End 43.031388N / 87.930241W
W Highland Blvd (USH 18)	4004	010	0.5 miles	Beg 43.044558N / 87.957605W End 43.044530N / 87.947952W
N 31st Street	4005	010	0.3 miles	Beg 43.043191N / 87.952880W End 43.041680N / 87.952919W
N 33rd Street	4006	010	0.3 miles	Beg 43.044536N / 87.955166W End 43.040333N / 87.955208W
N 16th Street	4007	010	1.0 miles	Beg 43.036008N / 87.932941W End 43.023105N / 87.933022W
S 16th Street	4008	010	0.1 miles	Beg 43.030516N / 87.932908W End 43.030533N / 87.930611W
S 19th Street	4009	10	0.1 miles	Beg 43.029577N / 87.936472W End 43.028597N / 87.936485W
S Emmber Lane	4010	010	0.1 miles	Beg 43.031388N / 87.930241W End 43.030533N / 87.930611W
W Potawatomi Circle	4011	010	0.5 miles	Beg 43.031366N / 87.938083W End 43.031302N / 87.933191W
W Wells Street	4012	010	0.5 miles	Beg 43.040325N / 87.957500W End 43.040272N / 87.947777W

W State Street	4013	010	0.5 miles	Beg 43.043319N / 87.957557W End 43.044513N / 87.947900W

Whereas, the above-listed routes, and as depicted on the attached **Exhibit A** will continue to be owned by the CITY 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, in consideration of the promises hereinafter made, the TRIBE and the CITY agree that when and if adequate funding for improvements to the listed routes becomes available, and any of the CITY'S listed roadways become an approved project for the TRIBE:

1. The TRIBE will enter a subsequent agreement with the CITY to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the CITY.

2. If needed improvements are made to any of the listed CITY routes, the CITY will continue to own the route and will continue to be responsible for maintenance.

3. This Agreement 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 CITY and the TRIBE to enter into the same.

4. This Agreement will become effective upon execution of the CITY and Tribe, unless otherwise noted below.

5. TRIBE understands that the CITY is bound by the Wisconsin Public Records Law, and as such, all of the terms of this Agreement are subject to and conditioned on the provisions of Wis. Stat. § 19.21, et seq. TRIBE acknowledges that it is obligated to assist the CITY in retaining and producing records that are subject to Wisconsin Public Records Law, and that the failure to do so shall constitute a material breach of this Agreement. Except as otherwise authorized, those records shall be maintained for a period of seven (7) years after execution of this Agreement.

[Signature Page Follows]

The parties have executed this Agreement effective as of the Effective Date.

CITY OF MILWAUKEE

Jerrel Kruschke, Commissioner of Public Works

DATE: 5/21/2025

FOREST COUNTY POTAWATOMI COMMUNITY

Brooks Boyd, Sr., Chairman
or Kenneth L. George, Jr., Vice Chairman

DATE:

Docusign Envelope ID: CE5D5062-2DCE-4038-9337-C26C8B180725

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Forest County, Wisconsin (COUNTY).

Whereas the routes listed below in the COUNTY are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Forest County Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
CTH W	5098	010	14.0 miles	Beg 45.568305N / 88.871825W End 45.436858N / 88.717328W
CTH T	5099	010	3.0 miles	Beg 45.516290N / 88.675200W End 45.514380N / 88.612540W
CTH G	5100	010	0.9 miles	Beg 45.651704N / 88.661974W End 45.650624N / 88.680074W
		020	74 feet	Beg 45.650624N / 88.680074W End 45.650605N / 88.680364W
		030	3.3 miles	Beg 45.650605N / 88.680364W End 45.649096N / 88.746348W
		040	52 feet	Beg 45.649096N / 88.746348W End 45.649203N / 88.746501W
		050	3.2 miles	Beg 45.649203N / 88.746501W End 45.655635N / 88.810420W
		060	50 feet	Beg 45.655635N / 88.810420W End 45.655683N / 88.810579W
		070	3.5 miles	Beg 45.655683N / 88.810579W End 45.657170N / 88.882682W
CTH C	5199	010	0.5 miles	Beg 45.438099N / 88.638932W End 45.437738N / 88.628033W
		020	20 feet	Beg 45.437738N / 88.628033W End 45.437732N / 88.627985W
		030	10.8 miles	Beg 45.437732N / 88.627985W End 45.417689N / 88.426781W
CTH H	5308	010	0.2 miles	Beg 45.557275N / 88.675350W End 45.557254N / 88.671502W
		020	20 feet	Beg 45.557254N / 88.671502W End 45.557255N / 88.671302W
		030	5.3 miles	Beg 45.557255N / 88.671302W End 45.516058N / 88.612995W

Docusign Envelope ID: CE5D5062-2DCE-4038-9337-C26C8B180725

		040	20 feet	Beg 45.516058N / 88.612995W End 45.515881N / 88.612993W
		050	6.5 miles	Beg 45.515881N / 88.612993W End 45.442331N / 88.650301W
		060	20 feet	Beg 45.442331N / 88.650301W End 45.442264N / 88.650334W
		070	0.2 miles	Beg 45.442264N / 88.650334W End 45.439384N / 88.650946W
CTH S	5310	010	2.0 miles	Beg 45.543653N / 88.942904W End 45.571730N / 88.946033W
		020	7.7 miles	Beg 45.571906N / 88.946161W End 45.681524N / 88.945131W
CTH N	5312	010	2.5 miles	Beg 45.644487N / 88.882884W End 45.665937N / 88.904749W
CTH O	5313	010	2.3 miles	Beg 45.679857N / 88.655632W End 45.678474N / 88.696712W
		020	75 feet	Beg 45.678474N / 88.696712W End 45.678268N / 88.696708W
		030	3.8 miles	Beg 45.678268N / 88.696708W End 45.647318N / 88.737417W
CTH DD	5314	010	0.4 miles	Beg 45.379289N / 88.820275W End 45.385327N / 88.821023W
		020	20 feet	Beg 45.385327N / 88.821023W End 45.385327N / 88.821023W
		030	0.7 miles	Beg 45.385327N / 88.821023W End 45.393105N / 88.825678W
		040	20 feet	Beg 45.393105N / 88.825678W End 45.393105N / 88.825678W
		050	0.1 miles	Beg 45.393105N / 88.825678W End 45.393111N / 88.827171W
		060	1.9 miles	Beg 45.393111N / 88.827171W End 45.405661N / 88.856459W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the COUNTY 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.

Docusign Envelope ID: CE5D5062-2DCE-4038-9337-C26C8B180725

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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the COUNTY and Tribe, unless otherwise noted below.

FOREST COUNTY

Mark Chrisman

Highway Commissioner

SIGNATURE and TITLE

2/26/2025

DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by:

D1435F86C183475...

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

3/5/2025

DATE:

Acknowledgement of Public

Authority Responsibility

This Acknowledgement of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Kenosha County (COUNTY).

Whereas the routes listed below in the COUNTY are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Kenosha County Route

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
CTH K (60th St)	5500	010	0.4 miles	Beg 42.582822N / 88.050608W End 42.582800N / 88.042832W
		020	50 feet	Beg 42.582800N / 88.042832W End 42.582804N / 88.042643W
		030	1.1 miles	Beg 42.582804N / 88.042643W End 42.582710N / 88.020411W
		040	100 ft	Beg 42.582710N / 88.020411W End 42.582708N / 88.020005W
		050	3.5 miles	Beg 42.582708N / 88.020005W End 42.582304N / 87.952398W
		060	0.1 miles	Beg 42.582304N / 87.952398W End 42.582286N / 87.950166W
		070	40 ft	Beg 42.582286N / 87.950166W End 42.582285N / 87.950024W
		080	1.8 miles	Beg 42.582285N / 87.950024W End 42.581915N / 87.914676W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the COUNTY 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. 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.

3. 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 and the TRIBE to enter into the same.

4. The Acknowledgement of Public Authority Responsibility will become effective upon execution by the COUNTY and TRIBE, unless otherwise noted below.

KENOSHA COUNTY

_____ _____
SIGNATURE and TITLE DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____
James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Docusign Envelope ID: F20A8416-F895-4D06-8816-4AB99B023FF6

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Argonne, Forest County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Argonne Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Charlie Samz Lane	4019	010	0.1 miles	Beg 45. 638092N / 88.903278W End 45.640005N / 88.903428W
		020	20 feet	Beg 45.640005N / 88.903428W End 45.640005N / 88.903428W
		030	0.3 miles	Beg 45.640005N / 88.903428W End 45.644464N / 88.903896W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the TOWN 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

Docusign Envelope ID: F20A8416-F895-4D06-8816-4AB99B023FF6

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF ARGONNE

Chairman — 2-11-25

SIGNATURE and TITLE — DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by: Kenneth L. George Jr. 5956723FAE344D7... — 2/26/2025

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman — DATE:

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Ashford, Fond du Lac County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Ashford Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Rolling Drive	4014	010	0.5 miles	Beg 43.572430N / 88.340655W End 43.565119N / 88.340697W
Spring Drive	4015	010	1.0 miles	Beg 43.572433N / 88.340608W End 43.572211N / 88.320633W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the TOWN 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF ASHFORD

_____ _____
SIGNATURE and TITLE DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____
James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Docusign Envelope ID: FACDCC83-0102-40D0-A073-EA0E6B2E1CB9

Acknowledgment of Public Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Blackwell, Forest County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Blackwell Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Flanner Ln	4023	010	0.1 miles	Beg 45.514270N / 88.612942W End 45.514156N / 88.609637W
		020	0.3 miles	Beg 45.514156N / 88.609637W End 45.513825N / 88.603080W
		030	12 feet	Beg 45.513825N / 88.603080W End 45.513809N / 88.603016W
		040	0.1 miles	Beg 45.513809N / 88.603016W End 45.513669N / 88.602576W
Rat River Rd (FR 2134)	4030	040	1.1 miles	Beg 45.506297N / 88.501199W End 45.521261N / 88.496296W
Michigan Creek Rd (FR 2134)	4031	010	3.3 miles	Beg 45.521322N / 88.496302W End 45.562111N / 88.495414W
		030	0.4 miles	Beg 45.562364N / 88.495526W End 45.568693N / 88.494449W
Peshtigo Preserve Rd (FR 2695)	7000	010	3.5 miles	Beg 45.521498N / 88.592403W End 45.563959N / 88.573018W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the TOWN 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.

Docusign Envelope ID: FACDCC83-0102-40D0-A073-EA0E6B2E1CB9

2. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF BLACKWELL

Chairman — 4/1/25

SIGNATURE and TITLE — DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by: D1435E86C183475...

4/17/2025

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman — DATE:

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Lakewood, Oconto County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Lakewood Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Knowles Creek	4026	020	2.6 miles	Beg 45.377639N / 88.531403W End 45.367590N / 88.488270W
		040	0.8 miles	Beg 45.367590N / 88.488270W End 45.362590N / 88.474331W
		050	1.3 miles	Beg 45.362590N / 88.474331W End 45.358684N / 88.448686W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the TOWN 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF LAKEWOOD

_____ _____
SIGNATURE and TITLE DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____
James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Docusign Envelope ID: E3F4AD22-D444-4023-B55E-BB11B21D66B3

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Lincoln, Forest County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Lincoln Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Fire Tower Lane	1071	010	0.2 miles	Beg 45.566949N / 88.811311W End 45.565300N / 88.811200W
		020	0.5 miles	Beg 45.565300N / 88.811200W End 45.558509N / 88.813460W
Keith Siding Rd	4020	010	1.4 miles	Beg 45.519005N / 88.922776W End 45.512345N / 88.904715W
		020	9.0 feet	Beg 45.512345N / 88.904715W End 45.512347N / 88.904646W
		030	1.7 miles	Beg 45.512347N / 88.904646W End 45.508318N / 88.876578W
		040	14.0 feet	Beg 45.508318N / 88.876578W End 45.508319N / 88.876437W
		050	1.2 miles	Beg 45.508319N / 88.876437W End 45.508202N / 88.851737W
Deep Hole Lake Rd	4021	010	2.0 miles	Beg 45.479230N / 88.877731W End 45.459716N / 88.894742W
Berry Ln	4022	010	0.8 miles	Beg 45.485288N / 88.856486W End 45.480269N / 88.870174W
		020	2.5 miles	Beg 45.480269N / 88.870174W End 45.491198N / 88.911272W
Youngs Ln	5015	010	0.5 miles	Beg 45.567507N / 88.846092W End 45.561540N / 88.851080W
		020	0.3 miles	Beg 45.561540N / 88.851080W End 45.557900N / 88.850910W
Bug Lake Road	5020	010	0.6 miles	Beg 45.570417N / 88.829826W End 45.579630N / 88.829424W
		020	1.8 miles	Beg 45.579630N / 88.829424W End 45.587038N / 88.862004W

Docusign Envelope ID: E3F4AD22-D444-4023-B55E-BB11B21D66B3

Devils Lake Road	5022	010	1.0 miles	Beg 45.536881N / 88.832265W End 45.550540N / 88.835550W
		020	0.3 miles	Beg 45.550540N / 88.835550W End 45.554000N / 88.835500W
		030	0.3 miles	Beg 45.554000N / 88.835500W End 45.558191N / 88.835087W
Potawatomi Trail	5042	05	0.5 miles	Beg 45.565032N / 88.871829W End 45.564690N / 88.861813W
		010	1.9 miles	Beg 45.564690N / 88.861813W End 45.558190N / 88.835190W
		020	0.1 miles	Beg 45.558190N / 88.835190W End 45.559760N / 88.830810W
		030	0.6 miles	Beg 45.559760N / 88.830810W End 45.563470N / 88.820180W
		040	0.3 miles	Beg 45.563470N / 88.820180W End 45.565554N / 88.814041W
		050	0.8 miles	Beg 45.565554N / 88.814041W End 45.569032N / 88.799688W
Indian Drive	5082	010	0.4 miles	Beg 45.570148N / 88.830079W End 45.565390N / 88.830050W
		020	0.4 miles	Beg 45.565390N / 88.830050W End 45.560084N / 88.830165W
Otter Creek Road	5109	010	0.1 miles	Beg 45.568559N / 88.800813W End 45.571151N / 88.802372W
		020	3.7 miles	Beg 45.571314N / 88.802478W End 45.619703N / 88.8011574W
Corning Road	5110	010	1.4 miles	Beg 45.568418N / 88.871830W End 45.588697N / 88.872056W
Spring Pond Road	5111	010	2.7 miles	Beg 45.593964N / 88.860746W End 45.589098N / 88.810020W
Northwoods Drive	5112	010	2.5 miles	Beg 45.613300N / 88.850870W End 45.598529N / 88.812175W
Johnson Road	5113	010	3.6 miles	Beg 45.593873N / 88.860803W End 45.637193N / 88.862055W
Bear Road	5114	010	0.2 miles	Beg 45.567989N / 88.861781W End 45.564733N / 88.861758W

Docusign Envelope ID: E3F4AD22-D444-4023-B55E-BB11B21D66B3

Bradley Lake Road	5198	010	0.7 miles	Beg 45.561460N / 88.811770W End 45.550640N / 88.811030W
		020	4.1miles	Beg 45.550640N / 88.811030W End 45.496080N / 88.822620W
		030	1.2 miles	Beg 45.496080N / 88.822620W End 45.482680N / 88.833870W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the TOWN 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF LINCOLN

Chairman
SIGNATURE and TITLE

March 12 2025
DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Docusign Envelope ID: E3F4AD22-D444-4023-B55E-BB11B21D66B3

Signed by:
D1435F66C183475...

3/20/2025

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

DATE:

Docusign Envelope ID: 399013C2-B492-4207-A74C-497C5D7E8C3F

Acknowledgment of Public Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Town of Wabeno, Forest County, Wisconsin (TOWN).

Whereas the routes listed below in the TOWN are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Town of Wabeno Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Old 32 Rd	1082	080	0.2 miles	Beg 45.400470N / 88.635824W End 45.403130N / 88.635237W
Fairview Avenue	4016	010	0.1 miles	Beg 45.439193N / 88.655160W End 45.440896N / 88.655122W
		020	26 feet	Beg 45.440896N / 88.655122W End 45.440972N / 88.655111W
		030	0.2 miles	Beg 45.440972N / 88.655111W End 45.443711N / 88.655002W
Camp 1 Rd (FR 2361)	4024	010	1.5 miles	Beg 45.438214N / 88.591340W End 45.453913N / 88.573363W
		030	6.7 miles	Beg 45.453883N / 88.573277W End 45.469193N / 88.451177W
Cemetery Ln	4025	010	0.2 miles	Beg 45.450740N / 88.644728W End 45.450811N / 88.649574W
Cemetery Rd	4025	020	0.04 miles	Beg 45.464693N / 88.634476W End 45.464115N / 88.634185W
		030	1.4 miles	Beg 45.464115N / 88.634185W End 45.450728N / 88.644088W
		040	0.02 miles	Beg 45.450728N / 88.644088W End 45.450740N / 88.644469W
Knowles Creek Rd (FR 2349)	4026	010	4.1 miles	Beg 45.430435N / 88.527631W End 45.377639N / 88.531403W
Rat River Rd (FR 2134)	4030	010	1.4 miles	Beg 45.465032N / 88.494330W End 45.483276N / 88.497987W
		030	2.1 miles	Beg 45.483517N / 88.497812W End 45.506297N / 88.501199W

Docusign Envelope ID: 399013C2-B492-4207-A74C-497C5D7E8C3F

Shiner Lake Rd	5007	010	0.52 miles	Beg 45.400338N / 88.635774W End 45.392907N / 88.635810W
Indian Market Rd (FR 2139)	5010	010	4.9 miles	Beg 45.444231N / 88.606595W End 45.493105N / 88.561849W
Rummels Road	5024	010 020	0.5 miles 0.6 miles	Beg 45. 464420N / 88.675220W End 45.464230N/ 88.654780W Beg 45.464230N / 88.654780W End 45.463708N / 88.643586W
Elliot Road	5036	010 020 030	0.1 miles 0.3 miles 0.8 miles	Beg 45.392727N / 88.628046W End 45.392800N / 88.630900W Beg 45.392800N / 88.630900W End 45.392840N / 88.635657W Beg 45.392840N / 88.635657W End 45.390009N / 88.652709W
Kasal Lane	5058	010	1.1 miles	Beg 45.456140N / 88.555128W End 45.450361N / 88.539509W
Otter Lake Road	5086	010	1.3 miles	Beg 45.435140N / 88.522890W End 45.435639N / 88.511667W
Deer Lane (FR 3847)	5087	010 030	0.2 miles 1.0 miles	Beg 45.435649N / 88.511633W End 45.435957N / 88.507512W Beg 45.435945N / 88.506952W End 45.441730N / 88.490618W
Padus Road	5088	010	0.5 miles	Beg 45.493224N / 88.674086W End 45.495130N / 88.652000W
Lake Drive	5089	010	0.8 miles	Beg 45.427593N / 88.508470W End 45.435628N / 88.511638W
Beach Lane	5090	010	0.4 miles	Beg 45.479312N / 88.658440W End 45.474254N / 88.663160W
Birch Road	5091	010	0.8 miles	Beg 45.482115N / 88.648959W End 45.481988N / 88.633579W
Linse Road (FR 3208)	5093	010 030	1.5 miles 0.1 miles	Beg 45.434787N / 88.552848W End 45.456077N / 88.552111W Beg 45.456106N / 88.552113W End 45.456424N / 88.552143W
Harper Road	5095	010	0.5 miles	Beg 45.489120N / 88.435892W End 45.491417N / 88.426017W

Docusign Envelope ID: 399013C2-B492-4207-A74C-497C5D7E8C3F

Valley Lake Road (FR 2141)	5096	05	0.9 miles	Beg 45.469228N / 88.451075W End 45.480510N / 88.445522W
		015	1.0 miles	Beg 45.480615N / 88.445525W End 45.492076N / 88.435314W
		020	0.5 miles	Beg 45.492076N / 88.435314W End 45.499362N / 88.437284W
		030	0.5 miles	Beg 45.499362N / 88.437284W End 45.506623N / 88.438031W
Trump Lake Road	5102	10	3.5 miles	Beg 45.493155N / 88.663684W End 45.464351N / 88.664907W
Bay Shore Road (FR 2141)	5115	010	0.4 miles	Beg 45.420693N / 88.467673W End 45.425897N / 88.467563W
		030	0.1 miles	Beg 45.427980N / 88.467560W End 45.427886N / 88.467483W
		040	0.5 miles	Beg 45.427886N / 88.467483W End 45.435130N / 88.467410W
		050	2.7 miles	Beg 45.435130N / 88.467410W End 45.469195N / 88.451101W
Kuffner Road (FR 2363)	5120	010	1.0 miles	Beg 45.492658N / 88.613074W End 45.492555N / 88.593551W
		020	2.2 miles	Beg 45.492555N / 88.593551W End 45.495859N / 88.557003W
		040	1.8 miles	Beg 45.495860N / 88.556905W End 45.479726N / 88.534784W
		060	1.2 miles	Beg 45. 479601N / 88.534810W End 45.462813N / 88.541935W
Maple Lane	5188	010	0.3 miles	Beg 45.482083N / 88.646775W End 45.478550N / 88.646334W
Elm Lane	5189	010	0.3 miles	Beg 45.482067N / 88.644908W End 45.478493N / 88.644934W
Ferry Ranch Road (FR 2143)	5197	010	0.7 miles	Beg 45.392715N / 88.627855W End 45.395906N / 88.610299W
		030	2.5 miles	Beg 45.395864N / 88.610181W End 45.396040N / 88.568630W
Crandon Ave	5404	010	0.1 miles	Beg 45.439185N / 88.652296W End 45/438545N / 88.652321W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the TOWN and open to the public for travel.

Docusign Envelope ID: 399013C2-B492-4207-A74C-497C5D7E8C3F

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

Now Therefore, the TRIBE and the TOWN 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the TOWN and Tribe, unless otherwise noted below.

TOWN OF WABENO

Chairman
SIGNATURE and TITLE

4-15-25
DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by:
Kenneth L. George Jr.
5956723FAE344D7...
James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

5/5/2025
DATE:

Docusign Envelope ID: 50FB6EEC-AA2D-407E-A3CA-A4F0C5E141A1

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and United States Department of Agriculture – Forest Service (USFS).

Whereas the routes listed below in the USFS are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

USFS Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
FR 2361 (Camp 1 Rd)	4024	020	7.0 feet	Beg 45.453913N / 88.573363W End 45.453883N / 88.573277W
FR 2349 (Knowles Creek Rd)	4026	030	20 feet	Beg 45.367594N / 88.488440W End 45.367590N / 88.488270W
FR 2134 (Rat River Rd)	4030	020	60 feet	Beg 45.483276N / 88.497987W End 45.483517N / 88.497812W
FR 2134 (Michigan Creek Rd)	4031	020	38.5 feet	Beg 45.562111N / 88.495414W End 45.562364N / 88.495526W
FR 3847 (Deer Ln)	5087	020	18.0 feet	Beg 45.435957N / 88.507512W End 45.435945N / 88.506952W
FR 3208 (Linse Road)	5093	010	20 feet	Beg 45.456077N / 88.552111W End 45.456106N / 88.552113W
FR 2141 (Valley Lake Rd)	5096	010	55.7 feet	Beg 45.480510N / 88.445522W End 45.480615N / 88.445525W
FR 2141 (Bay Shore Rd)	5115	020	26.0 feet	Beg 45.425897N / 88.467563W End 45.425980N / 88.467560W
FR 2363 (Kuffner Rd)	5120	030 050	17.0 feet 15.0 feet	Beg 45.495859N / 88.557003W End 45.495860N / 88.556805W Beg 45.479726N / 88.534784W End 45.479601N / 88.534810W
FR 2143 (Ferry Ranch Ln)	5197	020	20 feet	Beg 45.395906N / 88.610299W End 45.395864N / 88.610181W

Docusign Envelope ID: 50FB6EEC-AA2D-407E-A3CA-A4F0C5E141A1

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the USFS 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 and the USFS agree when and if adequate funding for improvements to the listed routes becomes available, and any of the USFS'S listed roadways become an approved project for the TRIBE.

1. The TRIBE will enter a subsequent agreement with the USFS to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the USFS.

2. If needed improvements are made to any of the listed USFS routes, the USFS will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment 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 USFS and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the USFS and Tribe, unless otherwise noted below.

United States Department of Agriculture – Forest Service

ALISON LAYBOLT
Digitally signed by ALISON LAYBOLT
Date: 2025.03.21 14:30:51 -05'00'

(for) Janelle Crocker, Forest Supervisor (acting)

21-Mar-2025
DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Signed by:
D1435F86C183475...

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

4/17/2025
DATE:

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Village of Summit, Waukesha County, Wisconsin (VILLAGE).

Whereas the routes listed below in the VILLAGE are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Village of Summit Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Atkins Knoll Road	5400	010	0.3 miles	Beg 43.069775N / 88.495675W End 43.072905N / 88.496919W
Forest Drive	5402	010	0.7 miles	Beg 43.069813N / 88.481200W End 43.069775N / 88.495675W
Indian Mound Road	5403	010	0.4 miles	Beg 43.069475N / 88.486044W End 43.071180N / 88.490977W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the VILLAGE 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 and the VILLAGE agree when and if adequate funding for improvements to the listed routes becomes available, and any of the VILLAGE'S listed roadways become an approved project for the TRIBE.

1. The TRIBE will enter a subsequent agreement with the VILLAGE to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the VILLAGE.

2. If needed improvements are made to any of the listed VILLAGE routes, the VILLAGE will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment 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 VILLAGE and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the VILLAGE and Tribe, unless otherwise noted below.

VILLAGE OF SUMMIT

_____ _____
SIGNATURE and TITLE DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____
James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Waukesha County, Wisconsin (COUNTY).

Whereas the route listed below in the COUNTY is important to the TRIBE in that it serves the tribal community, tribal business and/or tribal member's homes.

Waukesha County Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
CTH BB (North Golden Lake Rd)	5401	010	4.1 miles	Beg 43.084561N / 88.520641W End 43.027732N / 88.530457W

And whereas, the above-listed route as depicted on the attached Exhibit A will continue to be owned by the COUNTY and open to the public for travel.

And whereas, the TRIBE has an interest in ensuring this route is maintained and in adequate repair.

Now Therefore, the TRIBE and the COUNTY agree, when and if Tribal Transportation Program (TTP) funding for improvements to the listed route becomes available and the COUNTY's listed route becomes an approved project for the TRIBE, the following will occur:

1. The TRIBE will enter a subsequent agreement with the COUNTY to jointly determine the type, scope, limits, and schedule of improvements that could be implemented on the roadway owned by the COUNTY.

2. If improvements are made to the listed COUNTY route utilizing TTP funding, the COUNTY will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment of Public Authority Responsibility is binding upon the signatories hereto not as individuals, but solely in their capacities as officials in their respective organizations and acknowledges proper action of the COUNTY and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution by the COUNTY and TRIBE unless otherwise noted below.

WAUKESHA COUNTY

_____ _____

Allison Bussler
Director of Department of Public Works

DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

_____ _____

Brooks Boyd, Chairman

DATE:

or Kenneth L. George, Jr., Vice Chairman

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Wisconsin Department of Natural Resources (DNR).

Whereas the routes listed below in the DNR are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Wisconsin Department of Natural Resources Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
Nicolet State Trail	500	010	33.0 miles	Beg 45.611613N / 88.684317W End 45.229394N / 88.510917W
Wolf River State Trail	501	010	25.1 miles	Beg 45.644445N / 89.909360W End 45.310543N / 88.844894W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A will continue to be owned by the DNR 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 and the DNR agree when and if adequate funding for improvements to the listed routes becomes available, and any of the DNR'S listed roadways become an approved project for the TRIBE.

1. The TRIBE will enter a subsequent agreement with the DNR to jointly determine the type, scope, and limits of improvements that could be implemented on the listed roadways owned by the DNR.

2. If needed improvements are made to any of the listed DNR routes, the DNR will continue to own the route and will continue to be responsible for maintenance.

3. This Acknowledgment 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 DNR and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the DNR and Tribe, unless otherwise noted below.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

_____ _____

SIGNATURE and TITLE DATE:

FOREST DNR POTAWATOMI COMMUNITY

_____ _____

James A. Crawford, Chairman DATE:
or Kenneth L. George, Jr., Vice Chairman

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and Wisconsin Department of Transportation (WisDOT).

Whereas the routes listed below for the WisDOT are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

Wisconsin Department of Transportation Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
USH 8	3008	005	5.0 miles	Beg 45.576093N / 89.149808W
				End 45.571885N / 89.046605W
		010	1.4 miles	Beg 45.571885N / 89.046605W
				End 45.572238N / 89.018484W
		020	41.5 feet	Beg 45.572238N / 89.018484W
				End 45.572241N / 89.017784W
		030	5.2 miles	Beg 45.572241N / 89.017784W
				End 45.572075N / 88.909999W
		040	1.1 miles	Beg 45.572075N / 88.909999W
				End 45.564615N / 88.897715W
		050	3.0 miles	Beg 45.564615N / 88.897715W
				End 45.567461N / 88.837774W
		060	26.0 feet	Beg 45.567461N / 88.837774W
				End 45.567473N / 88.837750W
		070	5.5 miles	Beg 45.567473N / 88.837750W
				End 45.564634N / 88.727630W
		080	20.0 feet	Beg 45.564634N / 88.727630W
				End 45.564637N / 88.727536W
		090	2.6 miles	Beg 45.564637N / 88.727536W
				End 45.559245N / 88.675396W
		0100	0.2 miles	Beg 45.559245N / 88.675396W
				End 45.561158N / 88.674065W
		0110	14.6 feet	Beg 45.561158N / 88.674065W
				End 45.561266N / 88.674068W
		0120	0.6 miles	Beg 45.561266N / 88.674068W
				End 45.568132N / 88.672586W
		0130	13.0 feet	Beg 45.568132N / 88.672586W
				End 45.568549N / 88.672591W
		0140	0.2 miles	Beg 45.568549N / 88.672591W
				End 45.571640N / 88.672580W

		0150	6.5 miles	Beg 45.571640N / 88.672580W End 45.655562N / 88.648174W
		0160	95.0 feet	Beg 45.655562N / 88.648174W End 45.655561N / 88.647788W
		0170	0.1 miles	Beg 45.655561N / 88.647788W End 45.655536N / 88.645889W
STH 32 (Forest County)	3032	010	7.5 miles	Beg 45.559215N / 88.675445W End 45.450281N / 88.675586W
		020	52.0 feet	Beg 45.450281N / 88.675586W End 45.450029N / 88.675499W
		030	1.5 miles	Beg 45.450029N / 88.675499W End 45.439171N / 88.654017W
		040	13.0 feet	Beg 45.439171N / 88.654017W End 45.439182N / 88.653799W
		050	2.5 miles	Beg 45.439182N / 88.653799W End 45.412529N / 88.636232W
		060	26.5 feet	Beg 45.412529N / 88.636232W End 45.412350N / 88.636232W
		070	1.3 miles	Beg 45.412350N / 88.636232W End 45.394666N / 88.628023W
		080	6.0 feet	Beg 45.394666N / 88.628023W End 45.394581N / 88.628006W
		090	1.1 miles	Beg 45.394581N / 88.628006W End 45.378255N / 88.628432W
		0170	0.5 miles	Beg 45.572100N / 88.903389W End 45.579946N / 88.903101W
		0180	68.3 feet	Beg 45.579946N / 88.903101W End 45.580692N / 88.902950W
		0190	5.2 miles	Beg 45.580692N / 88.902950W End 45.648472N / 88.882749W
		0200	20 feet	Beg 45.648472N / 88.882749W End 45.648946N / 88.882751W
		0210	5.0 miles	Beg 45.648946N / 88.882751W End 45.681608N / 88.945135W
STH 52	3052	010	11.3 miles	Beg 45.444581N / 88.673900W End 45.378277N / 88.821963W
		020	5.6 miles	Beg 45.378277N / 88.821963W End 45. 306942N / 88.854319W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the WisDOT 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the WisDOT and Tribe, unless otherwise noted below.

WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION

Shannon R. Riley

Digitally signed by Shannon Riley
Date: 2025.04.28 15:01:40-05'00'

Shannon Riley, System Planning Chief — DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Brooks Boyd Sr.

5/14/2025

~~James A. Crawford, Chairman~~
or Kenneth L. George, Jr., Vice Chairman
Brooks Boyd Sr. chairman

DATE:

Acknowledgment of Public

Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and State of Wisconsin Department of Transportation (WisDOT).

Whereas the routes listed below in the WisDOT are important to the TRIBE in that they serve the tribal community, tribal business and/or tribal member's homes.

State of Wisconsin Department of Transportation Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
STH 32(Oconto County)	3032	0100	6.6 miles	Beg 45.378255N / 88.628432W
				End 45.306657N / 88.551859W
		0110	24.2 feet	Beg 45.306657N / 88.551859W
				End 45.306597N / 88.551645W
		0120	4.4 miles	Beg 45.306597N / 88.551645W
				End 45.263783N / 88.513069W
		0130	14.0 feet	Beg 45.263783N / 88.513069W
				End 45.263689N / 88.513100W
		0140	3.4 miles	Beg 45.263689N / 88.513100W
				End 45.215889N / 88.510561W
		0150	16.0 feet	Beg 45.215889N / 88.510561W
				End 45.215790N / 88.510488W
		0160	0.8 miles	Beg 45.215790N / 88.510488W
				End 45.205636N / 88.504938W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the WisDOT 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the WisDOT and Tribe, unless otherwise noted below.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

Scott A Nelson, P.E. NE Region Planning & Operations Manager
SIGNATURE and TITLE

04/29/2025
DATE:

FOREST COUNTY POTAWATOMI COMMUNITY

Brooks Boyd Sr.

~~James A. Crawford~~, Chairman
or Kenneth L. George, Jr., Vice Chairman
Brooks Boyd SR - Chairman

5/14/2025
DATE:

Docusign Envelope ID: 3A7CA8E0-2072-4993-B768-AD4DE86B9546

Acknowledgment of Public Authority Responsibility

This Acknowledgment of Public Authority Responsibility is by and between the Forest County Potawatomi Community (TRIBE) and State of Wisconsin Department of Transportation (WISDOT).

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

State of Wisconsin Department of Transportation Routes

ROUTE NAME	NUMBER	SECTION	LENGTH	LATITUDE / LONGITUDE
120th Ave	3120	010	0.5 miles	Beg 42.589441N / 87.951005W End 42.582363N / 87.952394W
STH 158 (52nd St)	3158	010	1.25 miles	Beg 42.589695N / 87.950848W End 42.589354N / 87.927119W
		020	2.25 miles	Beg 42.589354N / 87.927119W End 42.588730N / 87.882542W

And whereas, the above-listed routes, and as depicted on the attached Exhibit A 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 and the WISDOT 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. 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.

3. This Acknowledgment 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 and the TRIBE to enter into the same.

Docusign Envelope ID: 3A7CA8E0-2072-4993-B768-AD4DE86B9546

4. The Acknowledgment of Public Authority Responsibility will become effective upon execution of the WISDOT and Tribe, unless otherwise noted below.

State of Wisconsin Department of Transportation

SIGNATURE and TITLE

DATE: 4/24/2025

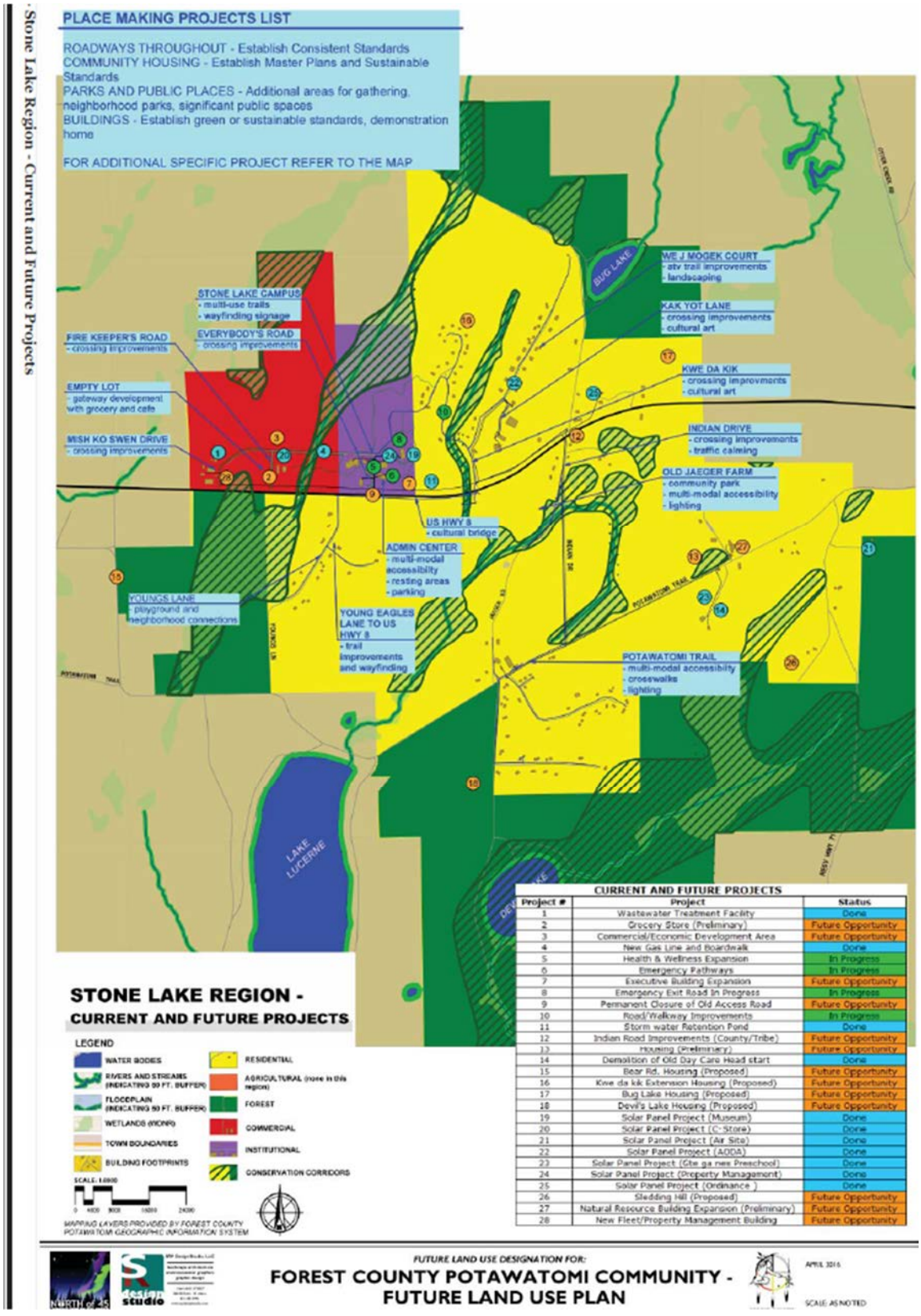
FOREST COUNTY POTAWATOMI COMMUNITY

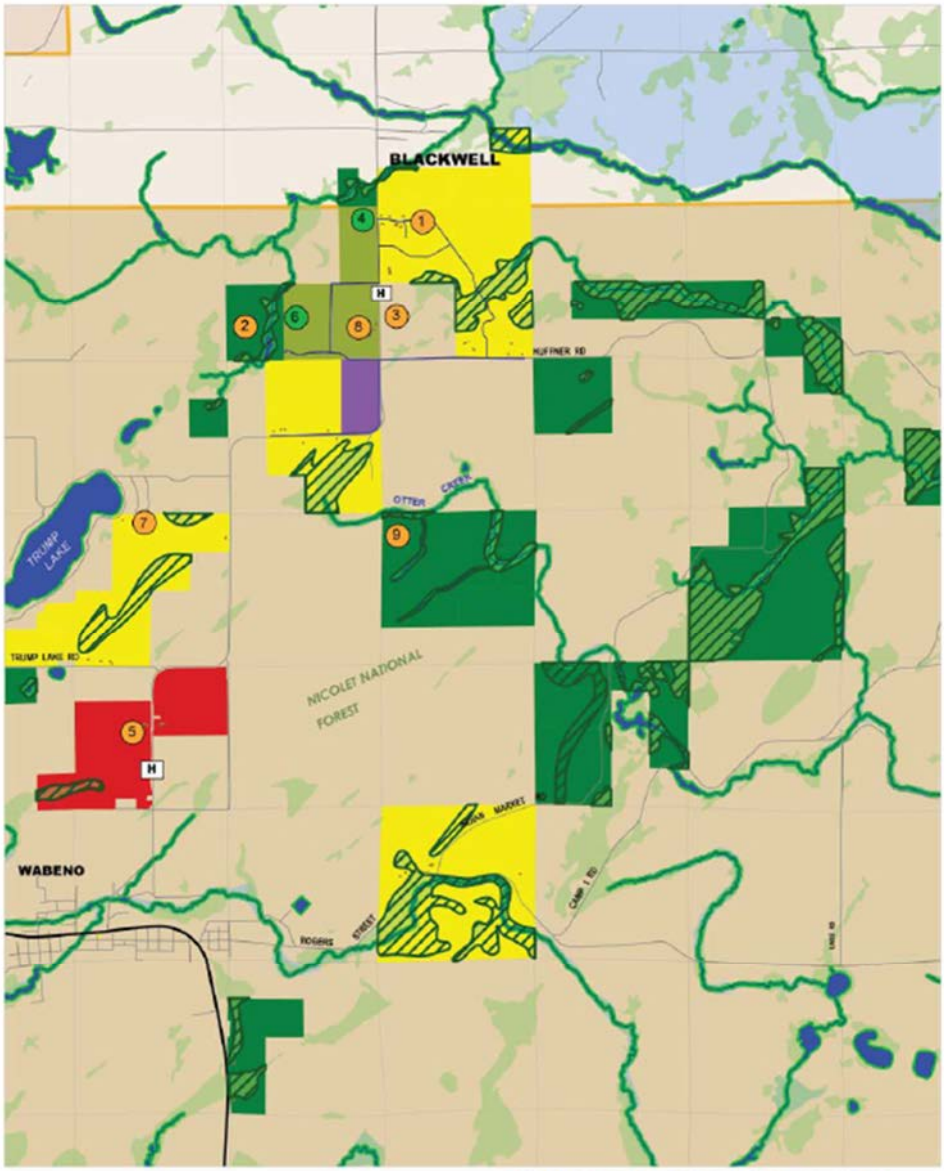
Signed by:
Kenneth L. George Jr.
5956723FAE344D7...

James A. Crawford, Chairman
or Kenneth L. George, Jr., Vice Chairman

DATE: 5/5/2025

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 (WDNR)
- TOWN BOUNDARIES
- BUILDING FOOTPRINTS
- RESIDENTIAL
- AGRICULTURAL
- FOREST
- COMMERCIAL
- INSTITUTIONAL
- CONSERVATION CORRIDORS

SCALE: 1:20,000

0 10,000 20,000 40,000 60,000

MAPPING LAYERS PROVIDED BY FOREST COUNTY POTAWATOMI 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

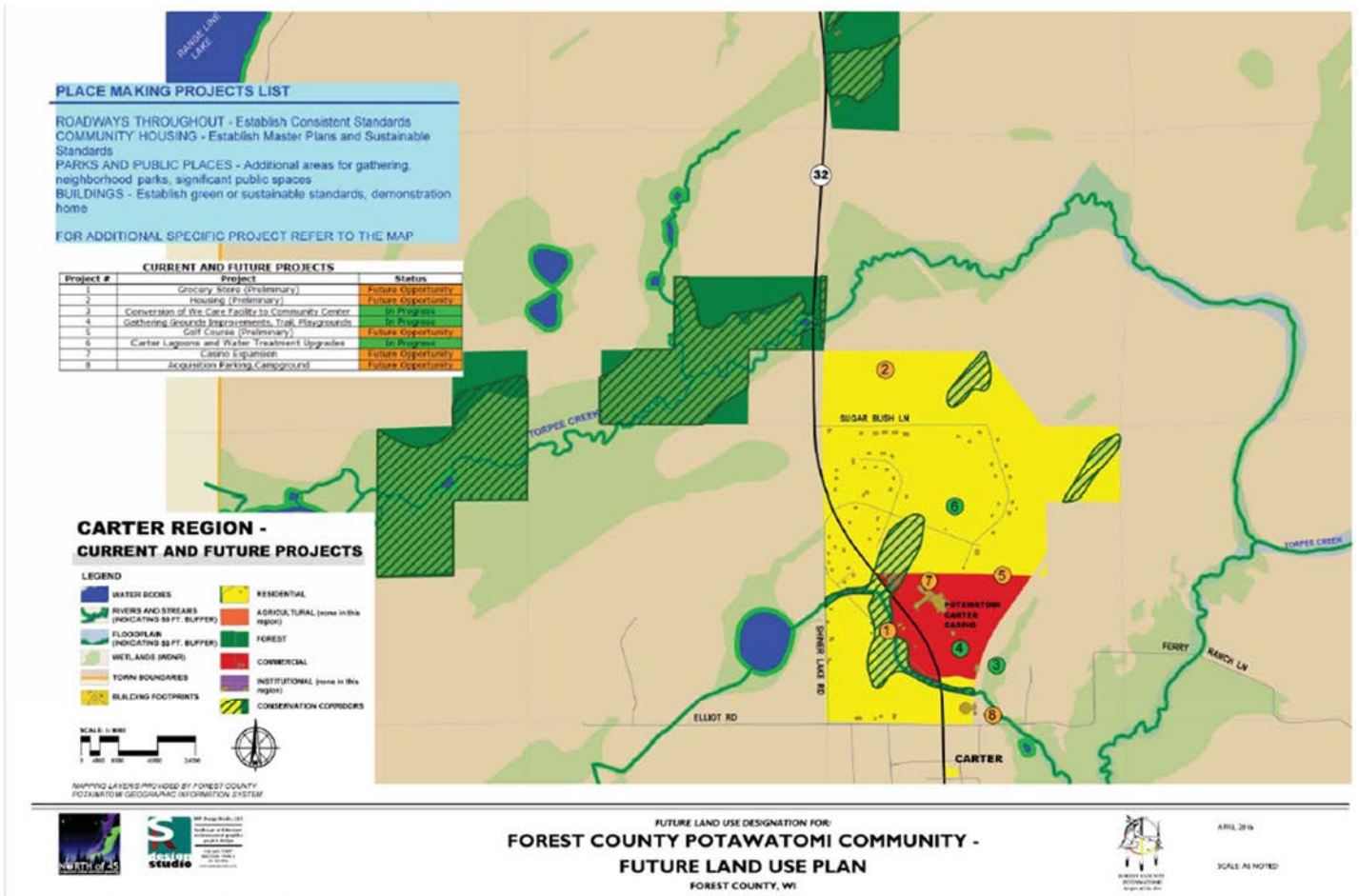
PLACE MAKING PROJECTS LIST

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 2014



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, bicycles, 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/bicycle trail, Soft lighting to match area, Crosswalks.

5. **We J Mogek 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.

g) **Indian Drive**

Problem: No sidewalks or pathways for ATVs, bicycles, 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.

h) **Mish ko swen Drive**

Problem: No sidewalks or pathways for ATVs, bicycles, or pedestrians, Sight distance-exiting from H & W, Employees feel unsafe walking.

Proposed Solutions: Pedestrian Walkway, Bicycle lanes, Network walkways, and trails to connect to buildings.

Project Guide: Cross walks-art designed, connectivity.

i) **Everybody's Rd.**

Problem: No Sidewalks or pathways for ATVs, bicycles, or pedestrians.

Proposed Solutions: Paint to designate high-visibility crossings.

Project Guide: Cross walks, bicycle paths to be cultural art-applique or woodland.

j) **Fire Keepers Rd.**

Problem: No sidewalks or pathways for ATVs, bicycles, or pedestrians.

Proposed Solutions: Paint to designate high-visibility crossings.

Project Guide: Crosswalks-cultural art, Multi modal accessibility.

k) **Kak Yot Lane**

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

Proposed Solutions: Paint to designate high-visibility crossings.

Project Guide: Cross walks-cultural art.

l) **Kwe da kik**

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

Proposed Solutions: Paint to designate high-visibility crossings**.**

Project Guide: Crosswalks-cultural art.

m) **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.

n) **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.

Appendix G: FCPC Road PASER Rating History Report

Current PASER Rating Report

Forest

Report Module: Road Surface Management Analysis

Today's Date: 5/28/2025

Grouped By: Road Name

Report Filter(s)

Field Name	Operator	Value(s)
Last PASER Rating Year	=	2025

Current PASER Rating Report

PRNo	Road Name	Segment Name	From Description	To Description	P.O.B	P.O.E	Length	City/Twp	NFC	Legal System	Surface Subtype	Last Resurf	Last Eval	Current Rating	RSL	RSL Conf	IBR Rtg	IBR Year
0000072	Air Site Rd																	
		Air Site Rd	Fire Tower Ln	End	0.000	0.150	0.150	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	9	96		
0000052	Arlyn Alloway Dr																	
		Arlyn Alloway Dr	Indian Dr	End	0.000	0.102	0.102	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	9	96		
0000076	Billy Daniels Ln																	
		Billy Daniels Ln	Potawatomi Trail	Strawberry Dr	0.000	0.061	0.061	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	3	61		
		Billy Daniels Ln	Strawberry Dr	End	0.061	0.487	0.426	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	3	61		
0000111	Charlotte Sahpenais																	
		Charlotte Sahpenais	Sugar Bush Ln	Sugar Bush Ln	0.000	0.675	0.675	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	13	93		
0000135	Chief Wabeka Dr																	
		Chief Wabeka Dr	County Hwy H		0.000	0.079	0.079	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	6	93		
		Chief Wabeka Dr		End	0.079	0.368	0.289	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	6	93		
0000106	Daycare Rd																	
		Daycare Rd	State Hwy 32	State Hwy 32	0.000	0.137	0.137	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	1	94		
0000108	Dry Creek Ln																	
		Dry Creek Ln	Old 32 Rd	End	0.000	0.079	0.079	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	6	93		
0000112	Eagle Ln																	
		Eagle Ln	Industrial Park Rd		0.000	0.079	0.079	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	4	3	90		
		Eagle Ln		Sugar Bush Ln	0.079	0.458	0.379	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	99		
0000060	Everybodys Rd																	
		Everybodys Rd	Kwe da kik Ln	Mish ko swen Dr	0.000	0.362	0.362	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	9	96		
		Everybodys Rd	Mish ko swen Dr	End	0.362	0.476	0.114	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	4	97		
0000186	Gilbert Shegonee Rd																	
		Gilbert Shegonee Dr	Potawatomi Trail	Wensaut Ln	0.000	0.337	0.337	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	13	93		

Current PASER Rating Report

PRNo	Road Name	Segment Name	From Description	To Description	P.O.B	P.O.E	Length	City/Twp	NFC	Legal System	Surface Subtype	Last Resurf	Last Eval	Current Rating	RSL	RSL Conf	IBR Rtg	IBR Year
0000114	Good Heart Ln																	
		Good Heart Ln	Industrial Park Rd		0.000	0.203	0.203	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	4	3	90		
		Good Heart Ln		End	0.203	0.292	0.089	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	3	-5	97		
0000058	Health and Wellness Loop																	
		Health and Wellness Loop	Mish ko swen Dr		0.000	0.081	0.081	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	5	93		
		Health and Wellness Loop			0.081	0.180	0.099	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	13	93		
0000113	Industrial Park Rd																	
		Industrial Park Rd	State Hwy 32	Good Heart Ln	0.000	0.203	0.203	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	-4	82		
		Industrial Park Rd	Good Heart Ln	Eagle Ln	0.203	0.496	0.293	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	4	-2	95		
		Industrial Park Rd	Eagle Ln	End	0.496	0.541	0.045	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	3	96		
0000069	Lois Crowe Dr																	
		Lois Crowe Dr	Potawatomi Trail	End	0.000	0.187	0.187	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	5	98		
0000185	Love Knot Rd																	
		Love Knot Rd	US Hwy 8	End	0.000	0.191	0.191	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	4	94		
0000115	Maple Sugar Ln																	
		Maple Sugar Ln	Industrial Park Rd	End	0.000	0.131	0.131	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	7	96		
0000056	Mish ko swen Dr																	
		Mish ko swen Dr		Fire Keeper Rd	0.001	0.179	0.178	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	3	90		
		Mish ko swen Dr	Fire Keeper Rd	The Place Where Everyone Plays Rd	0.179	0.233	0.054	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	3	96		
		Mish ko swen Dr	The Place Where Everyone Plays Rd	Health and Wellness Loop	0.233	0.419	0.186	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	4	0	96		
		Mish ko swen Dr	Health and Wellness Loop	Health and Wellness Loop	0.419	0.482	0.063	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	2	97		
		Mish ko swen Dr	Health and Wellness Loop	Everybodys Rd	0.482	0.524	0.042	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	5	2	97		
		Mish ko swen Dr	Everybodys Rd	End	0.524	0.593	0.069	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	93		

Current PASER Rating Report

PRNo	Road Name	Segment Name	From Description	To Description	P.O.B	P.O.E	Length	City/Twp	NFC	Legal System	Surface Subtype	Last Resurf	Last Eval	Current Rating	RSL	RSL Conf	IBR Rtg	IBR Year
0000107	Old 32 Rd																	
		Old 32 Rd	Dry Creek Ln	Shiner Lake Rd	0.473	0.526	0.053	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	97		
0000077	Strawberry Dr																	
		Strawberry Dr	Billy Daniels Ln	End	0.000	0.059	0.059	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	9	6	64		
0000110	Sugar Bush Ln																	
		Sugar Bush Ln	State Hwy 32	Sugarbush Subdivision Rd	0.000	0.183	0.183	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	97		
		Sugar Bush Ln	Sugarbush Subdivision Rd	Sugarbush Subdivision Rd	0.183	0.405	0.222	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	97		
		Sugar Bush Ln	Sugarbush Subdivision Rd	Eagle Ln	0.405	0.571	0.166	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	5	97		
0000057	The Place Where Everyone Plays Rd																	
		The Place Where Everyone Plays Rd	Fire Keeper Rd	Mish ko swen Dr	0.000	0.273	0.273	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	6	97		
0000078	Wa se gishek Dr																	
		Wa se gishek Dr	Devils Lake Rd		0.000	0.184	0.184	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	5	98		
		Wa se gishek Dr		End	0.184	0.367	0.183	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	7	5	98		
0000116	Water Tower Ln																	
		Water Tower Ln	Industrial Park Rd	End	0.000	0.079	0.079	Other	Not a certified public road	Undefined	Asphalt-Standard	0	2025	6	4	94		

Total Centerline Mileage for all Roads: 6.785

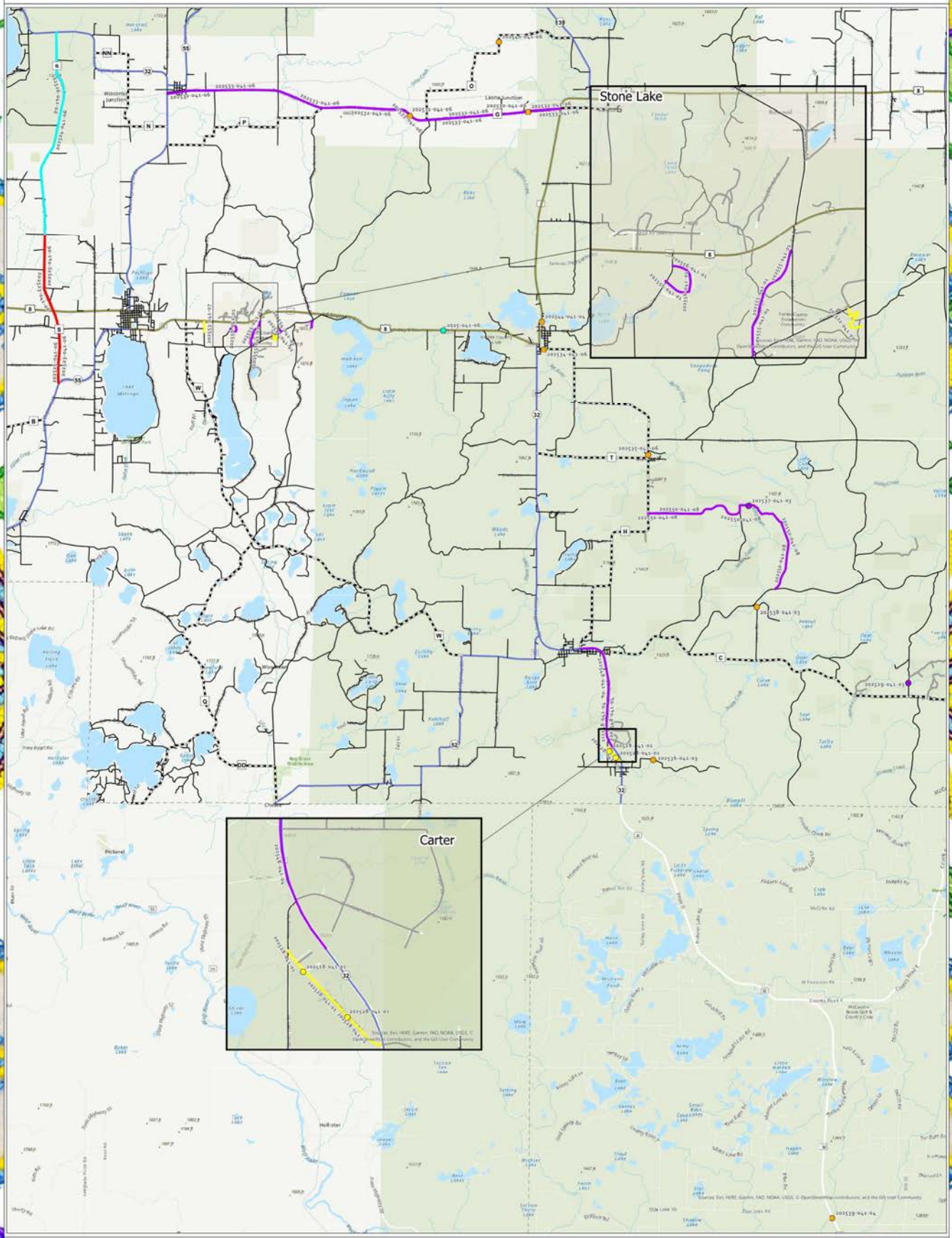
Appendix H: Tribal Transportation Improvement Projects (TTIP)

FCPC 25-28 TTIP POTENTIAL PROJECTS

Project Number	Project Name	Construction_Year	Type_of_Work	Length	Illustrative List
202522-041-01	Education Trail Safety	2027	New Construction	0.3	TRUE
202523-041-06	CTH S HPP Phase 1	2025	Reconstruction	4.1	TRUE
202524-041-06	CTH S HPP Phase 2	2026	Reconstruction	5.6	TRUE
202525-041-06	CTH S Safety Phase 1	2025	Reconstruction	4.1	TRUE
202526-041-06	CTH S Safety Phase 2	2026	Reconstruction	5.6	TRUE
202527-041-04	USH 8 Rat River Bridge (construction only)	2026	New Construction	0.1	TRUE
202528-041-01	Old 32 Rd - Oneva Creek Bridges & Road (CON)	2027	New Construction	0.5	TRUE
202529-041-03	FR 2141 Otter Creek Bridge	2028	PS&E Only	0.1	TRUE
202530-041-06	CTH G - Camp 8 Creek Bridge	2029	PS&E Only	0.1	TRUE
202531-041-06	CTH G - MB Peshtigo River Bridge	2029	PS&E Only	0.1	TRUE
202532-041-06	CTH G HPP	2028	Reconstruction	10	TRUE
202533-041-06	CTH G Safety	2028	Reconstruction	10	TRUE
202534-041-06	CTH H North Rat River Bridge	2029	PS&E Only	0.1	TRUE
202535-041-06	CTH H South Rat River Bridge	2029	PS&E Only	0.1	TRUE
202536-041-03	FR 2143 Torpee Creek Bridge	2029	PS&E Only	0.1	TRUE
202537-041-03	FR 2363 Kuffner Creek Bridge	2028	PS&E Only	0.1	TRUE
202538-041-03	FR 3208 Otter Creek Bridge	2029	PS&E Only	0.1	TRUE
202539-041-04	STH 32 SB Oconto River Bridge	2029	PS&E Only	0.1	TRUE
202540-041-06	CTH O - Peshtigo River Bridge	2029	PS&E Only	0.2	TRUE
202544-041-04	USH 8 Scattered Rice Creek Bridge	2029	PS&E Only	0.1	TRUE
202547-041-00	Road Safety Audit		PS&E Only	100	TRUE
202548-041-04	STH 32 Pathway to Wellness Phase 1	2028	New Construction	3.3	TRUE
202549-041-08	Kuffner Road Reconditioning	2028	Reconstruction	6.2	TRUE
202553-041-07	Bear Rd Path (CON)	2027	New Construction	0.3	TRUE
202554-041-01	Wensaut Ln Reconstruction	2028	PS&E Only	0.1	TRUE
202555-041-01	Jaeger Rd Reconstruction	2028	PS&E Only	0.75	TRUE
202556-041-01	Young Eagles Ln Reconstruction	2028	PS&E Only	0.42	TRUE
202557-041-01	Ritchie Ln Reconstruction	2028	PS&E Only	0.2	TRUE
202559-041-06	CTH H Spencer Creek Bridge	2029	PS&E Only	0.1	TRUE
202560-079-14	S 16th Street Bridge Rehabilitation	2025	Reconstruction	0.1	TRUE

Forest County

FCPC TTIP 2025-28 POTENTIAL PROJECTS



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Miles
0 2.5 5

Kilometers
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N
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Legend

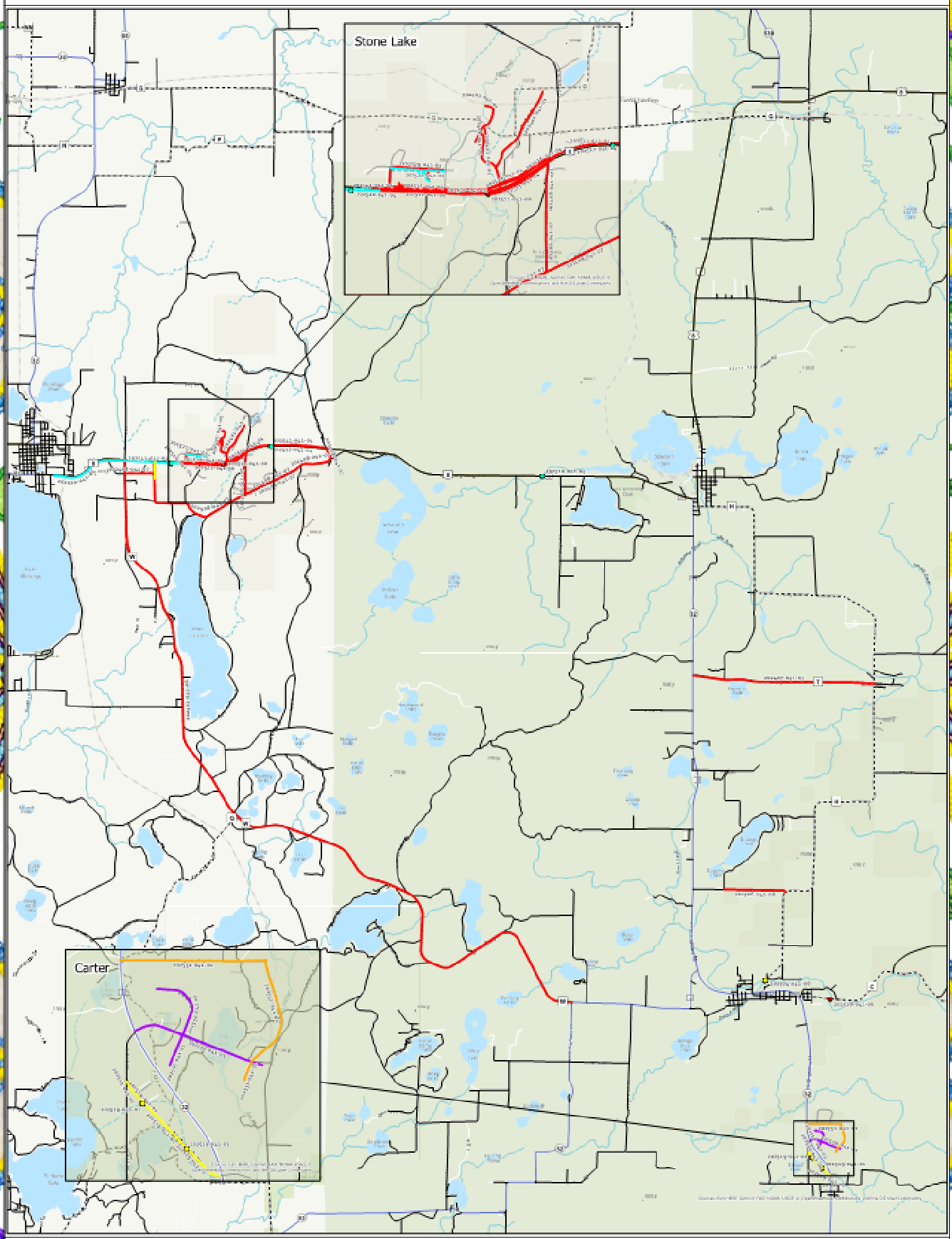
- 2026
- 2027
- 2028
- 2029
- 2025
- 2026
- 2027
- 2028
- US Highway
- State Highway
- County Highway
- Town Road
- Tribal Road

FCPC 25-28 TTIP FUNDED PROJECTS

Project Number	Project Name	Construction_Year	Type_of_Work	Length	Illustrative List
202401-041-01	North Stone Lake	2025	Reconstruction	1.5	FALSE
202402-041-06	CTH W Safety	2025	Reconstruction	14.3	FALSE
202407-041-06	CTH T Safety	2025	Reconstruction	3	FALSE
202408-041-07	Lincoln Rds Safety	2025	Reconstruction	5.4	FALSE
202501-041-00	ATV, Bike & Ped Path Feasibility Study		Planning	0	FALSE
202504-041-06	CTH H NB Oconto River Bridge	2027	New Construction	0.1	FALSE
202505-041-00	LRTP & BCA		Planning	0	FALSE
202506-041-08	Rummel Rd LRIP	2025	Reconstruction	1	FALSE
202507-041-00	TTP Maintenance		Maintenance	0	FALSE
202508-041-00	TTP Planning		Planning	0	FALSE
202509-041-01	Mish ko swen & HWC Loop Mill & Overlay	2025	Reconstruction	0.5	FALSE
202510-041-04	USH 8 Rat River Bridge (PE)	2026	PS&E Only	0.1	FALSE
202511-041-00	USH 8 - Kwe da kik Ln Intersection Safety	2025	Reconstruction	0.5	FALSE
202512-041-04	USH 8 Multi Modal Tunnel & Trail	2025	New Construction	1.2	FALSE
202513-041-00	USH 8 - Youngs Ln Intersection Safety	2025	Reconstruction	0.5	FALSE
202514-041-00	USH 8 - Fire Keeper Rd Intersection Safety	2025	Reconstruction	0.1	FALSE
202515-041-04	USH 8 FCPC Utilities	2025	Reconstruction	1.2	FALSE
202516-041-04	USH 8 Pathway to Wellness Phase 1	2025	New Construction	1.3	FALSE
202517-041-04	USH 8 Pathway to Wellness Phase 2	2025	New Construction	1	FALSE
202518-041-00	CTH C NB Oconto River Bridge	2025	New Construction	0.03	FALSE
202519-041-01	Old 32 Rd - Oneva Creek Bridges & Road(PE)	2027	PS&E Only	0.5	FALSE
202520-041-04	USH 8 Pathway to Wellness Phase 3	2026	New Construction	2.4	FALSE
202521-041-01	Stone Lake Pathway	2026	New Construction	0.5	FALSE
202541-041-04	USH 8 Tribal Welcome Signs	2026	New Construction	0.1	FALSE
202542-041-04	USH 8 Pathway Lighting	2026	New Construction	2	FALSE
202543-041-00	TTP Inventory		Planning	0	FALSE
202545-041-04	USH 8 ATV/Bike/Ped BCA		Planning	0	FALSE
202546-041-06	CTH H Bike & Ped BCA		Planning	0	FALSE
202550-041-01	Carter East Phase 1	2028	PS&E Only	1	FALSE
202551-041-01	Carter East Phase 2	2029	PS&E Only	1.1	FALSE
202552-041-07	Bear Rd Path	2027	PS&E Only	0.3	FALSE

Forest County

FCPC TTIP 2025-28 FUNDED PROJECTS



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Miles
0 1.5 3

Kilometers
0 2 4

N
W E
S

Legend