

# FLETCHER & SIPPEL LLC

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May 24, 2012

## VIA FEDERAL EXPRESS

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20024



Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

ENTERED  
Office of Proceedings

MAY 25 2012

Part of  
Public Record

Dear Ms. Brown:

Enclosed for filing in the above-captioned proceeding are an original and ten copies of the **Verified Notice of Exemption of Wisconsin Central Ltd. Pursuant to 49 C.F.R. § 1152.50**, dated May 24, 2012. A check in the amount of \$3,600, representing the appropriate fee for this filing, is attached.

One extra copy of the Notice and this letter also are enclosed. Please date-stamp those items to show receipt of this filing and return them to me in the provided envelope.

The original copy of the Environmental/Historic Report accompanying the Notice has been provided directly to the Board's Office of Environmental Analysis. If you have any questions regarding this filing, please feel free to contact me. Thank you for your assistance on this matter.

Respectfully submitted,

Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:jb  
Enclosures

**FEE RECEIVED**

MAY 25 2012

**Surface  
TRANSPORTATION BOARD**

**FILED**

MAY 25 2012

**SURFACE  
TRANSPORTATION BOARD**

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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DOCKET NO. AB-303 (SUB-NO. 39X)

WISCONSIN CENTRAL LTD.  
-- ABANDONMENT EXEMPTION --  
MANITOWOC COUNTY, WISCONSIN

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ENTERED  
Office of Proceedings

MAY 25 2012

Part of  
Public Record

VERIFIED NOTICE OF EXEMPTION OF  
WISCONSIN CENTRAL LTD.  
PURSUANT TO 49 C.F.R. § 1152.50

**FILED**

MAY 25 2012

SURFACE  
TRANSPORTATION BOARD

**FEE RECEIVED**

MAY 25 2012

SURFACE  
TRANSPORTATION BOARD

Thomas J. Litwiler  
Jeremy M. Berman  
Fletcher & Sippel LLC  
29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832  
(312) 252-1500

ATTORNEYS FOR  
WISCONSIN CENTRAL LTD.

Dated: May 24, 2012

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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DOCKET NO. AB-303 (SUB-NO. 39X)

WISCONSIN CENTRAL LTD.  
-- ABANDONMENT EXEMPTION --  
MANITOWOC COUNTY, WISCONSIN

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**VERIFIED NOTICE OF EXEMPTION OF  
WISCONSIN CENTRAL LTD.  
PURSUANT TO 49 C.F.R. § 1150.50**

Wisconsin Central Ltd. ("WCL") hereby submits this Verified Notice of Exemption under 49 C.F.R. § 1152.50 for the abandonment of WCL's line of railroad (the "Newton-Cleveland Line") extending from milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at milepost 62.2 in Cleveland, Wisconsin, a distance of approximately .68 miles in Manitowoc County, Wisconsin. A map showing the line to be abandoned is attached hereto as Exhibit A.

In accordance with the requirements of 49 C.F.R. § 1152.50(d)(2), WCL submits the following information:

**General Corporate Information: 49 C.F.R. § 1152.22(a)(1) - (2)**

WCL is a common carrier by rail which owns and operates approximately 2,250 miles of rail line in four Upper Midwestern states. WCL is a wholly-owned, indirect subsidiary of Canadian National Railway Company. See Canadian National Ry. Co. -- Control -- Wisconsin Central Transp. Corp., 5 S.T.B. 890 (2001).

The complete name and address of WCL is:

Wisconsin Central Ltd.  
17641 S. Ashland Avenue  
Homewood, IL 60430-1345  
(708) 332-3500

**Relief Sought: 49 C.F.R. § 1152.22(a)(3)**

Pursuant to the Board's class exemption for the abandonment of out-of-service rail lines, codified at 49 C.F.R. § 1152.50(b), WCL seeks to abandon its line of railroad extending from milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. No rail freight service has been provided on the Newton-Cleveland Line since March of 2009.

The Newton-Cleveland Line previously formed part of a Chicago & North Western Railway Company ("CNW") route between Milwaukee and Green Bay, Wisconsin. In 1988, the CNW line from Cleveland north to Green Bay was acquired by Fox River Valley Railroad Corporation ("FRVR"). CNW continued to own the line south of Cleveland to Milwaukee. Fox Valley & Western Ltd. ("FVW"), a predecessor of WCL, acquired the assets of FRVR, including the Newton-Cleveland Line, in 1993. FVW was merged into WCL in 2002. WCL provided local service on the Newton-Cleveland Line from the north via Manitowoc, and did not conduct interchange or overhead operations with CNW (now Union Pacific Railroad Company ("UP")) on the line that CNW/UP retained south of Cleveland. WCL believes the UP line south of Cleveland is currently out of service. WCL has provided no rail service of any kind on the Newton-Cleveland Line since March, 2009.

**Map: 49 C.F.R. § 1152.22(a)(4)**

A map showing the location of the Newton-Cleveland Line and its relation to other rail lines, highways and geographic features in the area is attached hereto as Exhibit A.

**Applicant's Representative: 49 C.F.R. § 1152.22(a)(7)**

Any correspondence regarding the proposed abandonment should be sent to WCL's representative at the following address:

Jeremy M. Berman  
Fletcher & Sippel LLC  
29 North Wacker Drive  
Suite 920  
Chicago, IL 60606-2832  
(312) 252-1500

**ZIP Codes Traversed: 49 C.F.R. § 1152.22(a)(8)**

The Newton-Cleveland Line traverses United States Postal Service ZIP Codes 53015 and 53063.

**Qualification for Class Exemption: 49 C.F.R. § 1152.50(b)**

WCL certifies that no local traffic has moved over the Newton-Cleveland Line for at least two years and that any overhead traffic previously handled on the line could be rerouted over other lines. WCL further certifies that no formal complaint by a user of rail service on the Newton-Cleveland Line (or a state or local governmental entity acting on behalf of such user) regarding cessation of service on the line either is pending with the Board or any U.S. District Court or has been decided in favor of such complainant during the last two years. See Certification and Verification of Brian R. Buchanan, attached hereto as Exhibit B.

**Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)**

WCL intends to consummate abandonment of the Newton-Cleveland Line on or shortly after July 14, 2012.

**Suitability for Other Public Purposes: 49 C.F.R. § 1152.22(e)(4)**

The Wisconsin Department of Natural Resources indicated an interest in converting the Newton-Cleveland Line to a trail. See Appendix F-2 attached to Exhibit D. Other than this potential trail use, WCL does not believe that the right-of-way would be of interest to the State or any other entity as a highway or mass transportation line or other similar public use because it runs directly adjacent to Interstate 43. Based on information in WCL's possession, the subject line does not appear to contain any federally granted right of way.

**Notice Requirement: 49 C.F.R. §§ 1152.50(d)(2), 1105.11**

A certificate that the agencies designated in 49 C.F.R. § 1152.50(d)(1) have been served with written pre-filing notice of the proposed abandonment is attached hereto as Exhibit C. A certificate that the Environmental/Historic Report accompanying this Notice as Exhibit D has been served on the agencies designated in 49 C.F.R. § 1105.7(b) is attached as Appendix P to that Report.

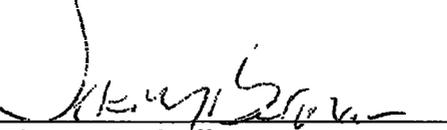
**Labor Protection: 49 C.F.R. § 1152.50(d)(2)**

The appropriate level of labor protection for the transaction proposed herein is that set forth in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979). No WCL employees will be adversely affected by the proposed abandonment.

**Environmental and Historic Preservation Data: 49 C.F.R. § 1105**

An Environmental/Historic Report prepared in compliance with the requirements and specifications of 49 C.F.R. § 1105 is attached hereto as Exhibit D. That report concludes that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

Respectfully submitted,

By: 

Thomas J. Litywiler

Jeremy M. Berman

Fletcher & Sippel LLC

29 North Wacker Drive

Suite 920

Chicago, Illinois 60606-2832

(312) 252-1500

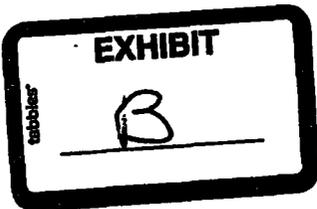
**ATTORNEYS FOR  
WISCONSIN CENTRAL LTD.**

Dated: May 24, 2012

**EXHIBIT A**

**Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**





**CERTIFICATION AND VERIFICATION**

State of Illinois                    )  
  ) ss:  
County of Cook                    )

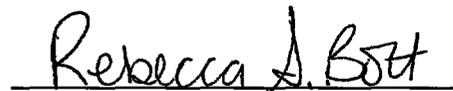
Brian R. Buchanan, being duly sworn, deposes and says that he is Manager-Network Strategies for Wisconsin Central Ltd. ("WCL") and that:

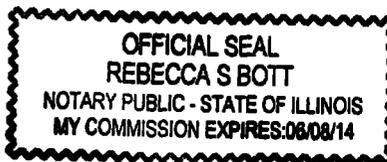
1) No local traffic has moved over WCL's rail line between milepost 69.0 in Newton, Wisconsin and milepost 62.2 in Cleveland, Wisconsin, in Manitowoc County, Wisconsin for at least two years; any overhead traffic previously handled on the line could be rerouted over other lines; and no formal complaint filed by a user of rail service on the line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of such complainant during the last two years; and

2) He has read the foregoing Notice of Exemption and knows the facts asserted therein, and the same are true as stated.

  
Brian R. Buchanan

SUBSCRIBED AND SWORN TO  
before me this 16<sup>th</sup> day  
of May, 2012.

  
Notary Public



My Commission expires:

**CERTIFICATE OF NOTIFICATION**

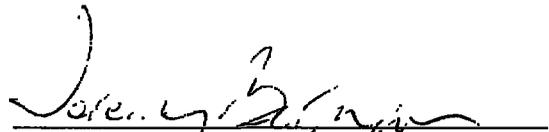
I hereby certify that on May 7, 2012, written notice in the form attached hereto and containing the information specified in 49 C.F.R. § 1152.50(d)(1) was served by first class mail, postage prepaid, upon the following agencies designated in that subsection:

Mr. Ron Adams  
Director, Bureau of Railroads and Highways  
Wisconsin Department of Transportation  
P.O. Box 7910  
Madison, WI 53707-7910

Railroads for National Defense Program  
Transportation Engineering Agency  
Surface Deployment and Distribution Command  
1 Soldier Way  
Scott AFB, IL 62225

Mr. Charlie Stockman  
Chief, Rivers, Trails & Conservation Assistance Program  
National Park Service  
1849 C Street, N.W., Org. Code 2220  
Washington, DC 20240-0001

Mr. Thomas L. Tidwell  
Chief of the Forest Service  
U.S. Department of Agriculture  
1400 Independence Avenue, S.W.  
Washington, DC 20250-0003

  
\_\_\_\_\_  
Jeremy M. Berman

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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DOCKET NO. AB-303 (SUB-NO. 39X)

WISCONSIN CENTRAL LTD.  
-- ABANDONMENT EXEMPTION --  
MANITOWOC COUNTY, WISCONSIN

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**ENVIRONMENTAL/HISTORICAL REPORT**

Wisconsin Central Ltd. ("WCL") submits this Environmental/Historic Report in compliance with the reporting requirements of 49 C.F.R. §§ 1105.7 and 1105.8. Supporting correspondence is attached.<sup>1</sup> It is the conclusion of this Report that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

**ENVIRONMENTAL REPORT - 49 C.F.R. § 1105.7(e)**

1. **Proposed Action and Alternatives.** WCL seeks to abandon its line of railroad extending from milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin (the "Line"). The Line is situated in Manitowoc County, Wisconsin and extends a total distance of approximately 6.8 miles. At Cleveland, the Line connects with a rail line owned by Union Pacific Railroad Company.

The Line has not been required to serve any customer in recent years. There have been no rail shipments of any kind on the Line since March of 2009, and no reasonably foreseeable possibility for the development of new rail traffic exists.

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<sup>1</sup> This report has been revised from the version served on various agencies on April 27, 2012 to reflect additional correspondence received by WCL since that time. The additional correspondence is included with this report as Appendices F-2 and O-1.

Following abandonment, WCL intends to salvage rail, ties and other track material from the Line and dispose of the right-of-way. WCL will use a contractor to remove the ties and rails from the line. WCL does not plan to remove the ballast but will grade the roadbed after removal of the ties/rails to provide a level surface. The right of way is approximately 100 feet in width and WCL should not have to conduct any operations outside of the right of way when removing the ties and rails. The contractor will travel down the right of way and either work directly on the track or on the side of the track when removing the ties/rails. The right-of-way of the Line may be suitable for use as a trail. Given the already-developed road system in the area, the Line's right-of-way would not be suitable for a roadway. Interstate 43 is immediately adjacent to the Line for most of the Line's length.

No alternatives to the proposed abandonment have been considered. The only alternative is retention of the Line in its current unused state, which would have no environmental impact but would prevent the redeployment of WCL's assets elsewhere and preclude removal of the inactive grade crossings described below.

A map showing the location of the Line is attached hereto as **Appendix A**.

2. Transportation System. WCL does not anticipate that existing regional or local transportation systems or patterns will be affected by the proposed abandonment. No rail service is currently provided on the Line, and no traffic has been handled on the Line since 2009. Thus, no traffic will be diverted to other transportation systems or modes as a result of the proposed abandonment. There is no overhead traffic handled on the Line, and no passenger trains are operated over the Line.

Abandonment of the Line will allow for the permanent closure and removal of four public highway crossings: Washington Avenue (DOT 180350L), North Avenue (DOT

180351T), Fischer Creek Road (DOT 180372L), and County Road F (DOT 180380D). Abandonment of the Line also will allow for the removal of three private at-grade road crossings with federal identification numbers DOT 180373T, DOT 180371E, and DOT 180370X.

WCL has contacted and requested comments from the Wisconsin Department of Transportation ("WisDOT"). See correspondence attached hereto as **Appendix B**. To date, WCL has received no comments from WisDOT.

3. Land Use.

(i) WCL does not foresee any inconsistency with regional and/or local land use plans, but has contacted and requested comments from Mr. Bob Ziegelbauer, County Executive of Manitowoc County. See correspondence attached hereto as **Appendix C**. To date, WCL has received no comments from Mr. Ziegelbauer.

(ii) WCL has contacted and requested comments from the Natural Resources Conservation Service of the United States Department of Agriculture regarding whether the proposed abandonment of the Line will affect any prime or unique farmland. See correspondence attached hereto as **Appendices D**. To date, WCL has received no comments from the Natural Resources Conservation Service.

(iii) The Line does not appear to be within a designated Coastal Zone Management Area and, accordingly, the proposed abandonment will not affect any land or water uses in such an area or result in any coastal impacts. WCL has contacted the Wisconsin Coastal Management Program ("WCMP"). See correspondence attached hereto as **Appendix E**. To date, WCL has received no comments from WCMP.

(iv) WCL does not believe that the right-of-way of the Line is suitable for alternative public use under 49 U.S.C. § 10905. The road system close to the Line is

already developed. The Wisconsin Department of Natural Resources has indicated that it may be interested in conversion of the right-of-way into a trail. See correspondence attached hereto as **Appendix F-2**.

4. Energy.

(i) The proposed abandonment will not have any effect on the transportation of energy resources. No freight traffic has moved on the Line for three years, and WCL foresees little or no possibility that on-line energy resource traffic would develop in the future.

(ii) The movement and/or recovery of recyclable commodities will not be adversely affected by this abandonment. To the best of WCL's knowledge, no such traffic has been handled on this line, and WCL foresees little or no possibility that any online recyclable commodity traffic would develop in the future.

(iii) Abandonment will not result in an increase or decrease in overall energy efficiency. There is no freight traffic on the Line and thus there will be no changes in existing transportation patterns or energy usage as a result of the proposed abandonment.

(iv) Not applicable. Abandonment of the Line will not cause the diversion of more than 1,000 rail carloads per year or an average of 50 rail carloads per mile per year to motor carriers.

5. Air.

(i) Not applicable. Abandonment will not result in (A) a minimum increase in rail traffic of 100% or eight trains per day on any segment of rail line, (B) an

increase in rail yard activity of at least 100%, or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles per day on any road segment.

(ii) Not applicable. Manitowoc County is not a class I or nonattainment area under the Clean Air Act. In any event, abandonment of the Line will not result in traffic increases which exceed the thresholds specified in 49 C.F.R. § 1105.7(e)(5)(ii)(A), (B) or (C).

(iii) Not applicable. No ozone depleting materials have been transported over the Line for at least three years, and no such shipments will be diverted as a result of this abandonment.

WCL has contacted and requested comments from the Wisconsin Department of Natural Resources ("WDNR") and the U.S Environmental Protection Agency ("EPA"). See correspondence attached hereto as **Appendices F and G**. In an e-mail dated April 18, 2012, WDNR requested additional information regarding the proposed scope of work for this abandonment. See correspondence attached hereto as **Appendix F-1**. WCL responded to this e-mail on April 25, 2012. See correspondence attached hereto as **Appendix F-1**. In subsequent correspondence, WDNR indicated no concerns regarding air quality. See correspondence attached hereto as **Appendix F-2**. WCL has received no comments from EPA.

6. Noise. Not applicable. As indicated above, none of the thresholds identified in 49 C.F.R § 1105.7(c)(5)(i) will be exceeded as a result of the abandonment.

7. Safety.

(i) The proposed action will have no adverse effect upon public health or safety. Abandonment of the Line will allow a total of four public rail/highway grade

crossings to be eliminated. During any salvage operations on the Line, precautions will be taken to ensure public safety.

(ii) Not applicable. As the Line has not had any traffic for three years, the proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) There are no known hazardous waste sites or sites where there have been known hazardous material spills on right-of-way of the Line.

8. Biological Resources.

(i) The Line is located directly adjacent to Interstate 43 for most of its length, and within the communities of Newton and Cleveland at its northern and southern ends. Salvage operations will be handled using existing access routes. WCL thus does not believe that any critical habitat will be destroyed, altered or affected as a result of the proposed abandonment, or that any endangered or threatened species are present in the area or would be adversely affected. The U.S. Fish and Wildlife Service ("FWS") has been contacted. See correspondence attached hereto as **Appendix H**. To date, WCL has received no comments from FWS. WDNR has indicated that the proposed abandonment and intended salvage operations will have no adverse impacts on any special-concern species found along the route. See correspondence attached hereto as **Appendix F-2**. While WDNR requests certain actions if the right-of-way is converted to a trail, the environmental impacts (if any) of subsequent trail conversion are not subject to analysis in this abandonment proceeding under the National Environmental Policy Act of 1969, 42 U.S.C. §§ 4321-4343. See, e.g., Iowa Southern R. Co. -- Exemption -- Abandonment, 5 I.C.C.2d 496 (1989), aff'd sub nom. Goos v. ICC, 911 F.2d 1283 (8<sup>th</sup> Cir. 1990).

(ii) The Line does not pass through or adjacent to any wildlife sanctuaries or refuges or any national or state parks or forests and, accordingly, none will be adversely affected. WCL has contacted and requested comments from the National Park Service, as set forth in **Appendix I**. WDNR confirms that there are no national or state parks or forests along the Line, and does not identify any wildlife sanctuaries or refuges along the Line. See correspondence attached hereto as **Appendix F-2**.

9. Water.

(i) WCL believes that the proposed abandonment of the Line is consistent with applicable federal, state and local water quality standards.

WCL contacted and requested comments from WDNR. See correspondence attached hereto as **Appendix F**. In an e-mail dated April 18, 2012, WDNR requested additional information regarding the proposed scope of work for this abandonment. See correspondence attached hereto as **Appendix F-1**. WCL responded to this e-mail on April 25, 2012. See correspondence attached hereto as **Appendix F-1**. In a letter dated May 10, 2012, WDNR indicates that "[t]he removal of track and ties should not affect any designated wetlands as they currently exist . . . ." See correspondence attached hereto as **Appendix F-2**. WDNR also confirms that the proposed abandonment should have no impact on the 100-year floodplain. WDNR recommends that WCL utilize proper erosion control measures during salvage, and to re-seed disturbed areas with appropriate native species. WCL concurs in these recommendations.

Elsewhere in its comments, WDNR appears to propose that WCL be required to remove bridges and culverts on the Line. Yet "[t]he Board does not typically require the removal of railroad bridges or other structures when a line is approved for

abandonment. . . . [I]t would not be appropriate or consistent with Board precedent for SEA to recommend a condition regarding bridge removal or responsibility for maintenance." Central Oregon & Pacific Railroad, Inc. -- Abandonment and Discontinuance of Service -- In Coos, Douglas and Lane Counties, OR, Docket No. AB-515 (Sub-No. 2) (STB EA served August 15, 2008) at 10. Similarly, WDNR's comment that WCL should be required to removal "all fills" because wetlands may have been filled and original drainage patterns altered when the railroad was constructed 135 years ago does not seek to address any environmental impact of the proposed abandonment, but rather than existing conditions that will be unaltered by abandonment and the salvage of track materials. Indeed, removing all fills along a railroad right-of-way would likely cause greater environmental impacts than abandonment and would (as WDNR recognizes) likely require its own permitting. WCL thus opposes these elements of WDNR's comments to the extent they seek specific conditions on the proposed abandonment.

(ii) The Army Corps of Engineers has been contacted to determine if the proposed abandonment requires permits under Section 404 of the Clean Water Act. See correspondence attached hereto as **Appendix J**. To date, WCL has received no comments from the Army Corps of Engineers.

(iii) No permits under Section 402 of the Clean Water Act are required. No material will be disposed of into a waterway as part of the abandonment.

10. Proposed Mitigation. As no adverse impact is anticipated from the proposed abandonment, WCL does not propose any mitigation measures.

11. Additional Information for Rail Constructions. Not applicable.

\* \* \* \* \*

In addition to the agencies referenced above, WCL also has contacted and requested comments from the National Geodetic Survey (by e-mail to NGS.InfoCenter@noaa.gov). See correspondence attached hereto as **Appendix K**. By e-mail dated April 13, 2012, the National Geodetic Survey indicated that seven geodetic station marks are located in the area of the Line. See correspondence attached hereto as **Appendix K -1**. Data sheets for the seven station marks are attached hereto as **Appendix K-2**. While photographing the structures on the Line, one marker was recovered in good condition in the concrete abutment of Bridge 2066. See **Appendix K-3**. WCL has no plans to disturb this abutment or any other marks located on or immediately adjacent to the railroad right-of-way. WCL will consult with NGS at least 90 days prior to any salvage activities that would disturb or destroy any geodetic station marks.

WCL also contacted and requested comments from the Wisconsin Department of Administration, Division of Intergovernmental Relations as the State Clearinghouse for Wisconsin. See **Appendix L**. To date, WCL has received no comments from the Department of Administration.

## **HISTORIC REPORT - 49 C.F.R. § 1105.8(d)**

1. Map. A map of the Line is attached hereto as **Appendix A**.
2. Description of Line. The line to be abandoned begins at milepost 62.2 in Cleveland, Wisconsin and extends in a generally northerly direction a distance of approximately 6.8 miles to milepost 69.0 in Newton, Wisconsin. The Line traverses largely rural areas adjacent to Interstate 43 in Manitowoc County.
3. Photographs. The only structures on the Line are six bridges. Photographs of these bridges are attached hereto as **Appendices N-1 to N-6**.
4. Information on Structures. The location, description and length of the bridges on the Line are set forth in the attached chart designated as **Appendix M**. WCL has no plans to remove or otherwise alter these structures as a result of this abandonment.
5. History of Operations. The Line was constructed in 1873-1874 by the Milwaukee, Lake Shore and Western Railroad Company, a predecessor of the Chicago & North Western Railway Company ("CNW"). It formed part of a CNW route (one of two that CNW owned) between Milwaukee and Green Bay, Wisconsin. In 1988, the CNW line from Cleveland north to Green Bay (including the Line) was acquired by Fox River Valley Railroad Corporation ("FRVR"). CNW continued to own the line south of Cleveland to Milwaukee. Fox Valley & Western Ltd. ("FVW"), a predecessor of WCL, acquired the assets of FRVR, including the Line, in 1993. FVW was merged into WCL in 2002. WCL provided local service on the Line from the north via Manitowoc, and did not conduct interchange or overhead operations with CNW (now Union Pacific Railroad Company ("UP")) on the line that CNW/UP retained south of Cleveland. WCL believes the UP line south of Cleveland is currently out of service. WCL has provided no rail service of any kind on the Line since March, 2009.

6. Engineering Documents. WCL does not possess engineering drawings or records that would be useful in documenting the bridge structures on the Line. WCL will provide copies of any other documents in its possession.

7. Historic Criteria. Based on readily available information in its possession, WCL does not believe that any site or structure listed in or meeting the criteria for listing in the Register of Historic Places is located on the Line or will be affected by the abandonment. The bridges on the Line are not unique in character or noteworthy in their style or material of construction. WCL also believes that no culturally significant locations, archaeological sites or unique land forms will be affected by the abandonment.

WCL has given notice of the proposed abandonment to the Wisconsin Historical Society, acting as the State Historic Preservation Officer ("SHPO"). See correspondence attached hereto as **Appendix O**. In a letter dated May 8, 2012, the SHPO indicated that the proposed abandonment will not affect any historic properties. See correspondence attached hereto as **Appendix O-1**.

8. Ground Disturbances. Based on readily available information in its possession, WCL believes that subsurface ground disturbance occurred when the Line was constructed 135 years ago, and in the development of immediately adjacent Interstate 43. WCL is unaware of other environmental conditions that might affect the archaeological recovery of resources. Access to the Line is generally good.



# FLETCHER & SIPPET LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix B

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Mr. Mark Wolfgram  
Administrator, Division of Transportation Investment Management  
Wisconsin Department of Transportation  
Transit, Local Roads, Rails & Harbors Bureau  
4802 Sheboygan Avenue  
Madison, Wisconsin 53707-7910

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Wolfgram:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;

# FLETCHER & SIPPEL LLC

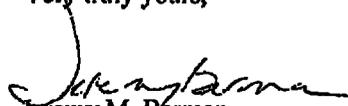
Mr. Mark Wolfgram  
April 4, 2012  
Page 2

8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;
10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,

  
Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

# FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix C

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Mr. Bob Ziegelbauer  
Manitowoc County Executive  
Manitowoc County Courthouse  
1010 S. 8th St.  
Manitowoc, WI 54220

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Ziegelbauer:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
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4. Air emissions and noise levels;
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6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;

# FLETCHER & SIPPEL LLC

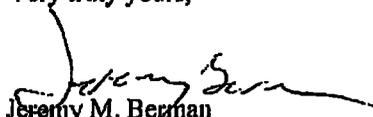
Mr. Bob Ziegelbauer  
April 4, 2012  
Page 2

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10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,

  
Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

# FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix D

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Mr. Nicholas Besasie  
Soil Conservationist  
National Resource Conservation Service  
4319 Expo Drive  
Manitowoc, WI 54221-0578

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Besasie:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

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6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
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# FLETCHER & SIPPEN LLC

Mr. Nicholas Besasie  
April 4, 2012  
Page 2

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11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

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In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,

  
Jeremy M. Barman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

# FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix E

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Wisconsin Coastal Management Program  
Department of Administration  
101 East Wilson Street, 10th Floor  
Madison, WI 53708

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

**To Whom It May Concern:**

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

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# FLETCHER & SIPPEL LLC

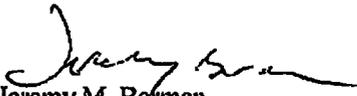
April 4, 2012  
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Very truly yours,

  
Jeremy M. Befman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

# FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix F

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Wisconsin Department of Natural Resources  
DNR Northeast Region Headquarters  
2984 Shawano Ave.  
Green Bay, Wisconsin 54313-6727

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

To Whom It May Concern:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

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# FLETCHER & SIPPEL LLC

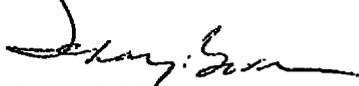
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Page 2

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Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,



Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

**Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix F-1**

**Jeremy Berman**

**From:** Jeremy Berman  
**Sent:** Wednesday, April 25, 2012 12:29 PM  
**To:** 'Schaeve, Matthew D - DNR'  
**Subject:** RE: Railway Abandonment - Manitowoc County

Matt,

In response to your request for information, WCL will use a contractor to remove the ties and rails from the line. WCL does not plan to remove the ballast but will grade the roadbed after removal of the ties/rails to provide a level surface. The right of way is approximately 100 feet in width so WCL should not have to conduct any operations outside of the right of way when removing the ties and rails. The contractor will travel down the right of way and either work directly on the track or on the side of the track when removing the ties/rails.

This information is also included the environmental/historic report for this project which you should receive early next week. Please feel free to contact me if you have any additional questions or any comments to the environmental/historic report.

Jeremy Berman  
Fletcher & Sippel LLC  
29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832  
Phone: (312) 252-1510  
Fax: (312) 252-2400  
Email: [jberman@fletcher-sippel.com](mailto:jberman@fletcher-sippel.com)

---

**From:** Schaeve, Matthew D - DNR [<mailto:Matthew.Schaeve@wisconsin.gov>]  
**Sent:** Wednesday, April 18, 2012 2:39 PM  
**To:** Jeremy Berman  
**Subject:** Railway Abandonment - Manitowoc County

Good afternoon,

I've received the proposal to file and exemption for the following railway abandonment project:

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. (WCL) -- Abandonment  
Exemption -- In Manitowoc County, WI

More specifically the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin. It is also stated that WCL does not foresee any adverse environmental impacts, but there isn't really a description of the work to be done. I am requesting a brief project description for the proposed scope of work. Basically a description of how exactly they will conduct the abandonment work, and to what extent will the line be abandoned.

Feel free to contact me if this request needs clarification, and my contact info is listed below.

Thanks,

 *Matthew D. Schaeve*  
Environmental Analysis and Review Specialist  
Northeast Region  
Bureau of Integrated Science Services

Wisconsin Department of Natural Resources

(☎) phone: (920) 662-5472

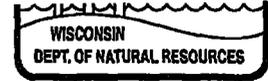
(☎) cell: (920) 366-1544

(☎) fax: (920) 662-5159

(✉) e-mail: [matthew.schaeve@wisconsin.gov](mailto:matthew.schaeve@wisconsin.gov)

Website: [dnr.wi.gov](http://dnr.wi.gov)

Find us on Facebook: [www.facebook.com/WIDNR](http://www.facebook.com/WIDNR)



May 10, 2012

File: Manitowoc, 13253

Jeremy Berman  
Fletcher & Sippel LLC  
29 North Wacker Drive, Suite 920  
Chicago, IL 60606-2832

SUBJECT: Wisconsin Central Ltd. – Abandonment  
Docket No. AB-303 (Sub-No. 39X)  
Milepost 62.2 to 69, Village of Cleveland to the Town of Newton  
Manitowoc County

Dear Mr. Berman:

Thank you for the information regarding the proposed abandonment of the Wisconsin Central Ltd. rail line from Milepost 62.2 to Milepost 69, from the Village of Cleveland to the Town of Newton (Newton-Cleveland Line), in Manitowoc County. Department staff has reviewed the proposal and offer comments on the potential impacts of the action on the following areas of concern:

#### 1. WATER QUALITY

Proper erosion control measures must be used and maintained during and after any track, tie, bridge or culvert removal. An erosion control plan should be developed and made part of the project plans and specifications. All areas of disturbed soil should be restored to original grade and re-seeded as soon as possible. Native species should be used where appropriate.

#### 2. DESIGNATED WETLANDS

According to the DNR Surface Water Data Viewer, wetlands and hydric soils are present at numerous locations along the corridor of the proposed project, with the largest concentration located in the south portion of the Newton-Cleveland Line. The removal of track and ties should not affect any designated wetlands as they currently exist, provided the abandonment work is kept to the top of the ballast in wetland areas. Do not store or stockpile materials in wetland areas, and any materials incidentally falling into wetlands should be removed immediately. Your best efforts should be made to avoid wetland impacts, and the DNR request information on any unavoidable wetland impacts.

The original construction of the railway-bed resulted in the filling of wetlands along the corridor. Original drainage patterns were also altered, resulting in changes to the local hydrology. If future use of the right-of-way is not for transportation or trail purposes, all fills should be removed and the original contours and vegetation re-established. Any work in wetlands may require local, state and/or Corps of Engineers permits.

### 3. 100 YEAR FLOODPLAINS

The abandonment itself should have no impact on the 100-year floodplain if no additional fill is placed in the floodplain as a result of the abandonment. If the right-of-way is to be used for transportation or trail purposes, the existing bridges and culverts may remain in place if maintained. However, if this is not the case, all structures must be removed completely and the embankments re-graded and permanently stabilized.

### 4. ENDANGERED OR THREATENED SPECIES / CRITICAL HABITATS

If the disturbance caused by the track and tie removal is limited to the ballast area only, there should be no adverse impacts to the special-concern species found along the route. However, railroad right-of-ways (ROW) are often found to have rare plants and remnants of prairies occurring along the undisturbed corridor. Prior to ROW conversion to trails or other uses, surveys should be conducted to determine if native grassland savanna, prairie or wet meadow remnants occur along the corridor. If these habitat types are present then rare and endangered species may occur. Additional surveys of these habitat types should be conducted to determine whether rare or endangered species occur. If these species are present, then the remnants should be mapped and the rare species noted. Prior to implementing any actions associated with rail abandonment that may disrupt the ROW or any other development of the area, including staging of equipment, ties and rails, a plan should be developed to avoid or minimize impacts to the remnant habitats and the associated species. If rare species cannot be avoided in the project's impact area, then an incidental take consultation may be conducted to determine if take of the species is allowable.

Any prairie habitat disturbed as a result of the project activities should be reseeded with DNR certified native prairie seed. Every effort should be made to ensure that invasive exotic species are not introduced to the site.

### 5. WILDLIFE SANCTUARIES OR REFUGES

Railway corridors often provide valuable habitat for native plant and animal species. Disturbance due to track and tie removal should be kept to the minimum required to do the work, and restored as soon as conditions permit. The Newton-Cleveland Line crosses over six waterways, so special care should be taken when working over these areas (2 unnamed tributaries to Point Creek, Point Creek, Centerville Creek, an unnamed tributary to Fisher Creek, and Fisher Creek). While it is The Departments understanding that no in-stream work is proposed with this project, any materials incidentally falling into any waterway should be removed immediately.

### 6. NATIONAL OR STATE PARKS OR FORESTS

There are no National or State Parks or Forests along the project route.

### 7. COASTAL ZONE MANAGEMENT

Concerns regarding consistency with Coastal Zone Management would be more appropriately addressed by the Coastal Zone Management Program (608-267-7982) at the Wisconsin Department of Administration, 101 East Wilson Street, Madison, WI 53707.

## 8. SOIL AND NATURAL RESOURCE CONSERVATION

If the only work done is removal of the ties track, the project should have minimal impact on natural resources along the route. As mentioned previously, proper erosion control measures must be used and maintained during and after the salvage operation, and wetland impacts are to be avoided.

## 9. REGIONAL AND/OR LOCAL LAND USE PLANS

There is an interest with this section of railroad for conversion to a trail by the State of Wisconsin through the DNR's Rails to Trails Program. Gary Hanson, DNR Trail Coordinator, can be reached at (920) 662-5123 for additional information.

## 10. SECTION 402 OR 404 PERMITS

You should contact the Joey Shoemaker at the U.S. Army Corps of Engineers office in Green Bay, WI (920-448-2824) for further information regarding the need for these permits.

## 11. WASTE AND DEMOLITION DISPOSAL

All demolition and waste material that cannot be recycled must be disposed of in an appropriate manner. Disposal in wetlands or surface waters is not permitted. A plan should be developed describing the method and location of all waste and demolition material disposal.

If you have any questions, please feel free to contact me at (920)662-5472, or email at [matthew.schaeve@wisconsin.gov](mailto:matthew.schaeve@wisconsin.gov).

Sincerely,



Matthew Schaeve  
Environmental Analysis and Review Specialist

Cc: Joey Shoemaker -- U.S. Army Corps of Engineers  
Email cc: Gary Hanson -- Green Bay  
Tim Mella -- Green Bay  
File: 13253

**FLETCHER & SIPPEN LLC**

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

**JEREMY M. BERMAN**  
(312) 252-1510  
jberman@fletcher-sippel.com

April 4, 2012

Mr. Kenneth A. Westlake  
Chief, NEPA Implementation Section  
US EPA Region 5  
77 West Jackson Blvd.  
Chicago, IL 60604

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Westlake:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

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# FLETCHER & SIPPEL LLC

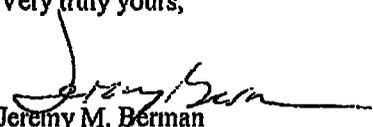
Mr. Kenneth A. Westlake  
April 4, 2012  
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Very truly yours,

  
Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

# FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix H

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Mr. Peter J. Fasbender  
Field Supervisor  
Wisconsin Ecological Services Office  
U.S. Fish & Wildlife Service  
2661 Scott Tower Drive  
Green Bay, WI 54229-9565

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Fasbender:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;

# FLETCHER & SIPPEN LLC

Mr. Peter J. Fasbender  
April 4, 2012  
Page 2

8. Wildlife sanctuaries or refuges and national or state parks or forests;
9. Prime agricultural land;
10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,



Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

**FLETCHER & SIPPEN LLC**  
ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

**JEREMY M. BERMAN**  
(312) 252-1510  
jberman@fletcher-sippel.com

**Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**  
**Appendix I**

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

National Park Service  
Department of Interior  
1849 C Street, N.W.  
Washington, DC 20240

Re: **Docket No. AB-303 (Sub-No. 39X)**  
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**Exemption -- In Manitowoc County, WI**

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7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;

# FLETCHER & SIPPEL LLC

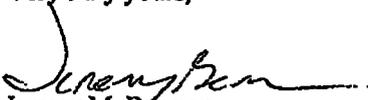
April 4, 2012  
Page 2

9. Prime agricultural land;
10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

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Very truly yours,

  
Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

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www.fletcher-sippel.com

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

April 4, 2012

U.S. Army Corps of Engineers  
Green Bay Field Office  
211 N. Broadway, Ste. 221  
Green Bay, WI 54303

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

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6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;

# FLETCHER & SIPPEL LLC

April 4, 2012

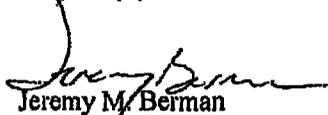
Page 2

9. Prime agricultural land;
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Very truly yours,



Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

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www.fletcher-sippel.com

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

April 4, 2012

Mr. Simon Monroe  
Geodetic Technician  
National Geodetic Survey  
SSMC-3, #9202  
1315 East-West Highway  
Silver Springs, MD 20910-3282

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Mr. Monroe:

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6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;

# FLETCHER & SIPPEL LLC

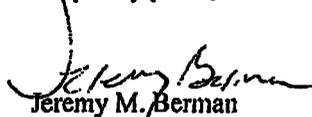
Mr. Simon Monroe  
April 4, 2012  
Page 2

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Very truly yours,



Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

**Jeremy Berman**

**From:** Simon Monroe <simon.monroe@noaa.gov>  
**Sent:** Friday, April 13, 2012 4:15 PM  
**To:** Jeremy Berman  
**Cc:** Surface Transportation Board; John.Ellingson@noaa.gov; Gilbert Mitchell; Simon Monroe  
**Subject:** NGS Response, STB Docket AB-303 (SUB NO. 039X)

- > Thank you for sharing your railroad abandonment environmental report
- > for
- >
- > NEWTON, Manitowoc County, WISCONSIN.
- >
- >
- >
- > Approximately 07 geodetic survey marks may be located in the area
- > described.
- > If marks will be disturbed by the abandonment, [THE RAILROAD] shall
- > consult with the National Geodetic Survey (NGS) at least 90 days prior
- > to beginning salvage activities that will disturb, or destroy any
- > geodetic station
- >
- > marks described on the attached file. Additional advice is provided
- > at <http://geodesy.noaa.gov/marks/railroads/>
- >
- >

|---|---|---|  
|---|---|---|---|---|---|---|

|...|DE7673|. 2|88/ADJUSTED|N435845.....|W0874352.....|B...|3Y90  
|...|OL0246|. 1|88/ADJUSTED|N435850.....|W0874355.....|C...|F 132  
|...|OL0245|. 2|88/ADJUSTED|N435804.45...|W0874408.15...|B...|H 88  
|...|OL0244|. 2|88/ADJUSTED|N435713.....|W0874417.....|B...|G 132  
|...|DE7688|0  
2|88/ADJUSTED|N435629.91408|W0874432.30417|B...|CENTERVILLE E GPS  
|...|OL0243|. 1|88/ADJUSTED|N435628.22...|W0874430.72...|B...|G 88  
|...|OL0242|. 1|88/ADJUSTED|N435550.....|W0874440.....|C...|H 132

Docket No. AB-303 (Sub-No. 39X)  
 Wisconsin Central Ltd. -- Abandonment  
 Exemption -- In Manitowoc County, WI  
 Appendix K-2

# The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

DATABASE = NGSIDB , PROGRAM = datasheet95, VERSION = 7.87.6

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

DE7673 \*\*\*\*\*

DE7673 DESIGNATION - 3Y90

DE7673 PID - DE7673

DE7673 STATE/COUNTY- WI/MANITOWOC

DE7673 USGS QUAD - CLEVELAND EAST (1994)

DE7673

DE7673 \*CURRENT SURVEY CONTROL

DE7673

DE7673*	NAD 83(1986)-	43 58 45.	(N)	087 43 52.	(W)	SCALED
DE7673*	NAVD 88	- 195.706	(meters)	642.08	(feet)	ADJUSTED

DE7673

DE7673 GEOID HEIGHT- -35.98 (meters) GEOID09

DE7673 DYNAMIC HT - 195.671 (meters) 641.96 (feet) COMP

DE7673 MODELED GRAV- 980,439.2 (mgal) NAVD 88

DE7673

DE7673 VERT ORDER - SECOND CLASS I

DE7673

DE7673.The horizontal coordinates were scaled from a topographic map and have  
 DE7673.an estimated accuracy of +/- 6 seconds.

DE7673.

DE7673.The orthometric height was determined by differential leveling and  
 DE7673.adjusted in April 2007.

DE7673

DE7673.Photographs are available for this station.

DE7673

DE7673.The geoid height was determined by GEOID09.

DE7673

DE7673.The dynamic height is computed by dividing the NAVD 88

DE7673.geopotential number by the normal gravity value computed on the

DE7673.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

DE7673.degrees latitude (g = 980.6199 gals.).

DE7673

DE7673.The modeled gravity was interpolated from observed gravity values.

DE7673

DE7673;	North	East	Units	Estimated Accuracy
DE7673;SPC WI S -	222,350.	782,020.	MT	(+/- 180 meters Scaled)

DE7673

DE7673 SUPERSEDED SURVEY CONTROL

DE7673

DE7673 NAVD 88 (05/16/03) 195.749 (m) 642.22 (f) UNKNOWN 2 1

DE7673

DE7673.Superseded values are not recommended for survey control.

DE7673.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

DE7673.See file dsdata.txt to determine how the superseded data were derived.

DE7673

DE7673\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP413698(NAD 83)

DE7673

DE7673\_MARKER: DD = SURVEY DISK

DE7673\_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT

DE7673\_STAMPING: 3Y90 2001

DE7673\_MARK LOGO: WIDT

DE7673\_PROJECTION: FLUSH

DE7673\_MAGNETIC: R = STEEL ROD IMBEDDED IN MONUMENT

DE7673\_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

DE7673\_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR

DE7673+SATELLITE: SATELLITE OBSERVATIONS - April 25, 2006

DE7673

DE7673	HISTORY	- Date	Condition	Report By
DE7673	HISTORY	- 2001	MONUMENTED	WIDT
DE7673	HISTORY	- 20030622	GOOD	USPSQD
DE7673	HISTORY	- 20060425	GOOD	WIDT

DE7673

DE7673

## STATION DESCRIPTION

DE7673

DE7673'DESCRIBED BY WI DEPT OF TRANSP 2001 (DJH)

DE7673'THE STATION IS LOCATED ABOUT 14 KM SOUTHWEST OF MANITOWOC, 25 KM  
 DE7673'NORTH OF SHEBOYGAN. OWNERSHIP--TOWN OF CENTERVILLE. TO REACH THE  
 DE7673'STATION FROM THE JUNCTION OF INTERSTATE HIGHWAY 43 WITH US HIGHWAY  
 DE7673'151 IN THE CITY OF MANITOWOC, GO EAST ON US HIGHWAY 151 FOR 1.0 KM TO  
 DE7673'42ND STREET, TURN RIGHT AND GO SOUTH ON 42ND STREET FOR 7.7 KM TO  
 DE7673'GLASS LAKE ROAD, TURN LEFT AND GO SOUTH ON GLASS LAKE ROAD TO FOR 3.2  
 DE7673'KM TO COUNTY HIGHWAY F, TURN RIGHT AND GO WEST ON COUNTY HIGHWAY F  
 DE7673'FOR 0.5 KM TO CENTERVILLE ROAD AND THE STATION ON THE LEFT. THE  
 DE7673'STATION IS A BRONZE WISCONSIN DEPARTMENT OF TRANSPORTATION GEODETIC  
 DE7673'SURVEY CONTROL STATION DISK SET IN THE TOP OF A 41-CM DIAMETER  
 DE7673'CONCRETE POST SET TO A DEPTH OF 2.4 M AND ABOUT 0.3 M BELOW THE ROAD  
 DE7673'PAVEMENT. THE STATION IS 9.0 M EAST OF THE CENTERLINE OF CENTERVILLE  
 DE7673'ROAD, 59 M SOUTH OF THE CENTERLINE OF COUNTY HIGHWAY F, 50 M SOUTH OF  
 DE7673'A WOOD POST FOR A --STOP-- SIGN, 45 M NORTHEAST OF A POWER POLE  
 DE7673'--1723-E3E--, 16 M NORTHEAST OF A WOOD POST FOR A --FARM  
 DE7673'TRACTOR--SIGN, 0.5 M WEST OF A CULTIVATED FIELD AND 0.7 M WEST OF A  
 DE7673'WHITE PLASTIC WITNESS POST. ---NOTE---THIS STATION HAS NO VISIBLE  
 DE7673'OBSTRUCTIONS EXTENDING HIGHER THAN 15 DEGREES ABOVE THE HORIZON.

DE7673

DE7673

## STATION RECOVERY (2003)

DE7673

DE7673'RECOVERY NOTE BY US POWER SQUADRON 2003 (DRB)

DE7673'STATION RECOVERED IN GOOD CONDITION. NOTE-- THE WHITE PLASTIC WITNESS  
 DE7673'POST IS BROKEN AND LYING ON THE GROUND.

DE7673

DE7673

## STATION RECOVERY (2006)

DE7673

DE7673'RECOVERY NOTE BY WI DEPT OF TRANSP 2006 (DRB)

DE7673'RECOVERED IN GOOD CONDITION. AN ALTERNATIVE TO REACH FOLLOWS-- TO  
 DE7673'REACH THE STATION FROM THE JUNCTION OF INTERSTATE HIGHWAY 43 WITH  
 DE7673'COUNTY HIGHWAY C APPROXIMATELY 1 MILE NORTH OF THE COMMUNITY OF  
 DE7673'NEWTON, GO EAST ON COUNTY HIGHWAY C FOR 0.1 MILE TO COUNTY HIGHWAY CR,  
 DE7673'TURN RIGHT AND GO SOUTHWEST ON COUNTY HIGHWAY CR FOR 0.2 MILE TO GASS  
 DE7673'LAKE ROAD LEFT,  
 DE7673'TURN LEFT AND GO SOUTH ON GASS LAKE ROAD FOR 1.7 MILES TO COUNTY  
 DE7673'HIGHWAY F, TURN RIGHT AND GO WEST ON COUNTY HIGHWAY F FOR 0.5 MILE TO  
 DE7673'CENTERVILLE ROAD LEFT, TURN LEFT AND GO SOUTH ON CENTERVILLE ROAD FOR  
 DE7673'59 M TO THE STATION ON THE LEFT. ADD-- THE STATION IS 0.7 M WEST, 1.0

## DATASHEETS

DE7673'M SOUTHEAST, AND 1.0 M NORTHEAST OF THREE WHITE PLASTIC WITNESS POSTS.

DE7673'

DE7673'NOTE-- THE STATION IS 8.2 M (NOT 9.0 M) EAST OF THE CENTERLINE OF  
DE7673'CENTERVILLE ROAD AND 1.3 M (NOT 0.5 M) WEST OF A CULTIVATED FIELD.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

OL0246 \*\*\*\*\*

OL0246 DESIGNATION - F 132

OL0246 PID - OL0246

OL0246 STATE/COUNTY- WI/MANITOWOC

OL0246 USGS QUAD - CLEVELAND EAST (1994)

OL0246

OL0246 \*CURRENT SURVEY CONTROL

OL0246

OL0246\* NAD 83 (1986)- 43 58 50. (N) 087 43 55. (W) SCALED

OL0246\* NAVD 88 - 196.917 (meters) 646.05 (feet) ADJUSTED

OL0246

OL0246 GEOID HEIGHT- -35.98 (meters) GEOID09

OL0246 DYNAMIC HT - 196.882 (meters) 645.94 (feet) COMP

OL0246 MODELED GRAV- 980,439.2 (mgal) NAVD 88

OL0246

OL0246 VERT ORDER - FIRST CLASS 0

OL0246

OL0246.The horizontal coordinates were scaled from a topographic map and have  
OL0246.an estimated accuracy of +/- 6 seconds.

OL0246.

OL0246.The orthometric height was determined by differential leveling and  
OL0246.adjusted in June 1991.

OL0246

OL0246.The geoid height was determined by GEOID09.

OL0246

OL0246.The dynamic height is computed by dividing the NAVD 88

OL0246.geopotential number by the normal gravity value computed on the

OL0246.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

OL0246.degrees latitude (g = 980.6199 gals.).

OL0246

OL0246.The modeled gravity was interpolated from observed gravity values.

OL0246

OL0246; North East Units Estimated Accuracy

OL0246;SPC WI S - 222,500. 781,950. MT (+/- 180 meters Scaled)

OL0246

OL0246 SUPERSEDED SURVEY CONTROL

OL0246

OL0246 NGVD 29 (??/??/92) 196.93 (m) 646.1 (f) COMPUTED 1 0

OL0246

OL0246.Superseded values are not recommended for survey control.

OL0246.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

OL0246.See file dsdata.txt to determine how the superseded data were derived.

OL0246

OL0246\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP412699(NAD 83)

OL0246

OL0246\_MARKER: DB = BENCH MARK DISK

OL0246\_SETTING: 16 = (FASTENED TO) A METAL ROD WITH BASE PLATE BURIED/SCREWED

OL0246+WITH SETTING: INTO GROUND

OL0246\_STAMPING: F 132 1972

OL0246\_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

OL0246+STABILITY: SURFACE MOTION

OL0246\_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

OL0246+SATELLITE: SATELLITE OBSERVATIONS - April 16, 2006

OL0246

OL0246	HISTORY	- Date	Condition	Report By
OL0246	HISTORY	- 1972	MONUMENTED	NGS
OL0246	HISTORY	- 20021119	GOOD	USPSQD
OL0246	HISTORY	- 20040329	GOOD	USPSQD
OL0246	HISTORY	- 20060416	GOOD	USPSQD

OL0246

OL0246 STATION DESCRIPTION

OL0246

OL0246'DESCRIBED BY NATIONAL GEODETIC SURVEY 1972

OL0246'1 MI SW FROM NEWTON.

OL0246'ABOUT 0.95 MILE SOUTHWEST ALONG THE CHICAGO AND NORTH WESTERN  
 OL0246'RAILWAY FROM THE CROSSING OF COUNTY ROAD U AT NEWTON, 0.4 MILE  
 OL0246'NORTH OF MILEPOST 68, 6 RAILS NORTHEAST OF THE CROSSING OF COUNTY  
 OL0246'ROAD F, 324 FEET NORTHEAST OF THE CENTER OF THE INTERSECTION  
 OL0246'OF COUNTY ROAD F AND U.S. HIGHWAY 141, 46.7 FEET NORTHWEST OF  
 OL0246'THE NORTHWEST RAIL, 139 FEET SOUTHEAST OF THE CENTER LINE OF  
 OL0246'THE U.S. HIGHWAY, 22 1/2 FEET SOUTHWEST OF AN 18-INCH BEECH TREE,  
 OL0246'1 1/2 FEET NORTHWEST OF THE RAILWAY RIGHT-OF-WAY FENCE LINE, 0.8  
 OL0246'FOOT NORTHEAST OF A METAL WITNESS POST, AND IS A DISK ON THE TOP OF  
 OL0246'A 5 1/2 FOOT LONG COPPER COATED STEEL ROD WITH STEEL PLATE ATTACHED,  
 OL0246'THE DISK PROJECTS 2 INCHES ABOVE THE LEVEL OF THE GROUND AND ENCASED  
 OL0246'IN A 6 INCH IRON PIPE THAT PROJECTS 4 INCHES ABOVE THE LEVEL  
 OL0246'OF THE GROUND. SECTION 34, T18N, R23E

OL0246

OL0246 STATION RECOVERY (2002)

OL0246

OL0246'RECOVERY NOTE BY US POWER SQUADRON 2002 (DRB)  
 OL0246'RECOVERED IN GOOD CONDITION. U.S. HIGHWAY 141 IS NOW INTERSTATE  
 OL0246'HIGHWAY 43. IT IS 10 FEET EAST OF THE I-43 RIGHT-OF-WAY FENCE, 0.8  
 OL0246'FOOT NORTHEAST OF A METAL WITNESS POST, 3 FEET SOUTHEAST OF AN ORANGE  
 OL0246'WITNESS POST.

OL0246

OL0246 STATION RECOVERY (2004)

OL0246

OL0246'RECOVERY NOTE BY US POWER SQUADRON 2004 (CLB)  
 OL0246'RECOVERED IN GOOD CONDITION.

OL0246

OL0246 STATION RECOVERY (2006)

OL0246

OL0246'RECOVERY NOTE BY US POWER SQUADRON 2006 (DRB)  
 OL0246'RECOVERED IN GOOD CONDITION. NOTE-- VISIBLE OBSTRUCTIONS AT THIS  
 OL0246'STATION ARE TREES TO THE NORTHEAST AND SOUTHWEST TO 90 DEGREES ABOVE  
 OL0246'THE HORIZON.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

OL0245 \*\*\*\*\*

OL0245 DESIGNATION - H 88  
 OL0245 PID - OL0245  
 OL0245 STATE/COUNTY- WI/MANITOWOC  
 OL0245 USGS QUAD - CLEVELAND EAST (1994)

OL0245

OL0245 \*CURRENT SURVEY CONTROL

OL0245

OL0245*	NAD 83(1986)-	43 58 04.45	(N)	087 44 08.15	(W)	HD_HELD1
OL0245*	NAVD 88	- 194.882	(meters)	639.38	(feet)	ADJUSTED

OL0245

4/20/12

DATASHEETS

OL0245 GEOID HEIGHT- -35.97 (meters) GEOID09  
 OL0245 DYNAMIC HT - 194.848 (meters) 639.26 (feet) COMP  
 OL0245 MODELED GRAV- 980,438.4 (mgal) NAVD 88

OL0245

OL0245 VERT ORDER - SECOND CLASS I

OL0245

OL0245.The horizontal coordinates were established by differentially corrected  
 OL0245.hand held GPS obs and have an estimated accuracy of +/- 3 meters.

OL0245.

OL0245.The orthometric height was determined by differential leveling and  
 OL0245.adjusted in April 2007.

OL0245

OL0245.Photographs are available for this station.

OL0245

OL0245.The geoid height was determined by GEOID09.

OL0245

OL0245.The dynamic height is computed by dividing the NAVD 88

OL0245.geopotential number by the normal gravity value computed on the

OL0245.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

OL0245.degrees latitude (g = 980.6199 gals.).

OL0245

OL0245.The modeled gravity was interpolated from observed gravity values.

OL0245

OL0245;		North	East	Units	Estimated Accuracy
OL0245;SPC WI S	-	221,087.8	781,691.3	MT	(+/- 3 meters HHI GPS)

OL0245

SUPERSEDED SURVEY CONTROL

OL0245

OL0245 NAVD 88 (06/15/91) 194.924 (m) 639.51 (f) UNKNOWN 1 0

OL0245 NGVD 29 (??/??/92) 194.944 (m) 639.58 (f) ADJ UNCH 2 0

OL0245

OL0245.Superseded values are not recommended for survey control.

OL0245.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

OL0245.See file dsdata.txt to determine how the superseded data were derived.

OL0245

OL0245 U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP4099268570(NAD 83)

OL0245

OL0245 MARKER: DB = BENCH MARK DISK

OL0245 SETTING: 38 = SET IN THE ABUTMENT OR PIER OF A LARGE BRIDGE

OL0245 SP SET: BRIDGE ABUTMENT

OL0245 STAMPING: H 88 1934

OL0245 MARK LOGO: CGS

OL0245 MAGNETIC: N = NO MAGNETIC MATERIAL

OL0245 STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

OL0245 SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

OL0245+SATELLITE: SATELLITE OBSERVATIONS - April 18, 2006

OL0245

OL0245 HISTORY	- Date	Condition	Report By
OL0245 HISTORY	- 1934	MONUMENTED	CGS
OL0245 HISTORY	- 1972	GOOD	NGS
OL0245 HISTORY	- 20010524	GOOD	WIDT
OL0245 HISTORY	- 20030622	GOOD	USPSQD
OL0245 HISTORY	- 20060418	GOOD	WIDT

OL0245

OL0245 STATION DESCRIPTION

OL0245

OL0245'DESCRIBED BY NATIONAL GEODETIC SURVEY 1972

OL0245'1.8 MI S FROM NEWTON.

OL0245'ABOUT 1.8 MILES SOUTH ALONG THE CHICAGO AND NORTH WESTERN  
OL0245'RAILWAY FROM THE CROSSING OF COUNTY ROAD U AT NEWTON, 0.2  
OL0245'MILE NORTH OF THE CROSSING OF A PAVED ROAD, AT THE SOUTH END  
OL0245'OF RAILROAD BRIDGE NO. 2066 OVER POINT CREEK, 7.6 FEET EAST  
OL0245'OF THE EAST RAIL, SET IN THE TOP OF THE EAST END OF THE SOUTH  
OL0245'CONCRETE ABUTMENT OF THE BRIDGE AND 1 1/2 FEET BELOW THE TOP  
OL0245'OF THE RAIL. SEC 3, T17N, R 23E. MARK IS ALSO 3.8 MILES  
OL0245'NORTHEAST ALONG THE CHICAGO AND NORTH WESTERN RAILWAY FROM  
OL0245'THE CROSSING OF STATE HIGHWAY 149 AT CLEVELAND.

OL0245

OL0245

STATION RECOVERY (2001)

OL0245

OL0245'RECOVERY NOTE BY WI DEPT OF TRANSP 2001 (DJH)  
OL0245'THE STATION IS LOCATED ABOUT 20 KM NORTH OF SHEBOYGAN AND 15 KM SOUTH  
OL0245'OF MANITOWOC. OWNERSHIP--CHICAGO AND NORTHWESTERN RAILROAD. TO REACH  
OL0245'THE STATION FROM THE JUNCTION OF INTERSTATE HIGHWAY 43 WITH STATE  
OL0245'HIGHWAY 23 IN THE CITY OF SHEBOYGAN, GO NORTH ON INTERSTATE HIGHWAY  
OL0245'43 24 KM TO UCKER POINT CREEK ROAD, CONTINUE NORTH ON INTERSTATE  
OL0245'HIGHWAY 43 FOR 0.3 KM TO THE STATION ON THE RIGHT. THE STATION IS A  
OL0245'BRONZE US COAST AND GEODETIC SURVEY BENCH MARK DISK SET IN THE EAST  
OL0245'END OF THE SOUTH ABUTMENT OF BRIDGE --2066--. THE STATION IS 75 M  
OL0245'SOUTHEAST OF THE CENTERLINE OF NORTHBOUND LANES OF INTERSTATE 43,  
OL0245'2.5 M SOUTHEAST OF EASTERNMOST RAIL, 18 M NORTHWEST OF CULTIVATED  
OL0245'FIELD AND 0.4 M NORTHEAST OF AN ORANGE FIBERGLASS WITNESS POST.  
OL0245'---NOTE--- 0.3 KM NORTH OF COUNY HIGHWAY X OVERPASS. ---NOTE2---THIS  
OL0245'STATION HAS NO VISIBLE OBSTRUCTIONS EXTENDING HIGHER THAN 15 DEGREES  
OL0245'ABOVE THE HORIZON.

OL0245

OL0245

STATION RECOVERY (2003)

OL0245

OL0245'RECOVERY NOTE BY US POWER SQUADRON 2003 (DRB)  
OL0245'STATION RECOVERED IN GOOD CONDITION. CORRECTION TO 2001 DESCRIPTION--  
OL0245'STATION IS 0.3 KM NORTH OF POINT CREEK ROAD OVERPASS, NOT COUNTY  
OL0245'HIGHWAY X OVERPASS. TREES SURROUND THE STATION.

OL0245

OL0245

STATION RECOVERY (2006)

OL0245

OL0245'RECOVERY NOTE BY WI DEPT OF TRANSP 2006 (DRB)  
OL0245'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

OL0244 \*\*\*\*\*

OL0244 DESIGNATION - G 132

OL0244 PID - OL0244

OL0244 STATE/COUNTY- WI/MANITOWOC

OL0244 USGS QUAD - CLEVELAND EAST (1994)

OL0244

OL0244

\*CURRENT SURVEY CONTROL

OL0244

OL0244*	NAD 83(1986)-	43 57 13.	(N)	087 44 17.	(W)	SCALED
OL0244*	NAVD 88	- 198.012	(meters)	649.64	(feet)	ADJUSTED

OL0244

OL0244	GEOID HEIGHT-	-35.95	(meters)			GEOID09
OL0244	DYNAMIC HT -	197.977	(meters)	649.53	(feet)	COMP
OL0244	MODELED GRAV-	980,437.7	(mgal)			NAVD 88

OL0244

OL0244

OL0244

OL0244 VERT ORDER - SECOND CLASS I

OL0244

OL0244.The horizontal coordinates were scaled from a topographic map and have OL0244.an estimated accuracy of +/- 6 seconds.

OL0244.

OL0244.The orthometric height was determined by differential leveling and OL0244.adjusted in April 2007.

OL0244

OL0244.Photographs are available for this station.

OL0244

OL0244.The geoid height was determined by GEOID09.

OL0244

OL0244.The dynamic height is computed by dividing the NAVD 88

OL0244.geopotential number by the normal gravity value computed on the

OL0244.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

OL0244.degrees latitude (g = 980.6199 gals.).

OL0244

OL0244.The modeled gravity was interpolated from observed gravity values.

OL0244

OL0244;		North	East	Units	Estimated Accuracy
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OL0244;SPC WI S	-	219,500.	781,540.	MT	(+/- 180 meters Scaled)
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OL0244

OL0244 SUPERSEDED SURVEY CONTROL

OL0244

OL0244	NAVD 88 (06/15/91)	198.054	(m)	649.78	(f) UNKNOWN	1 0
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OL0244	NGVD 29 (??/??/92)	198.07	(m)	649.8	(f) COMPUTED	1 0
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OL0244

OL0244.Superseded values are not recommended for survey control.

OL0244.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

OL0244.See file dsdata.txt to determine how the superseded data were derived.

OL0244

OL0244\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP407669(NAD 83)

OL0244

OL0244\_MARKER: DB = BENCH MARK DISK

OL0244\_SETTING: 46 = COPPER-CLAD STEEL ROD W/O SLEEVE (10 FT.+)

OL0244\_SP\_SET: 15 FEET

OL0244\_STAMPING: G 132 1972

OL0244\_MARK LOGO: NGS

OL0244\_PROJECTION: FLUSH

OL0244\_MAGNETIC: O = OTHER; SEE DESCRIPTION

OL0244\_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

OL0244\_SATELLITE: THE SITE LOCATION WAS REPORTED AS NOT SUITABLE FOR

OL0244+SATELLITE: SATELLITE OBSERVATIONS - April 18, 2006

OL0244

OL0244	HISTORY	- Date	Condition	Report By
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OL0244	HISTORY	- 1972	MONUMENTED	NGS
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OL0244	HISTORY	- 20010712	GOOD	WIDT
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OL0244	HISTORY	- 20030622	GOOD	USPSQD
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OL0244	HISTORY	- 20060418	GOOD	WIDT
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OL0244

OL0244 STATION DESCRIPTION

OL0244

OL0244'DESCRIBED BY NATIONAL GEODETIC SURVEY 1972

OL0244'2.8 MI N FROM CLEVELAND.

OL0244'ABOUT 2.8 MILES NORTH ALONG THE CHICAGO AND NORTH WESTERN

OL0244'RAILWAY FROM THE CROSSING OF STATE HIGHWAY 149 AT CLEVELAND,

OL0244'0.25 MILE NORTH OF THE CROSSING OF COUNTY ROAD X, 121 FEET

OL0244'NORTHEAST OF THE CENTER OF THE CROSSING OF A FIELD ROAD, 169 1/2

OL0244'FEET EAST OF AND ACROSS THE TRACK FROM THE CENTER LINE OF U.S.  
 OL0244'HIGHWAY 141, 42.6 FEET EAST OF THE EAST RAIL, 38 1/2 FEET  
 OL0244'SOUTHEAST OF A TELEPHONE POLE, 7 1/2 FEET NORTHEAST OF A 24  
 OL0244'INCH BEECH TREE, 12 1/2 FEET SOUTHWEST OF A 30 INCH BEECH TREE,  
 OL0244'ABOUT LEVEL WITH THE HIGHWAY, 1 FOOT ABOVE THE LEVEL OF RAIL  
 OL0244'AND IS A DISK ON THE TOP OF A COPPER COATED STEEL ROD FLUSH WITH  
 OL0244'THE GROUND AND ENCASED IN A 6 INCH IRON PIPE THAT PROJECTS 3  
 OL0244'INCHES ABOVE THE LEVEL OF THE GROUND. THE ROD WAS DRIVEN TO  
 OL0244'REFUSAL AT A DEPTH OF 15 FEET. SECTION 10, T17N, R23E

OL0244  
 OL0244  
 OL0244

STATION RECOVERY (2001)

OL0244'RECOVERY NOTE BY WI DEPT OF TRANSP 2001 (DJH)  
 OL0244'THE STATION IS LOCATED ABOUT 17 KM SOUTH OF MANITOWOC AND 17 KM NORTH  
 OL0244'OF SHEBOYGAN. OWNERSHIP--CHICAGO AND NORTHWESTERN RAILROAD. TO REACH  
 OL0244'THE STATION FROM THE JUNCTION OF INTERSTATE HIGHWAY 43 WITH COUNTY  
 OL0244'HIGHWAY XX (EXIT 137) ABOUT 19 KM NORTH-NORTHWEST OF THE CITY OF  
 OL0244'SHEBOYGAN GO NORTH ON INTERSTATE HIGHWAY 43 FOR 4.0 KM TO COUNTY  
 OL0244'HIGHWAY X, CONTINUE NORTH ON INTERSTATE 43 FOR 0.4 KM TO THE STATION  
 OL0244'ON THE RIGHT. THE STATION IS A BRONZE NATIONAL GEODETIC SURVEY BENCH  
 OL0244'MARK DISK SET ON TOP OF A COPPER-CLAD STEEL ROD ENCASED IN A 15-CM  
 OL0244'DIAMETER IRON PIPE. THE STATION IS 75 M EAST OF THE CENTERLINE OF  
 OL0244'THE NORTHBOUND LANES OF INTERSTATE 43, 4 M WEST OF A CULTIVATED  
 OL0244'FIELD AND 13.0 M EAST OF EASTERNMOST RAIL. ---NOTE---ALL QUADRANTS  
 OL0244'BLOCKED FOR GPS.

OL0244  
 OL0244  
 OL0244

STATION RECOVERY (2003)

OL0244'RECOVERY NOTE BY US POWER SQUADRON 2003 (DRB)  
 OL0244'RECOVERED IN GOOD CONDITION.

OL0244  
 OL0244  
 OL0244

STATION RECOVERY (2006)

OL0244'RECOVERY NOTE BY WI DEPT OF TRANSP 2006 (DRB)  
 OL0244'RECOVERED IN GOOD CONDITION. ADD-- THE STATION IS 0.2 M NORTHWEST OF  
 OL0244'A METAL WITNESS POST AND 6.8 M SOUTHEAST OF A WHITE PLASTIC WITNESS  
 OL0244'POST.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

DE7688 \*\*\*\*\*

DE7688 DESIGNATION - CENTERVILLE E GPS  
 DE7688 PID - DE7688  
 DE7688 STATE/COUNTY- WI/MANITOWOC  
 DE7688 USGS QUAD - CLEVELAND EAST (1994)

DE7688  
 DE7688  
 DE7688

\*CURRENT SURVEY CONTROL

DE7688*	NAD 83(2007)-	43 56 29.91408(N)	087 44 32.30417(W)	ADJUSTED
DE7688*	NAVD 88	- 191.293 (meters)	627.60 (feet)	ADJUSTED
DE7688	EPOCH DATE	- 2002.00		
DE7688	X	- 181,215.881 (meters)		COMP
DE7688	Y	- -4,596,519.325 (meters)		COMP
DE7688	Z	- 4,403,532.801 (meters)		COMP
DE7688	LAPLACE CORR-	-1.89 (seconds)		DEFLEC09
DE7688	ELLIP HEIGHT-	155.349 (meters)	(02/10/07)	ADJUSTED
DE7688	GEOID HEIGHT-	-35.94 (meters)		GEOID09
DE7688	DYNAMIC HT	- 191.259 (meters)	627.49 (feet)	COMP

DE7688  
 DE7688 ----- Accuracy Estimates (at 95% Confidence Level in cm) -----  
 DE7688 Type PID Designation North East Ellip  
 DE7688 -----  
 DE7688 NETWORK DE7688 CENTERVILLE E GPS 0.47 0.37 0.47  
 DE7688 -----  
 DE7688 MODELED GRAV- 980,437.0 (mgal) NAVD 88  
 DE7688  
 DE7688 VERT ORDER - SECOND CLASS I  
 DE7688

DE7688.The horizontal coordinates were established by GPS observations  
 DE7688.and adjusted by the National Geodetic Survey in February 2007.

DE7688  
 DE7688.The datum tag of NAD 83(2007) is equivalent to NAD 83(NSRS2007).  
 DE7688.See National Readjustment for more information.

DE7688  
 DE7688.The horizontal coordinates are valid at the epoch date displayed above  
 DE7688.which is a decimal equivalence of Year/Month/Day.

DE7688  
 DE7688.The orthometric height was determined by differential leveling and  
 DE7688.adjusted in April 2007.

DE7688  
 DE7688.Photographs are available for this station.

DE7688  
 DE7688.The X, Y, and Z were computed from the position and the ellipsoidal ht.

DE7688  
 DE7688.The Laplace correction was computed from DEFLEC09 derived deflections.

DE7688  
 DE7688.The ellipsoidal height was determined by GPS observations  
 DE7688.and is referenced to NAD 83.

DE7688  
 DE7688.The geoid height was determined by GEOID09.

DE7688  
 DE7688.The dynamic height is computed by dividing the NAVD 88  
 DE7688.geopotential number by the normal gravity value computed on the  
 DE7688.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45  
 DE7688.degrees latitude (g = 980.6199 gals.).

DE7688  
 DE7688.The modeled gravity was interpolated from observed gravity values.

DE7688

DE7688;	North	East	Units	Scale	Factor	Converg.
DE7688;SPC WI S	- 218,156.592	781,232.065	MT	0.99997700	+1 33	04.6
DE7688;SPC WI S	- 715,735.42	2,563,092.20	sFT	0.99997700	+1 33	04.6
DE7688;UTM 16	- 4,865,659.061	440,427.853	MT	0.99964365	-0 30	54.4

DE7688  
 DE7688!  
 DE7688!SPC WI S - Elev Factor x Scale Factor = Combined Factor  
 DE7688!SPC WI S - 0.99997564 x 0.99997700 = 0.99995264  
 DE7688!UTM 16 - 0.99997564 x 0.99964365 = 0.99961930

SUPERSEDED SURVEY CONTROL

DE7688

DE7688	NAD 83(1997)-	43 56 29.91417(N)	087 44 32.30410(W)	AD(	)	1
DE7688	ELLIP H (06/11/03)	155.347 (m)		GP(	)	3 1
DE7688	NAVD 88 (07/26/07)	191.29 (m)	627.6	(f)	LEVELING	3
DE7688	NAVD 88 (06/11/03)	191.34 (m)	627.8	(f)	LEVELING	3
DE7688	NAVD 88 (05/16/03)	191.336 (m)	627.74	(f)	UNKNOWN	2 1

DE7688

DE7688.Superseded values are not recommended for survey control.  
 DE7688.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.  
 DE7688.See file dsdata.txt to determine how the superseded data were derived.  
 DE7688

DE7688\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP4042765659 (NAD 83)  
 DE7688

DE7688\_MARKER: DD = SURVEY DISK  
 DE7688\_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT  
 DE7688\_STAMPING: CENTERVILLE E GPS 1993-94  
 DE7688\_MARK LOGO: WIDT  
 DE7688\_PROJECTION: FLUSH  
 DE7688\_MAGNETIC: R = STEEL ROD IMBEDDED IN MONUMENT  
 DE7688\_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL  
 DE7688\_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR  
 DE7688+SATELLITE: SATELLITE OBSERVATIONS - April 17, 2006  
 DE7688

DE7688	HISTORY	- Date	Condition	Report By
DE7688	HISTORY	- 1993	MONUMENTED	WI-071
DE7688	HISTORY	- 2002	GOOD	WIDT
DE7688	HISTORY	- 20030622	GOOD	USPSQD
DE7688	HISTORY	- 20060417	GOOD	WIDT

DE7688

#### STATION DESCRIPTION

DE7688

DE7688'DESCRIBED BY WI DEPT OF TRANSP 2002 (DJH)  
 DE7688'THE STATION IS LOCATED ABOUT 27 KM EAST OF NEW HOLSTIEN, 20 KM  
 DE7688'SOUTH-SOUTHWEST OF MANITOWOC AND 19 KM NORTH OF SHEBOYGAN.  
 DE7688'OWNERSHIP--TOWN OF CENTERVILLE. TO REACH THE STATION FROM THE  
 DE7688'JUNCTION OF INTERSTATE HIGHWAY 43 WITH COUNTY HIGHWAY XX (EXIT 137)  
 DE7688'IN THE VILLAGE OF CLEVELAND, GO EAST ON COUNTY HIGHWAY XX FOR 1.3 KM  
 DE7688'TO DAIRYLAND DRIVE, TURN LEFT AND GO NORTH THEN WEST ON DAIRYLAND  
 DE7688'DRIVE FOR 2.3 KM TO AN UNMARKED ROAD LEADING TO A CEMETARY, TURN LEFT  
 DE7688'AND GO NORTH ON THE UNMARKED ROAD FOR 0.1 KM TO THE STATION ON THE  
 DE7688'LEFT. THE STATION IS A BRONZE MANITOWOC COUNTY GEODETIC CONTROL  
 DE7688'MARKER DISK SET IN THE TOP OF A 45-CM DIAMETER CONCRETE POST TO A  
 DE7688'DEPTH OF 1.8 M AND ABOUT LEVEL WITH THE ROAD PAVEMENT. THE STATION  
 DE7688'IS 7.3 M WEST OF THE CENTERLINE OF THE UNMARKED ROAD, 98 M SOUTH OF A  
 DE7688'WOOD POST FOR A --STOP AHEAD-- SIGN, 35 M NORTH-NORTHEAST OF WEST END  
 DE7688'OF THE NORTH CONCRETE ABUTMENT OF A BOX CULVERT, 6.4 M NORTH OF NORTH  
 DE7688'END OF THE WEST STEEL GUARDRAIL, AND 0.5 M EAST OF A WHITE PLASTIC  
 DE7688'WITNESS POST. ---NOTE---THIS STATION HAS NO VISIBLE OBSTRUCTIONS  
 DE7688'EXTENDING HIGHER THAN 15 DEGREES ABOVE THE HORIZON.

DE7688

#### STATION RECOVERY (2003)

DE7688

DE7688'RECOVERY NOTE BY US POWER SQUADRON 2003 (DRB)  
 DE7688'STATION RECOVERED IN GOOD CONDITION. ADD-- THE STATION IS 1 M NORTH,  
 DE7688'1 M SOUTH, AND 1 M EAST OF THREE ORANGE PLASTIC GUARD POSTS. THERE IS  
 DE7688'NO WHITE PLASTIC WITNESS POST PRESENT.

DE7688

#### STATION RECOVERY (2006)

DE7688

DE7688'RECOVERY NOTE BY WI DEPT OF TRANSP 2006 (DRB)  
 DE7688'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

OL0243 \*\*\*\*\*

OL0243 DESIGNATION - G 88

OL0243 PID - OL0243  
 OL0243 STATE/COUNTY- WI/MANITOWOC  
 OL0243 USGS QUAD - CLEVELAND EAST (1994)  
 OL0243  
 OL0243 \*CURRENT SURVEY CONTROL  
 OL0243  
 OL0243\* NAD 83(1986)- 43 56 28.22 (N) 087 44 30.72 (W) HD\_HELD1  
 OL0243\* NAVD 88 - 193.528 (meters) 634.93 (feet) ADJUSTED  
 OL0243  
 OL0243 GEOID HEIGHT- -35.94 (meters) GEOID09  
 OL0243 DYNAMIC HT - 193.494 (meters) 634.82 (feet) COMP  
 OL0243 MODELED GRAV- 980,437.0 (mgal) NAVD 88  
 OL0243  
 OL0243 VERT ORDER - FIRST CLASS 0  
 OL0243

OL0243.The horizontal coordinates were established by differentially corrected  
 OL0243.hand held GPS obs and have an estimated accuracy of +/- 3 meters.

OL0243.

OL0243.The orthometric height was determined by differential leveling and  
 OL0243.adjusted in June 1991.

OL0243

OL0243.The geoid height was determined by GEOID09.

OL0243

OL0243.The dynamic height is computed by dividing the NAVD 88

OL0243.geopotential number by the normal gravity value computed on the

OL0243.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

OL0243.degrees latitude (g = 980.6199 gals.).

OL0243

OL0243.The modeled gravity was interpolated from observed gravity values.

OL0243

OL0243;	North	East	Units	Estimated Accuracy
OL0243;SPC WI S -	218,105.3	781,268.8	MT	(+/- 3 meters HH1 GPS)

OL0243

OL0243 SUPERSEDED SURVEY CONTROL

OL0243

OL0243 NGVD 29 (??/??/92) 193.548 (m) 635.00 (f) ADJ UNCH 2 0

OL0243

OL0243.Superseded values are not recommended for survey control.

OL0243.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

OL0243.See file dsdata.txt to determine how the superseded data were derived.

OL0243

OL0243\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP4046265606(NAD 83)

OL0243

OL0243\_MARKER: DB = BENCH MARK DISK

OL0243\_SETTING: 36 = SET IN A MASSIVE STRUCTURE

OL0243\_SP\_SET: ABUTMENT

OL0243\_STAMPING: G 88 1934

OL0243\_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

OL0243\_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR

OL0243+SATELLITE: SATELLITE OBSERVATIONS - April 15, 2006

OL0243

OL0243	HISTORY	- Date	Condition	Report By
OL0243	HISTORY	- 1934	MONUMENTED	CGS
OL0243	HISTORY	- 1972	GOOD	NGS
OL0243	HISTORY	- 20021119	GOOD	USPSQD
OL0243	HISTORY	- 20040305	GOOD	USPSQD
OL0243	HISTORY	- 20060415	GOOD	USPSQD

OL0243

OL0243

STATION DESCRIPTION

OL0243

OL0243'DESCRIBED BY NATIONAL GEODETIC SURVEY 1972

OL0243'1.9 MI N FROM CLEVELAND.

OL0243'ABOUT 1.9 MILES NORTH ALONG THE CHICAGO AND NORTH WESTERN

OL0243'RAILWAY FROM THE CROSSING OF STATE HIGHWAY 149 AT CLEVELAND,

OL0243'AT THE SOUTH END OF RAILROAD BRIDGE NO. 2060 OVER FISCHER CREEK,

OL0243'4.7 FEET WEST OF THE WEST RAIL, SET IN THE TOP OF THE WEST END

OL0243'OF THE SOUTH CONCRETE ABUTMENT AND 1 FOOT BELOW THE TOP OF THE

OL0243'RAIL. SEC 16, T17N, R 23E

OL0243

OL0243

STATION RECOVERY (2002)

OL0243

OL0243'RECOVERY NOTE BY US POWER SQUADRON 2002 (DRB)

OL0243'RECOVERED IN GOOD CONDITION. STATE HIGHWAY 149 NO LONGER EXISTS -

OL0243'SUBSTITUTE WASHINGTON ROAD. TAKE DAIRYLAND OR CENTER ROAD NORTH FOR

OL0243'0.3 MILE NORTH OF FISCHER CREEK ROAD UNTIL IT CURVES TO THE NORTHWEST.

OL0243'TURN RIGHT (NORTH) FOR 100 FEET ON THE PAVED DEAD END ROAD TO THE

OL0243'STATION.

OL0243

OL0243

STATION RECOVERY (2004)

OL0243

OL0243'RECOVERY NOTE BY US POWER SQUADRON 2004 (CLB)

OL0243'RECOVERED IN GOOD CONDITION.

OL0243

OL0243

STATION RECOVERY (2006)

OL0243

OL0243'RECOVERY NOTE BY US POWER SQUADRON 2006 (DRB)

OL0243'RECOVERED IN GOOD CONDITION.

1 National Geodetic Survey, Retrieval Date = APRIL 20, 2012

OL0242 \*\*\*\*\*

OL0242 DESIGNATION - H 132

OL0242 PID - OL0242

OL0242 STATE/COUNTY- WI/MANITOWOC

OL0242 USGS QUAD - CLEVELAND EAST (1994)

OL0242

OL0242

\*CURRENT SURVEY CONTROL

OL0242

OL0242*	NAD 83(1986)-	43 55 50.	(N)	087 44 40.	(W)	SCALED
OL0242*	NAVD 88	- 199.051	(meters)	653.05	(feet)	ADJUSTED

OL0242

OL0242 GEOID HEIGHT- -35.93 (meters) GEOID09

OL0242 DYNAMIC HT - 199.016 (meters) 652.94 (feet) COMP

OL0242 MODELED GRAV- 980,436.5 (mgal) NAVD 88

OL0242

OL0242 VERT ORDER - FIRST CLASS 0

OL0242

OL0242.The horizontal coordinates were scaled from a topographic map and have an estimated accuracy of +/- 6 seconds.

OL0242.

OL0242.The orthometric height was determined by differential leveling and adjusted in June 1991.

OL0242

OL0242.The geoid height was determined by GEOID09.

OL0242

OL0242.The dynamic height is computed by dividing the NAVD 88

OL0242.geopotential number by the normal gravity value computed on the  
 OL0242.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45  
 OL0242.degrees latitude (g = 980.6199 gals.).

OL0242

OL0242.The modeled gravity was interpolated from observed gravity values.

OL0242

OL0242;	North	East	Units	Estimated Accuracy
OL0242;SPC WI S	- 216,920.	781,090.	MT	(+/- 180 meters Scaled)

OL0242

SUPERSEDED SURVEY CONTROL

OL0242

OL0242.No superseded survey control is available for this station.

OL0242

OL0242\_U.S. NATIONAL GRID SPATIAL ADDRESS: 16TDP402644(NAD 83)

OL0242

OL0242\_MARKER: DB = BENCH MARK DISK

OL0242\_SETTING: 16 = (FASTENED TO) A METAL ROD WITH BASE PLATE BURIED/SCREWED

OL0242+WITH SETTING: INTO GROUND

OL0242\_STAMPING: H 132 1972

OL0242\_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

OL0242+STABILITY: SURFACE MOTION

OL0242

OL0242	HISTORY	- Date	Condition	Report By
OL0242	HISTORY	- 1972	MONUMENTED	NGS
OL0242	HISTORY	- 20021119	MARK NOT FOUND	USPSQD
OL0242	HISTORY	- 20040305	MARK NOT FOUND	USPSQD

OL0242

STATION DESCRIPTION

OL0242

OL0242'DESCRIBED BY NATIONAL GEODETIC SURVEY 1972

OL0242'1 MI N FROM CLEVELAND.

OL0242'ABOUT 1.0 MILE NORTH ALONG THE CHICAGO AND NORTH WESTERN RAILWAY

OL0242'FROM THE CROSSING OF STATE HIGHWAY 129 AT CLEVELAND, 221 FEET

OL0242'SOUTHEAST OF THE CENTER LINE OF U.S. HIGHWAY 141, 61 1/2 FEET

OL0242'WEST OF THE WEST RAIL, 8 FEET NORTH OF A LONE 28 INCH BEECH TREE,

OL0242'0.8 FOOT SOUTH OF A METAL WITNESS POST, 8 FEET ABOVE THE RAIL

OL0242'AND IS A DISK ON THE TOP OF A 5 1/2 FEET LONG COPPER COATED

OL0242'STEEL ROD THAT IS ATTACHED TO A METAL BASE PLATE. THE DISK

OL0242'IS FLUSH WITH THE LEVEL OF THE GROUND AND ENCASED IN A 6 INCH

OL0242'PIPE THAT PROJECTS 2 INCHES ABOVE THE LEVEL OF THE GROUND.

OL0242'SECTION 21, T17N, R23E

OL0242

OL0242 STATION RECOVERY (2002)

OL0242

OL0242'RECOVERY NOTE BY US POWER SQUADRON 2002 (DRB)

OL0242'NOT FOUND. STATE HIGHWAY 149 NO LONGER EXISTS - SUBSTITUTE WASHINGTON

OL0242'ROAD. U.S.HIGHWAY 141 IS NOW DAIRYLAND DRIVE. IT IS 1.3 MILES NORTH

OL0242'OF WASHINGTON ROAD AND 0.7 MILE NORTH OF NORTH AVENUE (CTH XX) ON

OL0242'DAIRLAND DRIVE.

OL0242

OL0242 STATION RECOVERY (2004)

OL0242

OL0242'RECOVERY NOTE BY US POWER SQUADRON 2004 (CLB)

OL0242'MARK NOT FOUND.

\*\*\* retrieval complete.

Elapsed Time = 00:00:03

4/20/12

DATASHEETS

# FLETCHER & SIPPEN LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix L

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Wisconsin Department of Administration  
Division of Intergovernmental Relations  
101 E Wilson St, 9th Floor  
Madison, WI 53703

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

**To Whom It May Concern:**

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental regulations, 49 C.F.R. § 1105, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may assist us in identifying any potential effects it may have on the following (to the extent they are within your area of expertise or authority):

1. Regional or local land use plans;
2. Regional or local transportation systems and patterns, including alternative transportation modes;
3. Energy consumption and efficiency;
4. Air emissions and noise levels;
5. Bodies of water and overall water quality under applicable federal, state or local standards;
6. Designated wetlands and 100-year flood plains;
7. Endangered or threatened species and critical habitats;
8. Wildlife sanctuaries or refuges and national or state parks or forests;

# FLETCHER & SIPPEL LLC

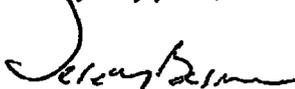
April 4, 2012  
Page 2

9. Prime agricultural land;
10. Existing or potential safety hazards;
11. Coastal Zone Management Areas; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act (33 U.S.C. §§ 1342, 1344).

Because of the limited nature of the proposed abandonment, we foresee no adverse environmental effects. We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance.

Very truly yours,



Jeremy M. Berman  
Attorney for Wisconsin Central Ltd.

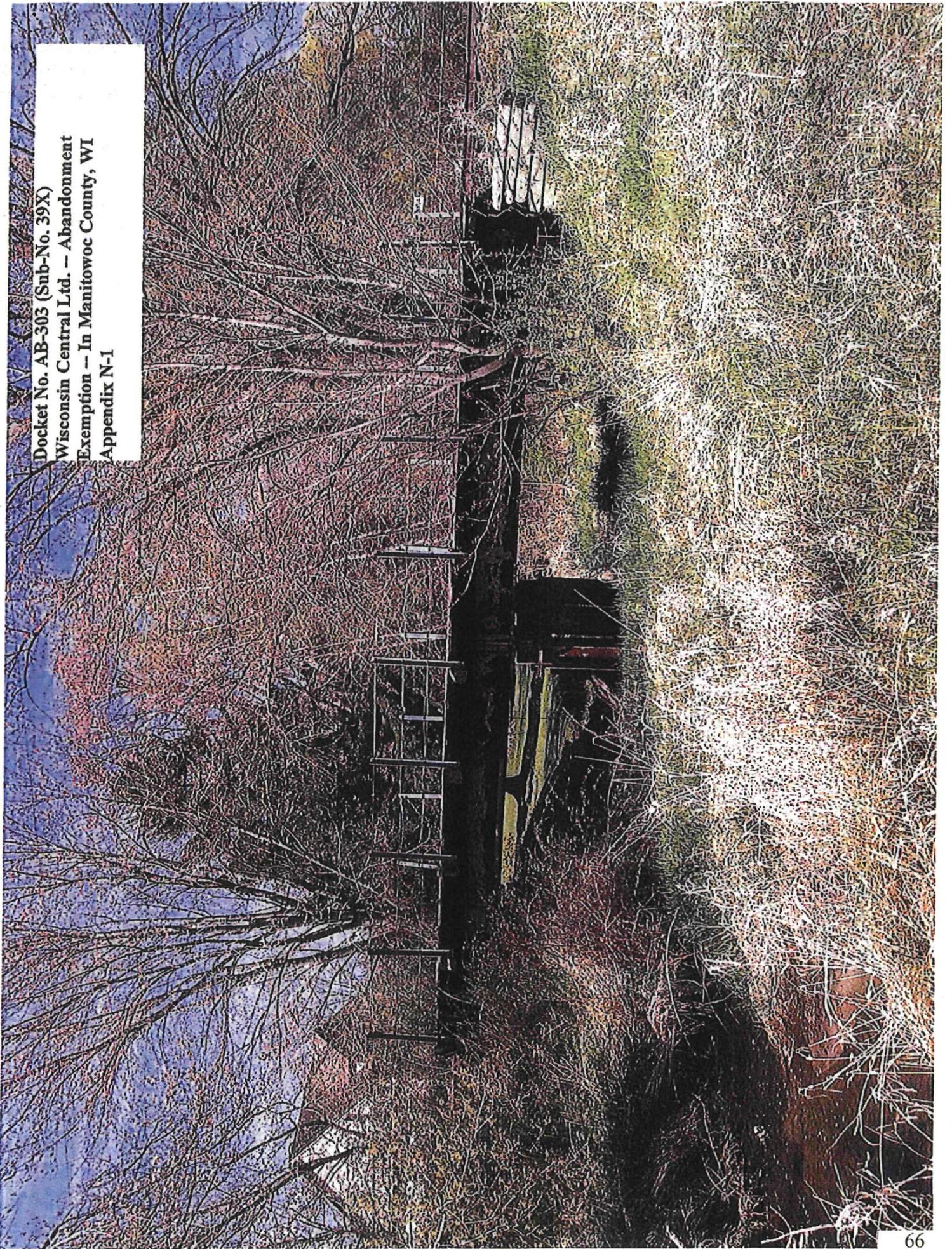
JMB:tjl

Attachment

Docket No. AB-303 (Sub-No. 39X)  
 Wisconsin Central Ltd. -- Abandonment  
 Exemption -- In Manitowoc County, WI  
 Appendix M

<u>Name/Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Built</u>	<u>Photograph</u>
Bridge 2054/ MP 63.75	Steel I-beam	40'	unknown	Appendix N-1
Bridge 2059/ MP 64.55	Timber pile	80'	1944	Appendix N-2
Bridge 2060/ MP 65.67	Steel deck plate girder	40'	1918	Appendix N-3
Bridge 2061/ MP 66.07	Steel deck plate girder	45'	1913	Appendix N-4
Bridge 2066/ MP 67.55	Steel deck plate girder, 2-span	80'	1917	Appendix N-5
Bridge 2069/ MP 68.35	Timber	15'	1946	Appendix N-6

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-1



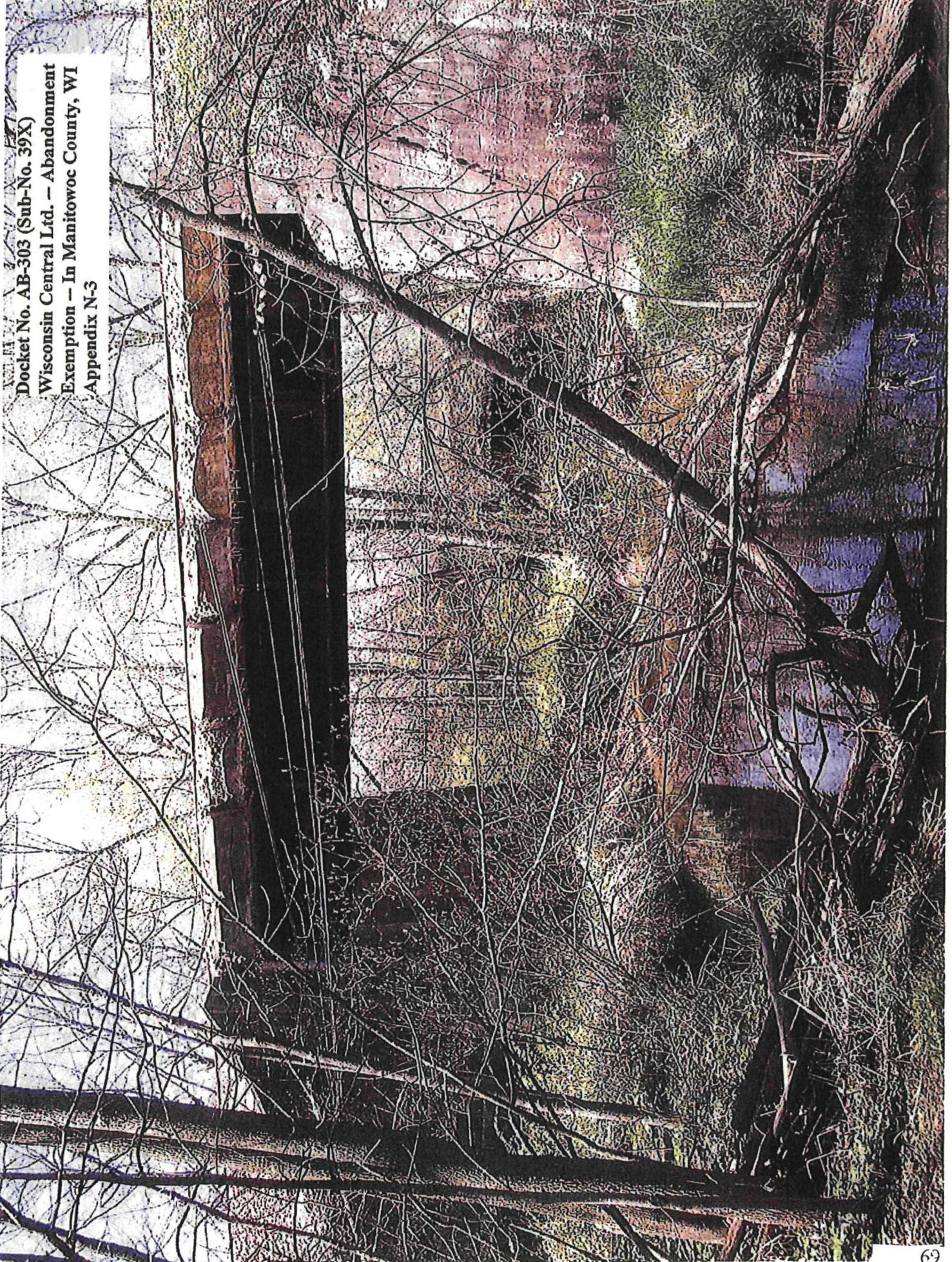
Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-2



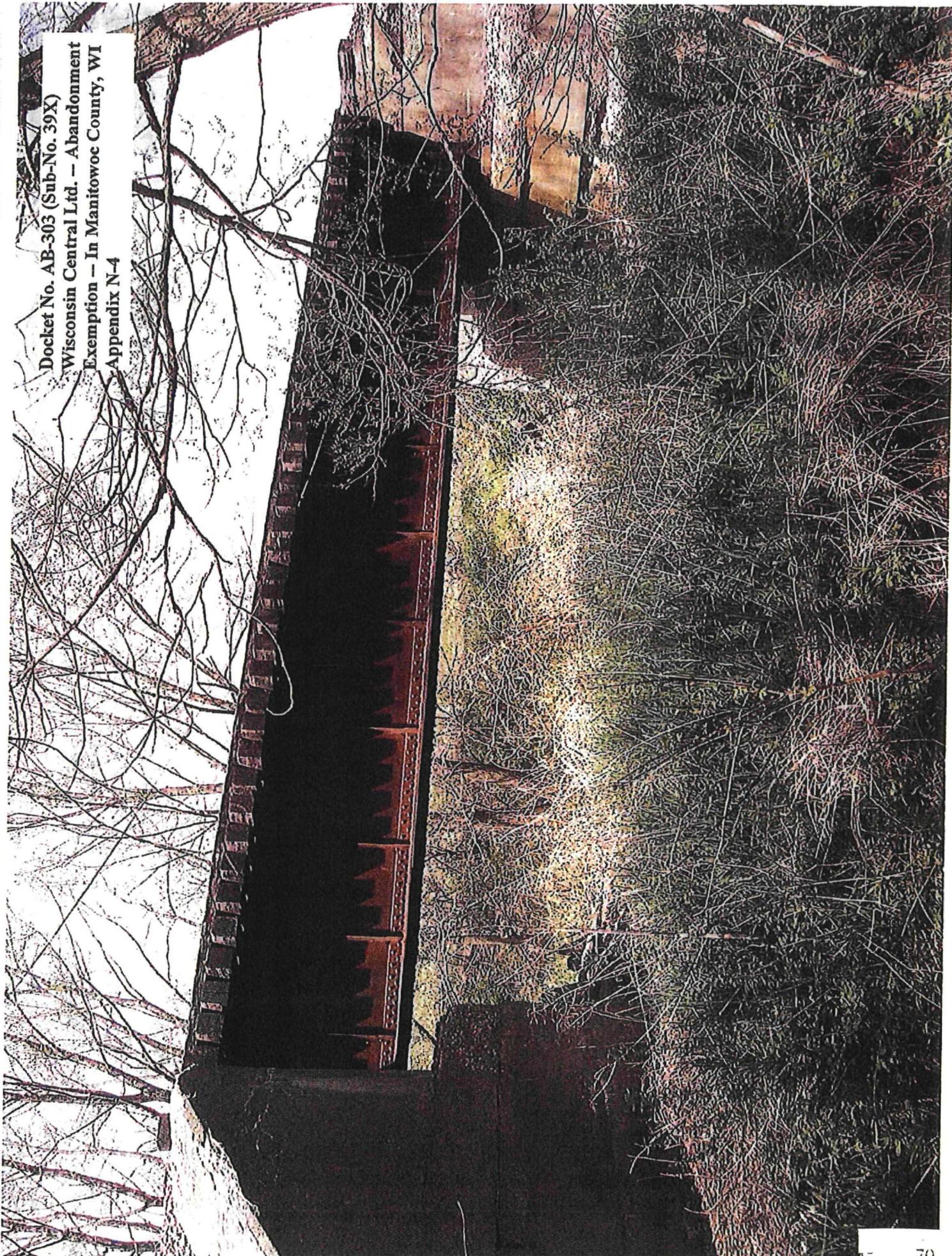
Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-2



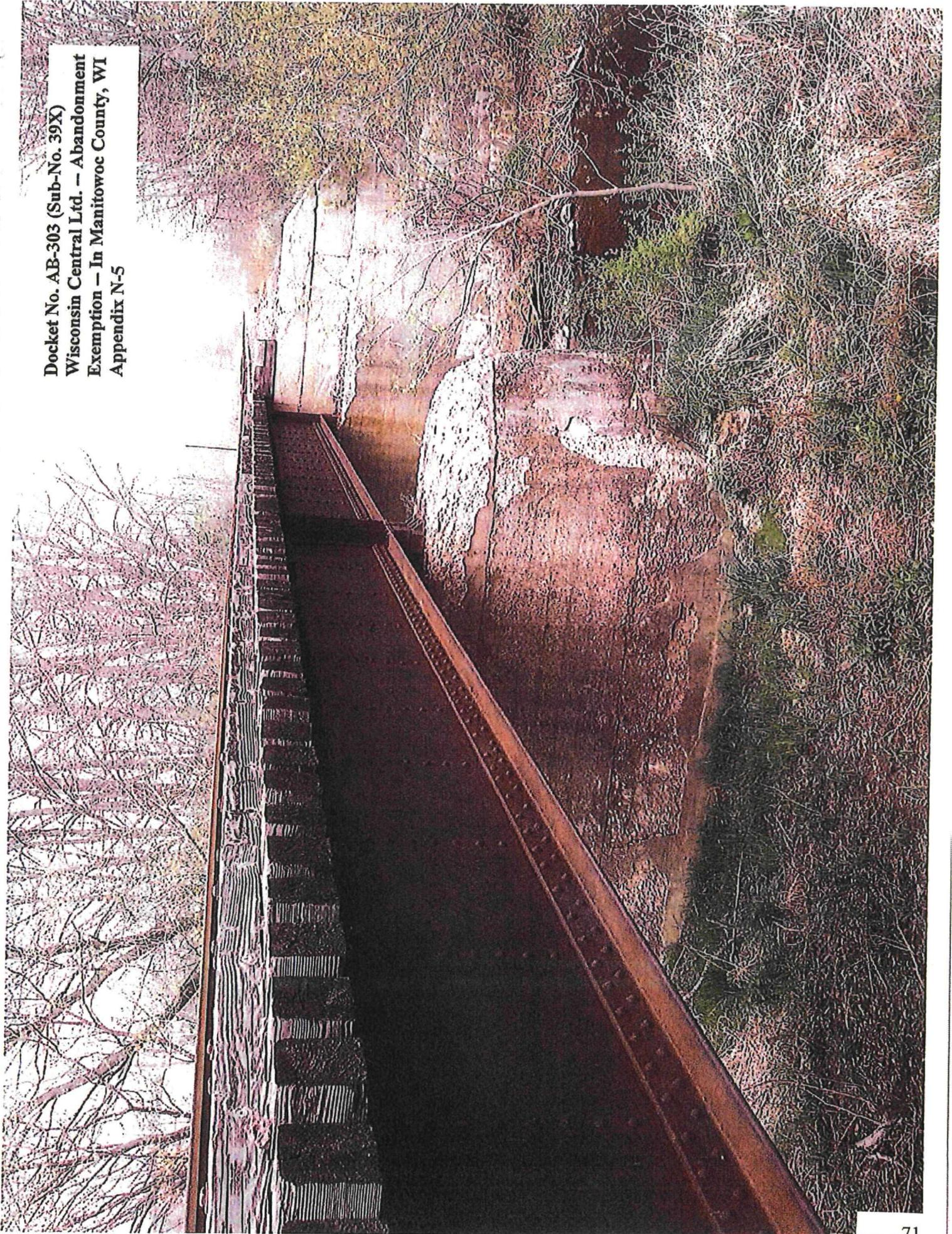
Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-3



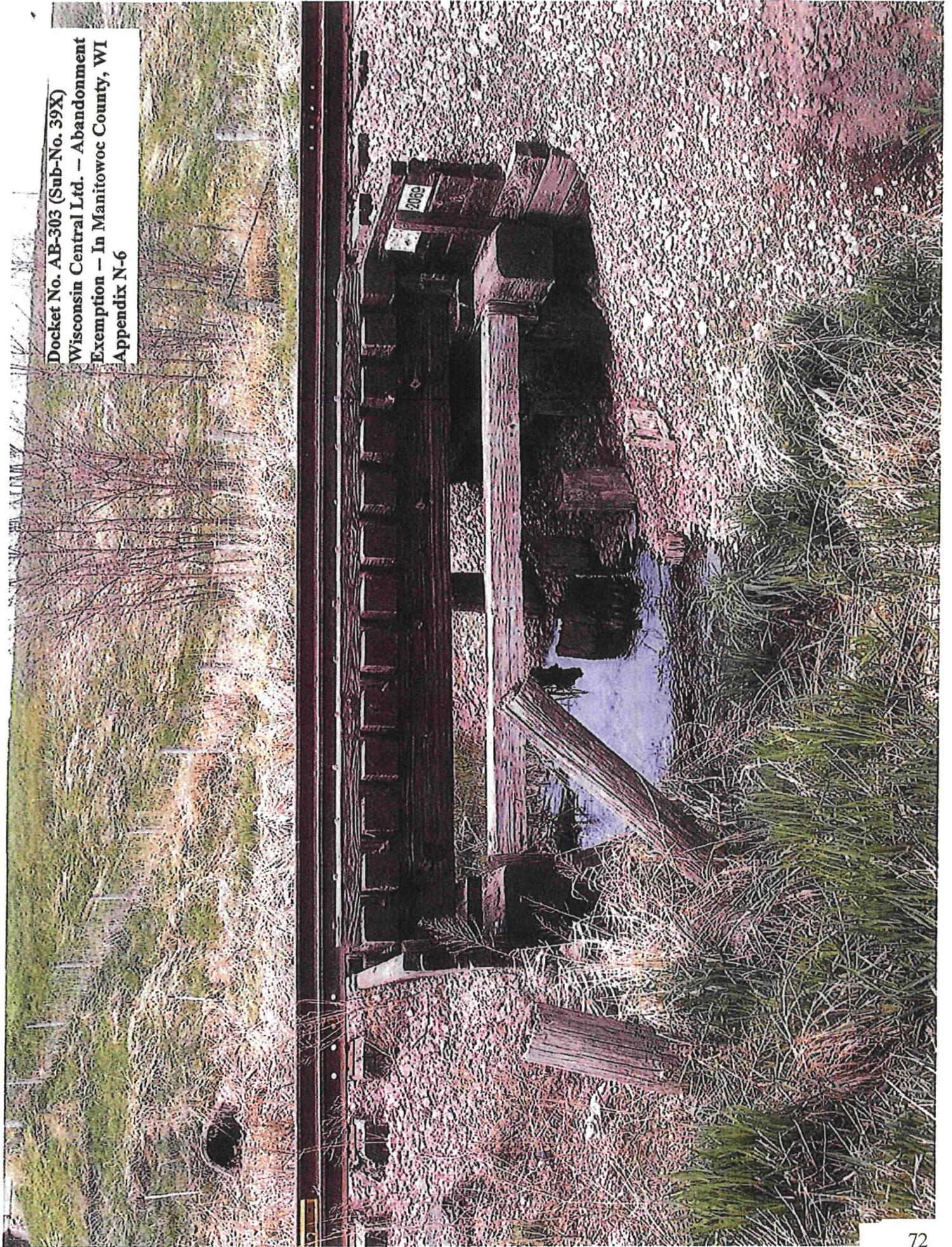
Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-4



Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix N-5



Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. - Abandonment  
Exemption - In Manitowoc County, WI  
Appendix N-6



# FLETCHER & SIPPEL LLC

ATTORNEYS AT LAW

29 North Wacker Drive  
Suite 920  
Chicago, Illinois 60606-2832

JEREMY M. BERMAN  
(312) 252-1510  
jberman@fletcher-sippel.com

Docket No. AB-303 (Sub-No. 39X)  
Wisconsin Central Ltd. -- Abandonment  
Exemption -- In Manitowoc County, WI  
Appendix O

Phone: (312) 252-1500  
Fax: (312) 252-2400  
www.fletcher-sippel.com

April 4, 2012

Dr. Michael E. Stevens  
State Historic Preservation Officer  
Wisconsin Historical Society  
816 State Street, Room 308  
Madison, WI 53706-1482

Re: **Docket No. AB-303 (Sub-No. 39X)**  
**Wisconsin Central Ltd. -- Abandonment**  
**Exemption -- In Manitowoc County, WI**

Dear Dr. Stevens:

On or about May 14, 2012, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board a notice of exemption for the abandonment of WCL's line of railroad, referred to herein as the Newton-Cleveland Line, extending from Milepost 69.0 in Newton, Wisconsin to the end of WCL's ownership at Milepost 62.2 in Cleveland, Wisconsin, a distance of approximately 6.8 miles in Manitowoc County, Wisconsin. The notice of exemption will be filed pursuant to 49 C.F.R. § 1152.50(b), covering abandonment of rail lines over which no local traffic has moved during at least the previous two years. No traffic has moved on the Newton-Cleveland Line since March, 2009. A map showing the location of the Newton-Cleveland Line is attached for your reference. After abandonment, WCL will remove rail and track materials from the line.

In accordance with the Board's environmental and historic preservation regulations, 49 C.F.R. § 1105.8, we are advising you of the proposed abandonment of the Newton-Cleveland Line so that you may determine whether this action will have any effect on any historic structures or sites. There are no railroad buildings on the line to be abandoned. WCL believes that there are five bridges on the Newton-Cleveland Line which are 50 years old or older. Information on and photographs of these bridges will be forwarded to you with the Environmental/Historic Report referenced below. WCL does not believe that any of the bridges are rare in character or of historic significance. Moreover, the bridges will not be removed or disturbed in connection with the proposed abandonment. Thus, abandonment should result in no adverse effect on these structures. WCL also is unaware of any historic sites involved in the proposed abandonment.

# FLETCHER & SIPPEL LLC

Dr. Michael E. Stevens

April 4, 2012

Page 2

We would appreciate your review of the proposed action and provision of any comments you may have in a written response as soon as possible. Any written comments should reference Docket No. AB-303 (Sub-No. 39X) and be sent to the undersigned, as counsel for WCL.

In accordance with the Board's regulations, a copy of the Environmental/Historic Report prepared in connection with this abandonment will be forwarded to you at least twenty days before WCL's notice of exemption is filed at the Board. If you have any questions or need additional information in the meantime, please feel free to contact me at 312-252-1510. Thank you for your assistance on this matter.

Very truly yours,



Jeremy M. Berman

Attorney for Wisconsin Central Ltd.

JMB:tjl

Attachment

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

DOCKET NO. AB-303 (SUB-NO. 39X)

WISCONSIN CENTRAL LTD.  
-- ABANDONMENT EXEMPTION --  
MANITOWOC COUNTY, WISCONSIN

---

**CERTIFICATION OF SERVICE AND PUBLICATION  
PURSUANT TO  
49 C.F.R. § 1105.7(b) AND 49 C.F.R. § 1105.12**

I, Jeremy M. Berman, an attorney for Wisconsin Central Ltd., hereby certify as follows:

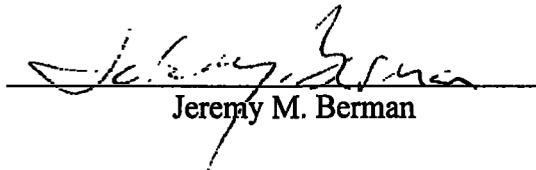
1. Wisconsin Central Ltd. has consulted with all appropriate agencies in preparing the foregoing Environmental/Historic Report and on April 27, 2012 a copy of the foregoing report was served by first class mail, postage prepaid, upon each of the agencies identified in Appendix P-1 as designated in 49 C.F.R. § 1105.7(b).

2. I have contacted the following newspaper of general circulation for the county in which the rail line to be abandoned in this proceeding is located, and arranged for the publication of a Notice of Intent to Abandon pursuant to 49 C.F.R. § 1105.12:

Manitowoc County - *The Herald-Times Reporter*  
902 Franklin St.  
Manitowoc, Wis. 54220-4514

3. The Notice of Intent to Abandon was published in *The Herald-Times Reporter* on April 27, 2012.

4. Proof of publication from *The Herald-Times Reporter* is attached hereto as Appendix P-2.

  
\_\_\_\_\_  
Jeremy M. Berman

Dated: May 24, 2012

Wisconsin Department of Administration  
Division of Intergovernmental Relations  
101 E Wilson St, 9th Floor  
Madison, WI 53703

Wisconsin Department of Natural Resources  
DNR Northeast Region Headquarters  
2984 Shawano Ave.  
Green Bay, Wisconsin 54313-6727

Wisconsin Coastal Management Program  
Department of Administration  
101 East Wilson Street, 10th Floor  
Madison, WI 53708

Mr. Bob Ziegelbauer  
Manitowoc County Executive  
Manitowoc County Courthouse  
1010 S. 8th St.  
Manitowoc, WI 54220

Mr. Kenneth A. Westlake  
Chief, NEPA Implementation Section  
US EPA Region 5  
77 West Jackson Blvd.  
Chicago, IL 60604

Mr. Peter J. Fasbender  
Field Supervisor  
Wisconsin Ecological Services Office  
U.S. Fish & Wildlife Service  
2661 Scott Tower Drive  
Green Bay, WI 54229-9565

U.S. Army Corps of Engineers  
Green Bay Field Office  
211 N. Broadway, Ste. 221  
Green Bay, WI 54303

National Park Service  
Department of Interior  
1849 C Street, N.W.  
Washington, DC 20240

Mr. Nicholas Besasie  
Soil Conservationist  
National Resource Conservation Service  
4319 Expo Drive  
Manitowoc, WI 54221-0578

Mr. Simon Monroe  
Geodetic Technician  
National Geodetic Survey  
SSMC-3, #9202  
1315 East-West Highway  
Silver Springs, MD 20910-3282

Mr. Mark Wolfgram  
Administrator, Division of Transportation  
Investment Management  
Wisconsin Department of Transportation  
Transit, Local Roads, Rails & Harbors  
Bureau  
4802 Sheboygan Avenue  
Madison, Wisconsin 53707-7910

Dr. Michael E. Stevens  
State Historic Preservation Officer  
Wisconsin Historical Society  
816 State Street, Room 308  
Madison, WI 53706-1482

**PROOF OF PUBLICATION NOTICE**

**WISCONSIN CENTRAL LTD - ABANDONMENT OF A 6.8 MILE LINE OF  
RAILROAD BETWEEN RAILROAD MILEPOST 69.0 IN NEWTON, WI  
FLETCHER & SIPPEL LLC**

**STATE OF WISCONSIN,**

**SS.**

**Manitowoc County.**

**Personally appeared before me**

**LOWELL JOHNSON**

**who, being duly sworn, says that he is**

**GENERAL MANAGER**

**of The**

**HERALD-TIMES-REPORTER, a daily newspaper,**

**printed and published at the City of Manitowoc, in**

**said county, and that the notice, a printed copy of**

**which is hereunto annexed, is taken from said**

**paper, in which it was published ONCE**

**the 27 day of APRIL**

**2012**



**Subscribed and sworn to before me this 30 day of**

**A.D. 2012**



**COMMISSION EXPIRES**

**NOTICE**  
Wisconsin Central Ltd. gives notice that on or after May 17, 2012 it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F-Exempt Abandonments permitting the abandonment of a 6.8 mile line of railroad between railroad milepost 69.0 in Newton, WI and milepost 62.2 in Cleveland, WI, traversing United States Postal Service ZIP Codes 53015 and 53063 in Manitowoc County, WI. The proceedings will be docketed as No. AB 303 (Sub-No 39X).  
The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC 20423 or by calling that office at 202-245-0295. Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, 395 E. Street, SW, Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR 1104.12 (a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs & Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Fletcher & Sippel L.L.C., Attention: Jeremy M. Berman, 29 N. Wacker Dr., Suite 920, Chicago, IL 60606. WNAJLP April 27, 2012