Appendix E

Coastal Resources Consultation

E-1 – USFWS CBRA Consultation

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Twin Cities Field Office
4101 American Blvd E.
Bloomington, Minnesota 55425-1665

July 12, 2013

Kandice Krull
U.S. Department of Transportation
Federal Aviation Administration
Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, Minnesota 55450

RE: FWS No. 03E19000-2013-CPA-0062

Dear Ms. Krull:

This letter is in response to Mr. Chris Hugunin's May 1, 2013, request for Federal Project Consistency Consultation and concurrence for the Sky Harbor Airport Obstruction Removal Project under the Coastal Barrier Resource System Act of 1982 (CBRA). This letter was received in our office on May 3. I am not aware of any other correspondence between your office and the Twin Cities Field Office, other than a letter dated June 10, which was addressed to our Regional Office. Our guidance on CBRA consultations does not specify firm timelines unless the request is related to FEMA disaster assistance projects.

Our comments are made pursuant to Section 6 of the CBRA, which requires federal agencies to consult with the Secretary of the Interior before making federal expenditures or financial assistance available within the Coastal Barrier Resources System (System). The Secretary has delegated his consultation responsibility to the U.S. Fish and Wildlife Service (Service). The Service's response to this consultation is in the form of an opinion only. The federal action agency retains the responsibility for complying with the provisions of the CBRA.

The Sky Harbor Airport property located in Duluth, Minnesota, is within Unit MN-01 of the John H. Chafee Coastal Barrier Resources System. The map used to verify this was created on April 6, 2009 (modified on March 10, 2011),

The map is available at *http://www.fws.gov/CBRA/Maps/Locator/MN.pdf.*

The proposed project includes the shortening and slight realignment of the Sky Harbor Airport runway to accommodate safety concerns, while minimizing impacts to the Minnesota Point Pine Forest Scientific Natural Area. Portions of the old runway and taxiway that are not within the new alignment will be removed with the proposed project.

The Federal Aviation Administration (U.S. Department of Transportation) requested our concurrence with the determination that the proposed project qualifies for federal funding as an exception under 16 U.S.C. § 3505 (a)(3) since the expenditure is for:

> The maintenance, replacement, reconstruction, or repair, but not the expansion, of publicly owned or publicly operated roads, structures, or facilities that are essential links in a larger network or system.

The purposes of the CBRA are to minimize the loss of human life, wasteful expenditure of Federal revenues, and damage to fish, wildlife, and other natural resources associated with units of the System. It is the Service's opinion that this project complies with the purposes of the Act, and we concur that this project is exempt under 16 U.S.C. § 3505(a)(3).

If you have any questions, or if we can be of further assistance, please contact me or Andrew Horton, staff biologist, at 612-725-3548 (ext. 2208).

Sincerely,

(TAMARA SMITH) Acting for

Tony Sullins
Field Supervisor

Appendix F

USDA Consultation

USDA

United States Department of Agriculture

Animal and Plant Health Inspection Service

Wildlife Services

St. Paul Downtown Airport
644 Bayfield Street, Suite 215
Saint Paul, MN 55107
Ph: 651-224-6027
Fax: 651-224-4271

March 28, 2011

Ms. Kaci Nowicki
Aviation Planner
SEH
3535 Vadnais Center Drive
Saint Paul, MN 55110

Dear Ms. Nowicki,

This letter is in response to your request to examine the potential wildlife hazards related to the proposed obstruction removal project and subsequent runway relocation and alignment at the Duluth Sky Harbor Airport (DYT) in Duluth, Minnesota.

The recommendations and information contained in this letter constitute the Initial Consultation provided to SEH by Wildlife Services (WS). Wildlife hazard management recommendations made in this letter are based upon the information provided to WS and are limited in scope.

After reviewing the provided documents, proposed alternatives 12 or 13 are unlikely to increase the wildlife hazards present at DYT. The changes proposed in both alternatives would have little effect on hazardous wildlife use of the airport and surrounding area. Hazardous wildlife use at DYT is not likely to increase from alternatives 12 or 13.

For a short period, dredging operations may attract water birds such as gulls and could pose a hazard should the airport remain open during construction of the runway. Airport employees should take the necessary action to harass and utilize lethal control to help mitigate this hazard during this phase of construction. Although this could create a potential hazard, bird activity should return to normal levels following completion of dredging/construction operations.

Although the proposed alternatives are not likely to increase wildlife hazards at DYT, hazardous wildlife are found on and around the airfield. A wildlife monitoring program and an aggressive wildlife harassment/dispersal program should be in place at the airfield. A zero tolerance policy should be implemented for hazardous wildlife on the airfield and in water areas in the approach and departure airspace. The Duluth Airport Authority holds federal and State depredation permits to remove gulls, Canada geese, and swallows. DYT should continue to use lethal control as needed to reduce the likelihood of a strike and to reinforce nonlethal harassment. Airport employees should be knowledgeable in bird and mammal identification and be trained in the use of pyrotechnics (specialized fireworks) and other means of dispersing/removing wildlife posing a threat to aircraft. Wildlife observed, their numbers, locations and any action taken should be documented in a wildlife log and

maintained at the airport. Training of airport employees in wildlife identification and various wildlife harassment techniques can be provided by USDA-Wildlife Services.

This letter concludes the Initial Consultation phase of our involvement. Further involvement of WS with DYT and SEH in evaluating and mitigating wildlife hazards would be conducted upon request and, as negotiated and described in a funded Cooperative Service Agreement between WS and DYT/SEH. Activities such as the development of a Wildlife Hazard Assessment, development of a Wildlife Hazard Management Plan, training and conduct of direct wildlife management programs, could be conducted by WS or qualified personnel from various private sources. DYT/SEH is not required to enter into an agreement with WS, nor is WS the sole source for these services.

Feel free to contact the USDA Wildlife Services office at 651-224-6027 if you have any questions concerning these recommendations.

Sincerely,

Alan K. Schumacher
Wildlife Biologist

cc:
G. Nohrenberg, USDA-WS, St. Paul, MN
G. Orcutt, FAA, Minneapolis, MN

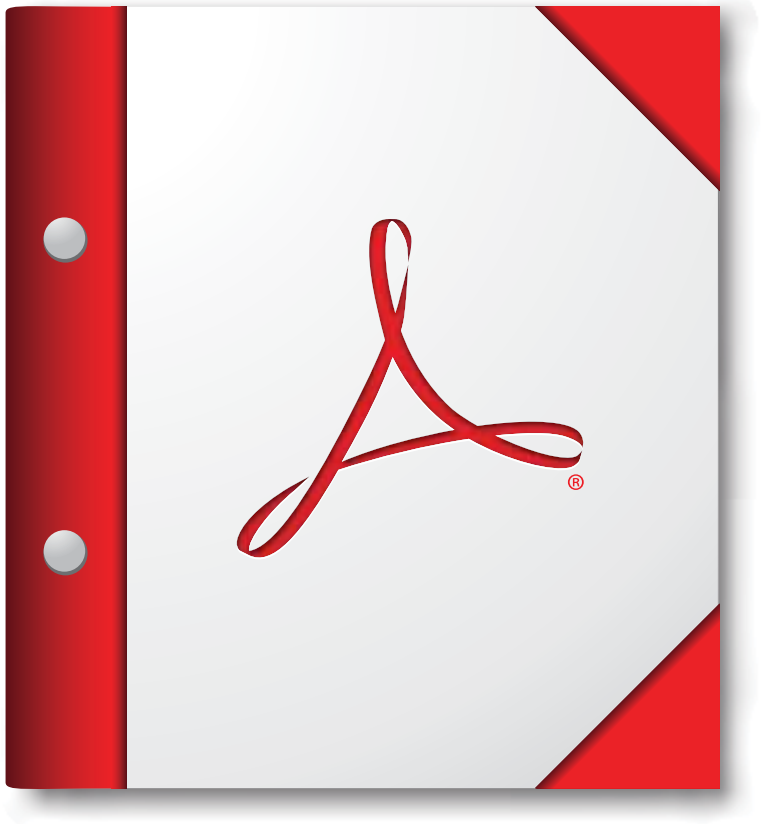
Appendix G

USACE Anchorage Area Correspondence

G-1 – 2011 Correspondence

G-2 – 2012 Correspondence

G-3 – 2014 Correspondence



For the best experience, open this PDF portfolio in Acrobat X or Adobe Reader X, or later.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Minneapolis Airports District Office
6020 28th Ave S, Room 102
Minneapolis, MN 55450

March 6, 2012

Mr. Kevin Biami
USCGC Alder (WLB-216)
1201 Minnesota Avenue
Duluth, MN 55802

Re: Potential Impact to Anchorage Area as a result of the Sky Harbor Airport Obstruction Removal Project, Duluth, MN

Dear Mr. Biami:

The Sky Harbor Airport (Airport) in Duluth, Minnesota is working through the NEPA process to resolve airspace obstructions. The identified obstructions include old growth trees within a state designated Scientific Natural Area (SNA).

The Airport is studying various alternatives to resolve the obstructions while limiting impacts to the SNA. One of the alternatives being considered is shifting the runway (see attached figure). This alternative will require filling in a portion of the harbor and restricting a portion of the anchorage area to ensure safety for both airplanes and boats.

In coordination with the US Army Corps of Engineers Detroit District, we became aware of the possibility to issue a Notice to Navigation Interests to restrict a portion of the anchorage area. A permanent fix, deauthorization of a portion of the anchorage area, requires congressional action which could be a long and arduous process that takes longer than the NEPA process. Therefore, we are proposing to proceed with the Notice to Navigation Interests to protect the area once the runway is constructed and pursuing the deauthorization as a long term solution.

The point of this letter is to gather written concurrence with the proposed restriction of the anchorage area. Please let me know if you have any issues or concerns with proposal. I would appreciate a written response by letter or email (kandice.krull@faa.gov) by April 6, 2012.

Sincerely,

Original Signed By:
Kandice Krull

Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-253-4639

Cc: Mr. Steven Brossart, US Army Corps of Engineers, Detroit District
Mr. Daryl Wierzbinski, US Army Corps of Engineers, St Paul District
Mr. Brian Grefe, Duluth Airport Authority
Mr. Brian Madsen, Sky Harbor Airport Manager
Mr. Brian Ryks, Duluth Airport Authority
Mr. Gene Scott, Mn/DOT
Ms. Kaci Nowicki, SEH

Enclosure

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Minneapolis Airports District Office
6020 28th Ave S, Room 102
Minneapolis, MN 55450

March 6, 2012

Mr. Steven Brossart,
US Army Corps of Engineers
Duluth Area Office
600 Lake Avenue South
Duluth, MN 55802

Re: Potential Impact to Anchorage Area as a result of the Sky Harbor Airport Obstruction Removal Project, Duluth, MN

Dear Mr. Brossart:

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Kandice Krull

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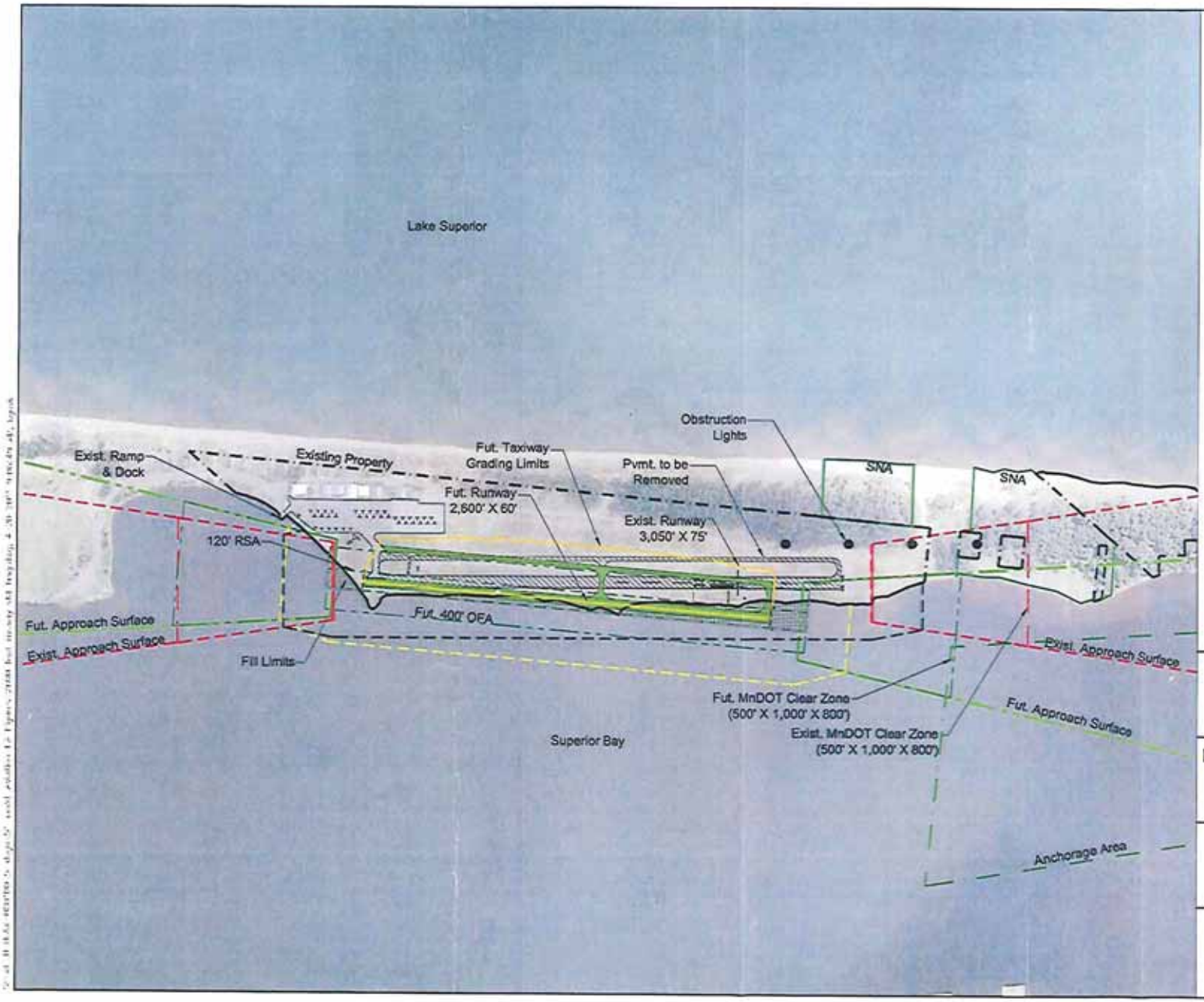
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-253-4639

Cc: Mr. Kevin Biami, US Coast Guard
Mr. Daryl Wierzbinski, US Army Corps of Engineers, St Paul District
Mr. Brian Grefe, Duluth Airport Authority
Mr. Brian Madsen, Sky Harbor Airport Manager
Mr. Brian Ryks, Duluth Airport Authority
Mr. Gene Scott, Mn/DOT
Ms. Kaci Nowicki, SEH

Enclosure



Legend

- 300' Runway Shift (2,600' Runway)
- Future Graded RSA Fill
- Exist./Fut/ Threshold Lights
- Exist./Fut/ REILs
- Exist./Fut/ PAPIs

Drawing Scale in Feet
0 300 600 900

Alternative 5a (Short):
5.0° Rotation - 2,600' Runway

ENVIRONMENTAL ASSESSMENT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ®

SEH

Project Number
ADULAI0801.00

Figure
2-3

From:	Kandice.Krull@faa.gov
To:	Edward.M.Parzych@usace.army.mil; twerner@duluthairport.com
Cc:	knowicki@sehinc.com; akramer@sehinc.com
Subject:	RE: Duluth Sky Harbor Airport (UNCLASSIFIED)
Date:	09/15/2014 08:25 AM
Attachments:	Anchorage Letter - Corps.doc Corps-USCG Anchorage Letter.doc

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Good Morning Edward,

The issue with the anchorage area came up during one of the agency meetings back in 2012. We worked with a Mr. Steven Brossart from your office in determining the ways that we could address the potential impact to the anchorage area. Mr. Brossart informed us of the possibility of having the Coast Guard issue a Notice to Navigation Interests to restrict the usage of a portion of the anchorage area while the Airport Sponsor works on a permanent fix (deauthorization of the anchorage area). We notified both Mr. Brossart and the US Coast Guard of our intention to proceed with the Notice to Navigation Interests once the runway was constructed to protect the area until the deauthorization could be completed.

Attached are the letters that were sent to your office.

Please let me know if there are any issues with this plan of action.

Thanks so much
Kandice

-----Original Message-----
From: Parzych, Edward M LRE [mailto:Edward.M.Parzych@usace.army.mil]
Sent: Tuesday, August 19, 2014 4:06 PM
To: twerner@duluthairport.com; Krull, Kandice (FAA)
Subject: RE: Duluth Sky Harbor Airport (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

ALCON,

The U.S. Army Corps of Engineers, Detroit District, Duluth Area Office has a concern over the possibility of planes striking ships that may be located in the adjacent anchorage basin. What elevations would planes be at as they enter the anchorage basin, specifically the north west corner of the basin? Are there notices given to planes given the possibility of there being ships at anchor adjacent to the proposed runway re-alignment?

Edward Parzych
Construction Representative
U.S. Army Corps of Engineers
Detroit District, Duluth Area Office
600 Lake Ave. So.
Duluth, MN 55802

Voice - 218.720.5260 x-35262
Mobile - 218-343-5461
Fax - 218.720.5270

Classification: UNCLASSIFIED
Caveats: NONE

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Minneapolis Airports District Office
6020 28th Ave S, Room 102
Minneapolis, MN 55450

March 6, 2012

Mr. Steven Brossart,
US Army Corps of Engineers
Duluth Area Office
600 Lake Avenue South
Duluth, MN 55802

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Sincerely,

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Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-253-4639

Cc: Mr. Kevin Biami, US Coast Guard
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Mr. Brian Grefe, Duluth Airport Authority
Mr. Brian Madsen, Sky Harbor Airport Manager
Mr. Brian Ryks, Duluth Airport Authority
Mr. Gene Scott, Mn/DOT
Ms. Kaci Nowicki, SEH

Enclosure

U.S. Department
of Transportation
**Federal Aviation
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Great Lakes Region
Minneapolis Airports District Office
6020 28th Ave S, Room 102
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March 6, 2012

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US Army Corps of Engineers
Duluth Area Office
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Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
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Cc: Mr. Kevin Biami, US Coast Guard
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Mr. Brian Grefe, Duluth Airport Authority
Mr. Brian Madsen, Sky Harbor Airport Manager
Mr. Brian Ryks, Duluth Airport Authority
Mr. Gene Scott, Mn/DOT
Ms. Kaci Nowicki, SEH

Enclosure

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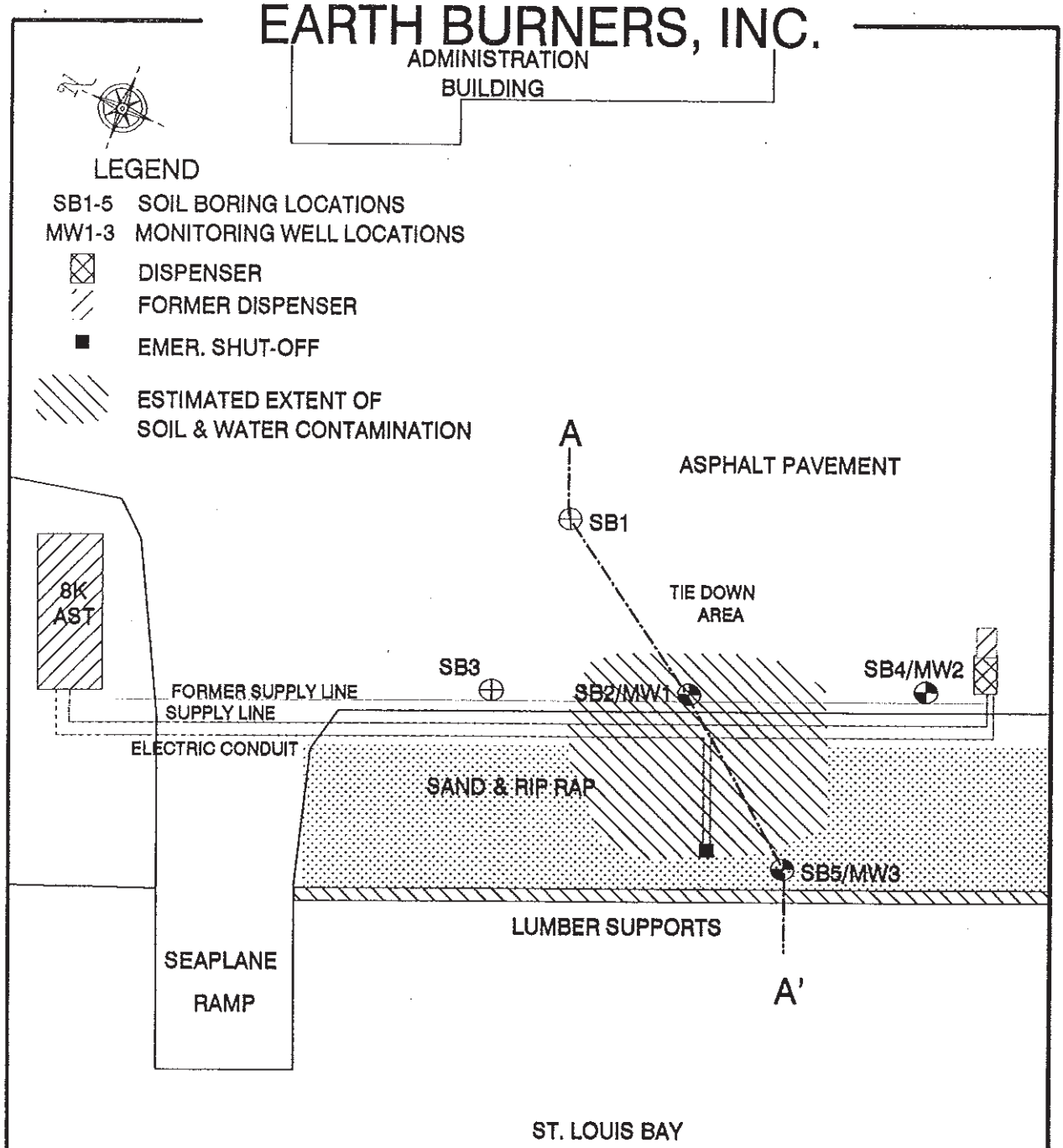
Appendix H

Soil Boring, Monitoring Well, and Fuel Leak Locations

EARTH BURNERS, INC.



SKY HARBOR SITE LAYOUT AND SOIL BORING LOCATION

FIGURE 2

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Appendix I

Cultural and Archaeological Resources

I-1 – SHPO Correspondence - 2011

I-2 – Cultural Resources Phase I Survey

I-3 – Cultural Resources Literature Review

I-4 – SHPO Correspondence - 2014

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Minneapolis Airports District Office
6020 28th Ave S, Room 102
Minneapolis, MN 55450

August 17, 2011

Ms. Mary Ann Heidemann
Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Boulevard West
St Paul, MN 55102

Re: Determination of Effect for the Duluth Sky Harbor Airport Improvement Project

Dear Ms. Heidemann:

The Federal Aviation Administration (FAA) determined that a Section 106 finding of a *No Historic Properties Affected* is applicable for the Duluth Sky Harbor Airport improvement project. The FAA respectfully requests the Minnesota State Historic Preservation Office to provide written concurrence with the Section 106 determination of *No Historic Properties Affected*.

If you have any comments, questions, or concerns regarding the analyses and conclusions that were used to determine potential effects on historic, cultural, and archaeological resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Original Signed By:
Kandice Krull

Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-713-4362

Cc: Ms. Kelly Henry, SEH

Enclosure: No Historic Properties Affected Finding

FEDERAL AVIATION ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1) for the
DULUTH SKY HARBOR AIRPORT IMPROVEMENT PROJECT

1. DESCRIPTION OF THE UNDERTAKING

The Duluth Sky Harbor Airport (Airport) is owned by the City of Duluth and operated by the Duluth Airport Authority. The Airport is located approximately five miles south of downtown Duluth on Minnesota Point (also known as Park Point). The Airport has both a paved runway and a water based landing facility that is able to support a variety of aircraft including aircraft with wheel-type landing gear, amphibian (land and water) landing gear, floats (water only), as well as skis (snow and ice).

The Airport currently does not meet safety standards due to obstructions to the approach airspace. As an interim fix, the Airport displaced the threshold to Runway 32 and relocated the runway lights accordingly. Though these interim conditions temporarily mitigate the safety hazards, they do not meet the needs of the Airport.

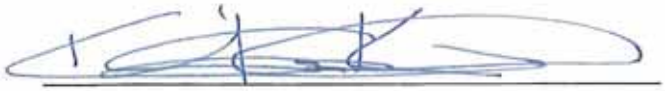
There are currently four alternatives being considered to correct the deficiencies at the Airport. Three of the alternatives include runway work (potential shift and shortening) and potential obstruction removal (tree cutting/trimming).

2. AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is the area or areas an undertaking may directly or indirectly affect any historic resource, if such resources exist. The APE (Appendix A) for this project includes the area around and adjacent to the existing location of the Airport and incorporates areas slated for ground disturbance for each alternative being considered and the viewshed of the Airport.

3. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The Duluth Archaeology Center (DAC) completed a *Phase IA Archaeological Survey* in 2009 (Appendix B). The search area included Section 18 of Township 49N, Range 13W in St Louis County. As part of this survey, DAC completed background research at the Minnesota State Historic Preservation Office (SHPO), reviewed previously identified archaeological sites and inventoried architectural properties within one mile of the airport, and consulted multiple documentary sources (published books, newspaper clippings, and unpublished manuscripts) and the Fond du Lac Band of Lake Superior Chippewa. In addition, DAC completed field surveys to locate previously unidentified archaeological and architectural resources. Aboveground structures were noted but not analyzed for historical context in this study.



Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration
Minneapolis Airport District Office

8/17/11

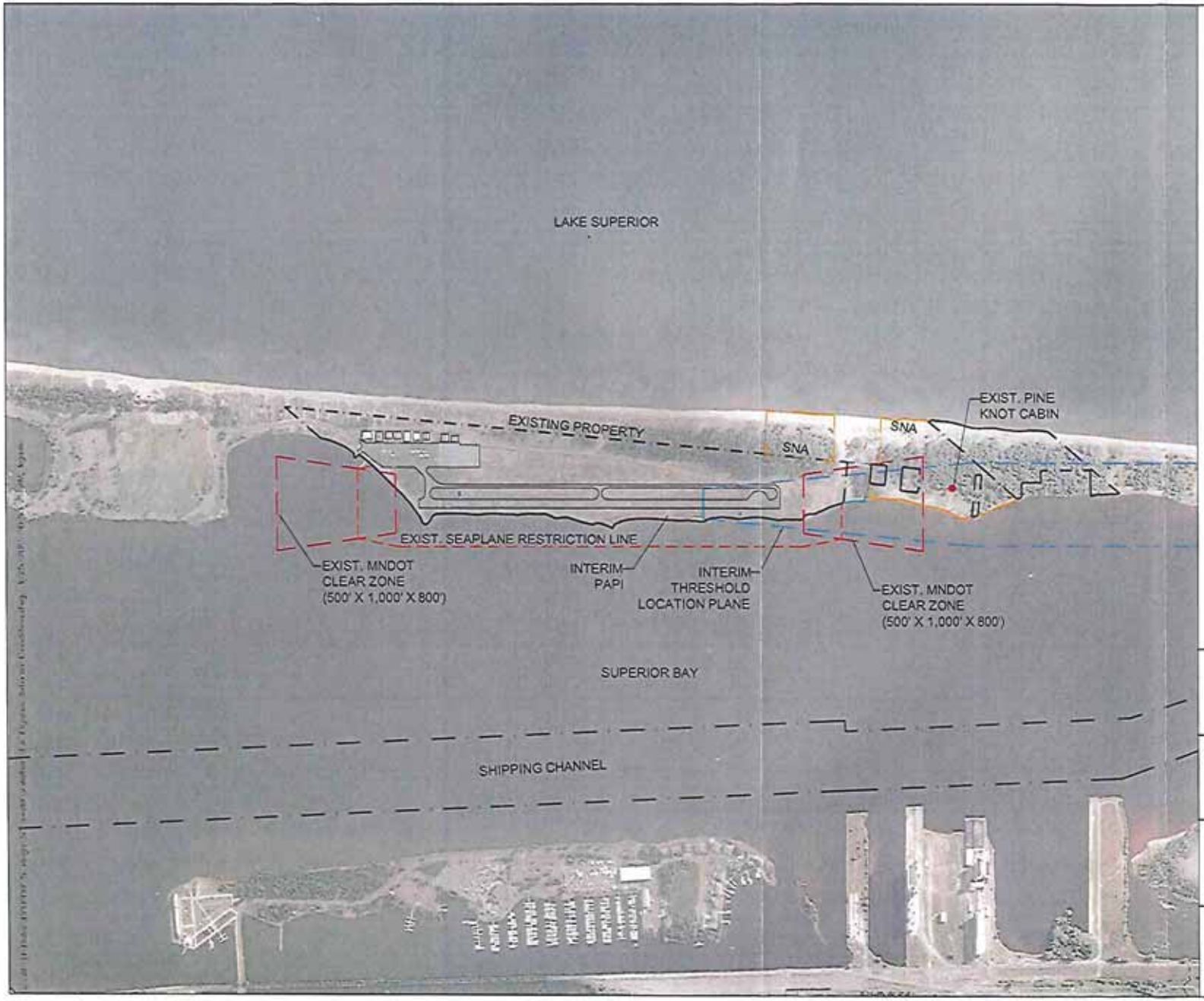
Date

Appendix A

Google

Appendix B

Appendix C



Legend

- Existing Fee Property
- Existing Avigation Easement
- Minnesota Point SNA
- Existing MNDOT Clear Zone
- Interim Threshold Location Plane

Drawing Scale In Feet
0 400 800 1200

No Action Alternative:
Maintain Interim Conditions

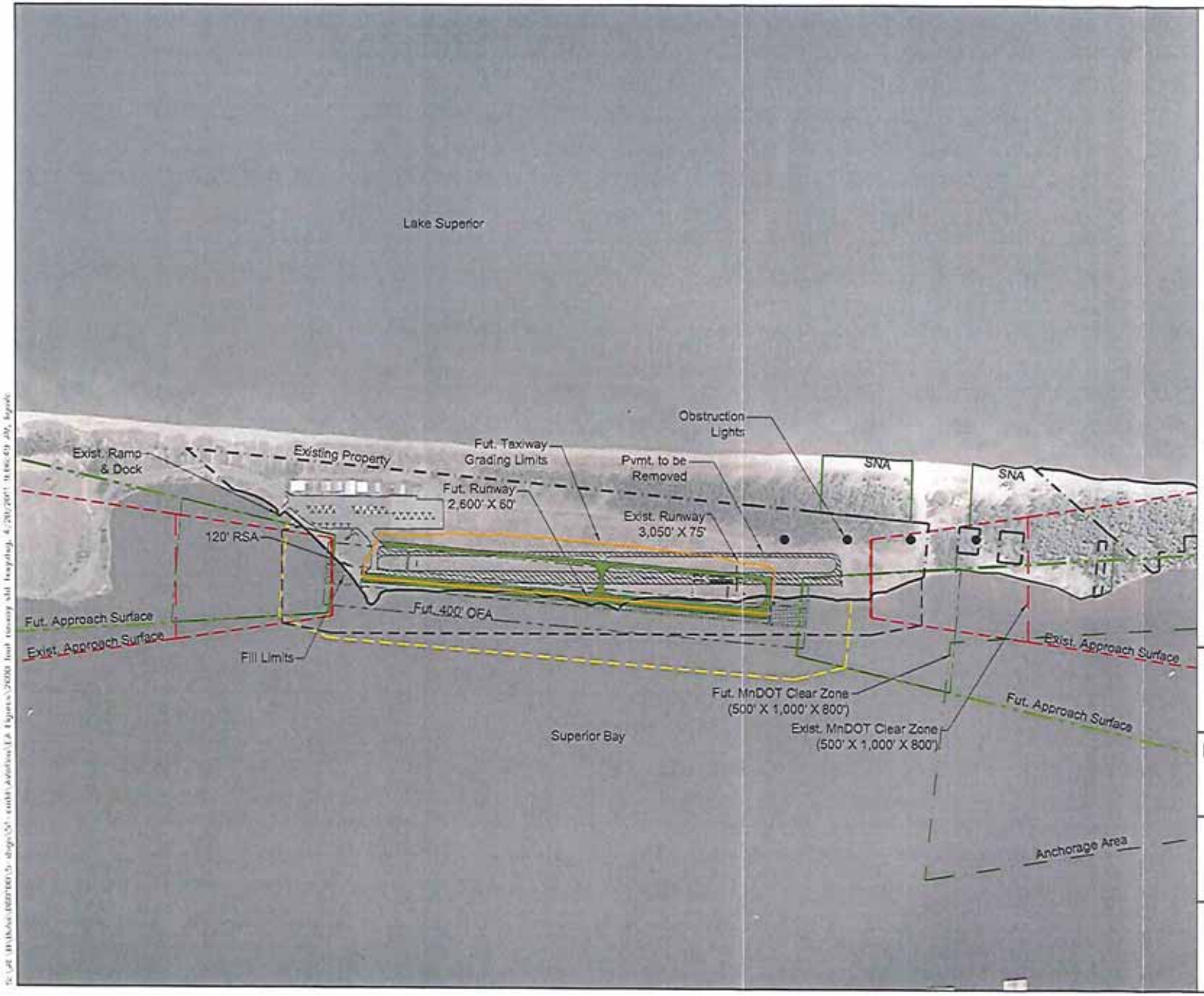
ENVIRONMENTAL ASSESSMENT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ©

SEH

Project Number
ADULAI0801.00

Figure
2-4



Legend

- 300' Runway Shift (2,600' Runway)
- Future Graded RSA Fill
- Exist./Fut/ Threshold Lights
- Exist./Fut/ REILs
- Exist./Fut/ PAPIs

Drawing Scale In Feet
0 300 600 900

Alternative 5a (Short):
5.0° Rotation - 2,600' Runway

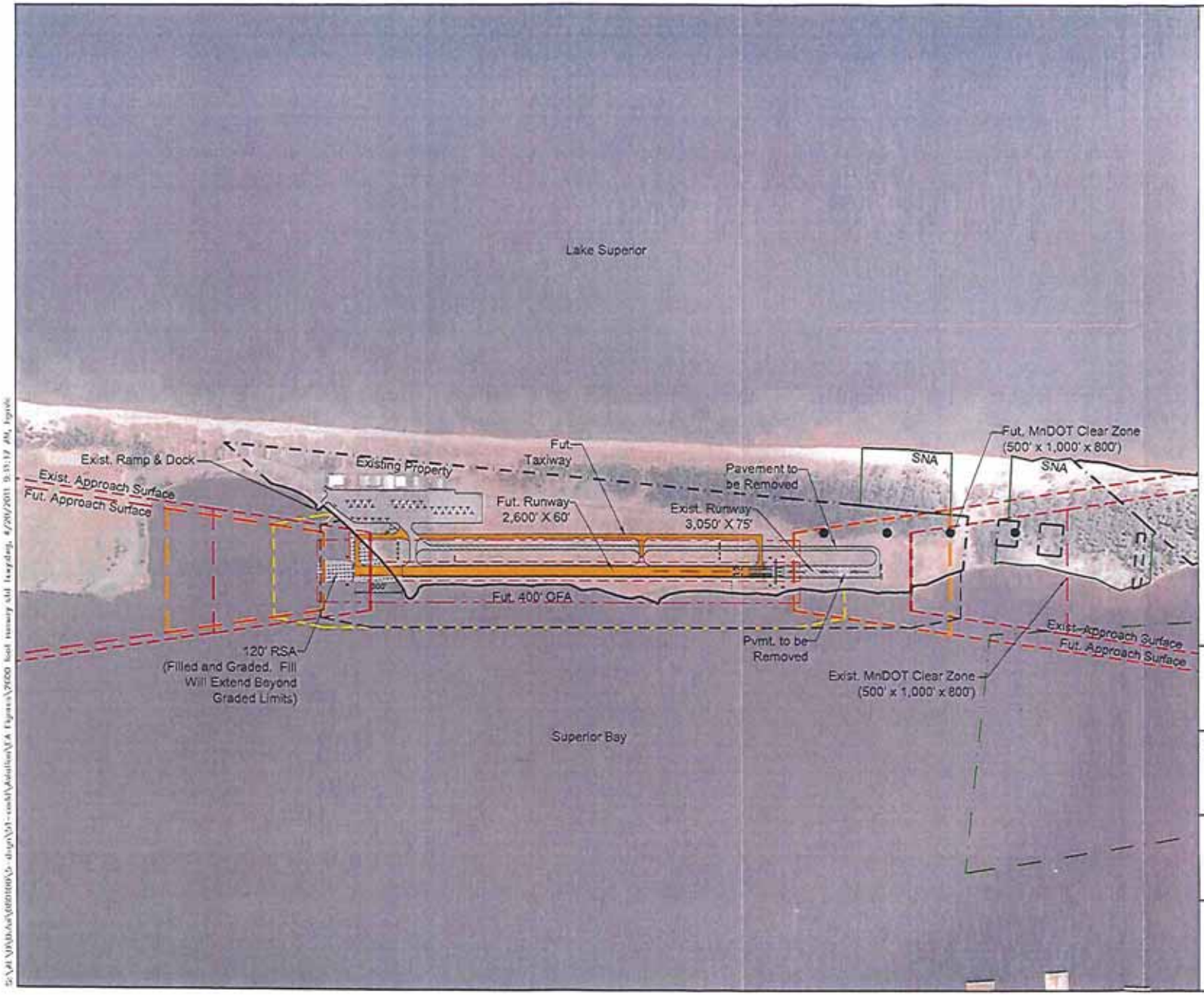
ENVIRONMENTAL ASSESSMENT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ©

SEH

Project Number
ADULAI0801.00

Figure
2-3



Legend

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- Future Graded RSA Fill
- Exist./Fut/ Threshold Lights
- Exist./Fut/ REILs
- Exist./Fut/ PAPIs

Drawing Scale In Feet
0 300 600 900

Alternative 12:
300' Shift - 2,600' Runway

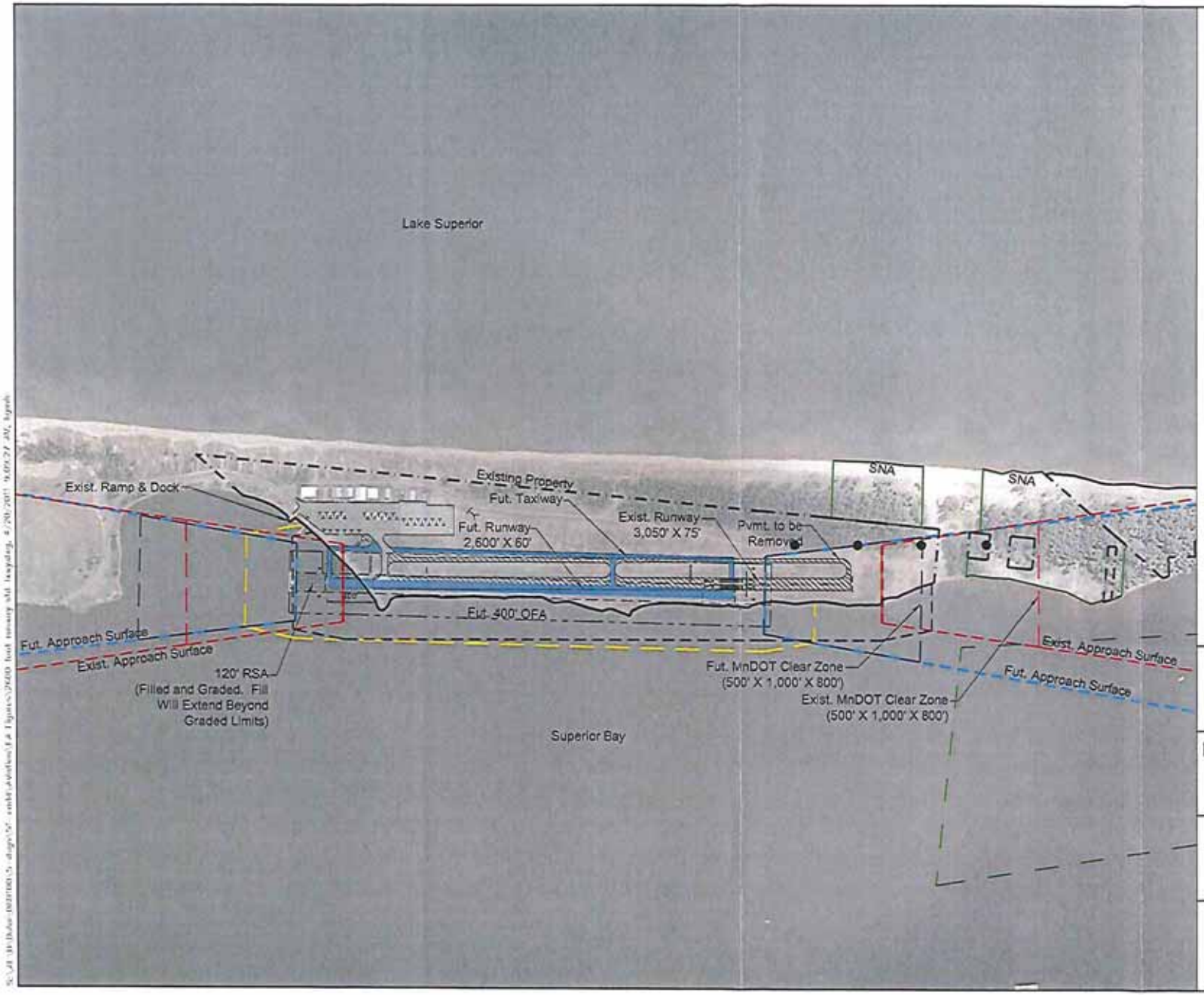
ENVIRONMENTAL ASSESSMENT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ®

SEH

Project Number
ADULAI0801.00

Figure
2-1



Legend

- 300' Runway Shift (2,600' Runway)
- Future Graded RSA Fill
- Exist./Fut/ Threshold Lights
- Exist./Fut/ REILs
- Exist./Fut/ PAPIs

Drawing Scale In Feet
0 400 800 1200

Alternative 13:
300' Shift & 1.5° Rotation -
2,600' Runway

ENVIRONMENTAL ASSESSMENT
SKY HARBOR AIRPORT
Duluth, MN

Short Elliott Hendrickson Inc. SEH ©

SEH

Project Number
ADULAI0801.00

Figure
2-2

Minnesota Historical Society
STATE HISTORIC PRESERVATION OFFICE

FAA Minneapolis
Airports Dist. Office

SEP 12 2011

Received

September 8, 2011

Kandice Krull, Environmental Protection Specialist
Federal Aviation Administration
Minneapolis Airports District Office
MSP-ADO-600
6020 28th Avenue South, Room 102
Minneapolis, MN 55450

RE: Removal of Obstructions to Runway Access at Duluth Sky Harbor Airport
Duluth, Saint Louis County
SHPO Number: 2009-0485
SEH No. A-DULAI0801.00

Dear Ms. Krull:

Thank you for the opportunity to comment on the above project. Our review of this matter is based on the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation.

We have reviewed the survey materials and note that eight cultural resource sites have been identified within the APE and recommended for Phase II evaluation by the consultant. For this reason, we are not comfortable with your suggested finding of "no historic properties affected." The project documentation states that no ground disturbing activities will occur during this phase of the project; however, tree trimming may occur, with consequent use of heavy equipment.

Based on the project parameters and the known sensitivity of the site, we would be more comfortable with a finding of **"no effect,"** provided that:

- The eight identified sites will be protected from disturbance during the project period, and
- Phase II evaluation, as recommended, will occur prior to any ground disturbing activities.

I hope this slight revision to your recommended finding of affect is acceptable. If you would like to discuss this matter further, feel free to contact me at (651) 259-3456.

Sincerely,

Mary Ann Heidemann, Manager
Government Programs and Compliance

SKY HARBOR AIRPORT:
CULTURAL RESOURCES REVIEW
TASK 2 - PHASE I SURVEY

Susan C. Mulholland and Stephen L. Mulholland

Duluth Archaeology Center

5910 Fremont Street

Duluth MN 55812

TO:

Short Elliott Hendrickson Inc.

418 West Superior Street, Suite 200

Duluth MN 55802

FOR:

Sky Harbor Airport Authority

Duluth Archaeology Center Report No. 09-009

March 2009

ABSTRACT

Phase I archaeological survey of the Minnesota Point project area for the Sky Harbor Scoping Document was conducted in October and November 2008 by a combination of pedestrian walkover and shovel testing (where permitted). Survey was conducted under Annual Archaeology license 08-009 and a Department of Natural Resources special permit. Six possible cabin locations were identified by a combination of brick piles, cement slabs, capped well pipes, and artifact scatters; a dump was probably associated with this occupation. No indication of Native American sites or burials was observed. Monitoring of ground disturbing activities is recommended for unrecorded archaeological sites or burials; in addition, evaluation of the cabin remnants and the Pine Knot Cabin is also recommended prior to ground disturbing activities.

ACKNOWLEDGEMENTS

Many people contributed to this project. Scott Sannes, Kelly Henry and Kaci Gavic, SEH Inc., provided maps and other information from the Draft Scoping Document regarding the various land ownerships. LeRoy Defoe, Cultural Resources Specialist for the Fond du Lac Band of Lake Superior Chippewa, consulted on tribal concerns on the area. Bruce Koenen, Office of the State Archaeologist, sent a copy of the State Site form for 21SL0151; Thomas Cinadr, SHPO, conducted the search of SHPO databases. Kristine Aho, Duluth Public Library, and Patricia Maus, Northeast Minnesota Historical Center, shared their expertise on relevant published and unpublished documents for the literature search. Permission to conduct field survey was granted by the Minnesota Department of Natural Resources, Scientific and Natural Areas (Margaret Booth and Steve Wilson); the City of Duluth (Tim Howard and Kathy Bergen); and the City of Duluth Airport Authority (Brian Grefe and David Werner). The annual archaeology license was granted by Scott Anfinson, State Archaeologist. Todd Lindahl provided field expertise and shared documents regarding Minnesota Point and the U.S.S. Essex. James Pellman volunteered information regarding previous metal detection results.

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INTRODUCTION

This report is on the Phase I archaeological survey conducted as part of the cultural resources review for the Sky Harbor Scoping Document (Project). The Project is an environmental assessment of several alternatives for expansion of the Sky Harbor Airport in Duluth, Minnesota. A cultural resources review was requested to consider the effects of the Project alternatives on known cultural resources and the potential to cause impacts to unknown cultural resources. A Phase I survey of the project area on Minnesota Point was requested as the second task in the review.

The Phase I survey focuses on archaeological sites (as separate from standing structures). Such archaeological sites usually have little surface expression and are not as easy to locate as are standing structures. The objective of the Phase I survey was to determine if there was evidence of archaeological sites within the Area of Potential Effect (APE) around the existing airport. Phase I survey is designed to search for physical evidence of unknown/unrecorded archaeological sites and was conducted using standard survey techniques as per the State Historic Preservation Office (SHPO) standards.

The specific location considered during the archaeological survey is around the current location of Sky Harbor Airport in T49N, R13W, section 18 or approximately 5 miles from the Duluth shoreline on Minnesota Point (Figure 1). The area shown in Figures 16 of the Scoping Document was the primary location for research. [The location of the former U.S. Steel Duluth Works facility in T49N, R15W, section 35 and T48N, R15W, section 2 in Morgan Park, an alternate location, was not considered.]

Relatively little archaeological survey has been conducted within the limits of the City of Duluth; many of the investigations to date have focused on standing structures (including shipwrecks) from the post-Contact period (post A.D. 1845). One archaeological site, 21SL0151, was previously recorded from Minnesota Point; it is a habitation and cemetery just west of the old lighthouse at the end of the Point. However, a literature search indicated that although specific references are sparse, Native American use of the Point is probable (Mulholland and Mulholland 2008). In addition, trading post and recreation use was documented from the literature. The Phase I archaeological survey was to determine if evidence of any of these uses was present within the APE.

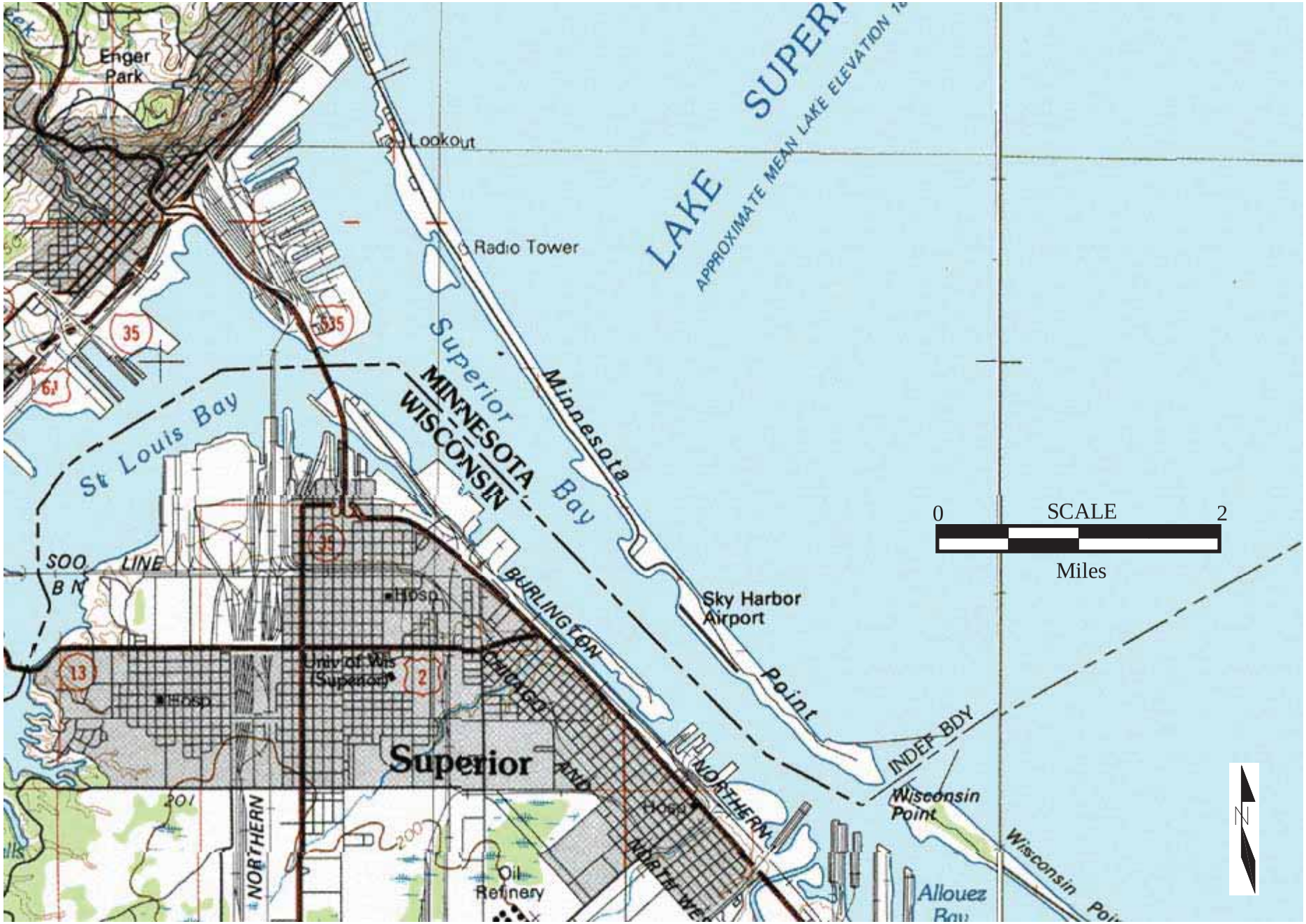

Figure 1. Project area, Duluth and Port Wing quadrangles (1:100,000) USGS topographic map

BACKGROUND INFORMATION

The Sky Harbor Airport currently is located on Minnesota Point (also known as Park Point), a long but narrow sand point extending southeast from Duluth, Minnesota on the west end toward Superior, Wisconsin on the east end (Figure 2). A natural break separates Minnesota Point from Wisconsin Point approximately 6 miles from downtown Duluth. This break is the natural entry between Lake Superior to the northeast and the St. Louis River/Bay to the southwest. [The Duluth canal is an artificial entry to the harbor located near the Duluth end of the Point.] The Airport is located approximately 1.5 miles northwest of this natural entry.

The project area is located within the Lake Superior Shore Archaeological Region (9n) of the SHPO system (Anfinson 1990). This region is defined as within the Lake Superior shoreline drainage north of the Lake Nemadji plain in Carlton County to the south. The Minnesota Point sand spit is a prominent topographic feature extending northwest-southeast from Duluth and separating the St. Louis River estuary from Lake Superior. It formed from St. Louis River sediments deposited laterally during post-glacial times by a shoreline current. The base of the feature abuts the Highland Flutes geomorphic region (University of Minnesota 1977) but is also close to the Nemadji-Duluth lacustrine plain formed from glacial lake deposits. This area was the location of repeated glacial lakes (Wright 1972:568-569). The St. Louis River eroded into the bedrock deposits as a result of varying levels of glacial lakes in the Superior basin (Waters 1977:28).

The project area is also within the Northeastern Minnesota (4) Archaeological District (Dobbs 1988a:20). This system is also based on topography and glacial history but follows county lines to a greater degree. The cultural contexts expected in this region range from Paleoindian to Woodland (or Late Prehistoric) periods (Anfinson 1990:159), although the very earliest contexts are not expected as the area was covered first by ice lobes and then by Glacial Lake Duluth (Dobbs 1988a). Sites tend to focus on waterways, especially where the modern streams cut through the glacial features (Minnesota Historical Society 1981:32). Recorded sites are few in the Duluth area but are numerous in the rest of St. Louis County.

The two slightly different versions of archaeological regions or districts in Minnesota reflect different emphasis on physical landscape characteristics. Anfinson (1990) bases regions on patterns of lakes with some vegetational input. Dobbs (1988a: 19-24) focuses on glacial history and therefore

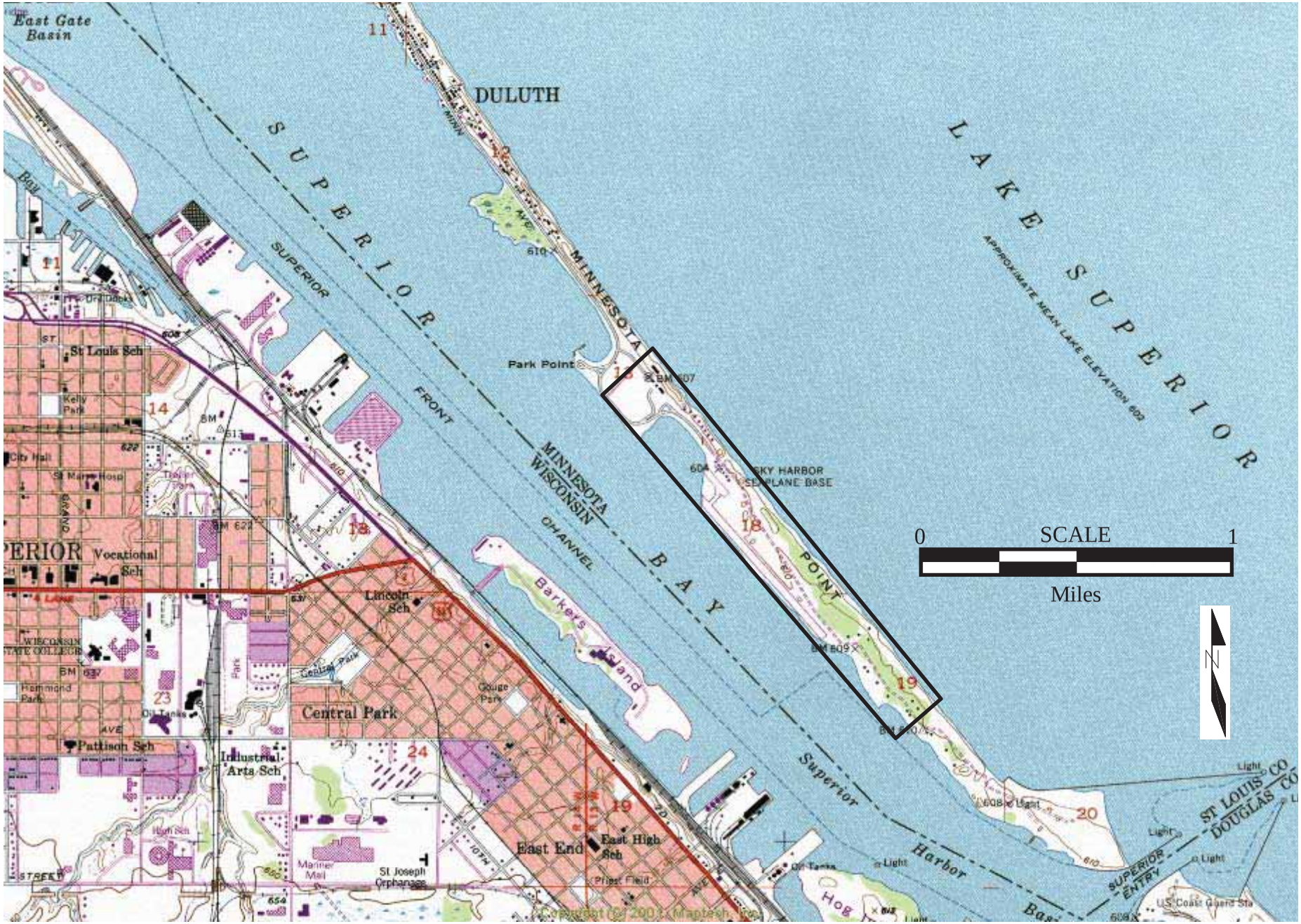

Figure 2. Project location, Superior quadrangle (1:24,000) USGS topographic map

surface geomorphology, as well as using county boundaries where feasible. In general, the two classifications fit reasonably well in terms of the archaeological districts.

The major stages in which pre-Contact historic contexts are grouped are most commonly considered to be Paleoindian, Archaic and Woodland although later, more complex contexts are now recognized as well (Minnesota Historical Society 1999:24). Dobbs (1988a) splits the Paleoindian into Fluted (Early) and Lanceolate (Late) segments, as well as dividing the Woodland into Ceramic/Mound and Late Prehistoric. Individual historic contexts are considered in relation to the regional differences in the archaeological record. District 4 contains evidence of the three major stages but not all historic contexts within those stages. However, no sites are listed for any pre-Contact historic context within the project area.

Only scattered projectile points indicative of Early Paleoindian (Fluted) occupation have been reported in Minnesota (Higgenbottom 1996); Late Paleoindian (or Lanceolate) is better documented at the Reservoir Lakes to the north (Harrison et al. 1995). The Archaic Tradition is represented by Lake-Forest Archaic to the south, Eastern Archaic to the east and Shield Archaic to the north. The Woodland Tradition (Ceramic/Mound) is well-represented in the general area: Laurel and Brainerd to the west (Anfinson 1979). The Late Prehistoric includes Blackduck and Selkirk to the north. The Sandy Lake historic context occurs in northeastern Minnesota as well.

Most or all of the Contact period contexts are likely represented in the project area (Dobbs 1988b). Both Dakota and Ojibwe were in northern Minnesota during Contact times. Euro-American contexts could include French, British and Initial United States as the St. Louis River was a favored travel route. Trade posts are recorded in the area, specifically at Fort St. Louis in Superior and Fond du Lac on the St. Louis River (Fritzen 1978). Explorers and traders commonly passed through the Duluth-Superior area in travels recorded in journals, diaries and other documents. A trading post was established by George Stuntz on Minnesota Point in 1853.

Post-Contact contexts include both period and thematic contexts (Minnesota Historical Society 1999). Traffic up the St. Louis River continued through Contact times. Northern Minnesota Logging (1870-1930s) is directly applicable to Northeastern Minnesota. Logs often were floated to mills in Cloquet and Duluth as well as Ashland to the east.

LITERATURE REVIEW

A literature review of the Minnesota Point location (as well as the alternate location in Morgan Park) was conducted as Task 1 of this Cultural Resources Review (Mulholland and Mulholland 2008). Minnesota Point, particularly the southeast end by the Superior Entry, appears to have a high potential for pre-Contact and Contact archaeological sites, including both Native American and EuroAmerican historic contexts. One site of each type is fairly well documented with additional incidents mentioned in early accounts (see below).

The Minnesota Point site, 21SL0151, is a Native American campsite and cemetery located in T49N, R13W, sections 19 (east half) and 20 (west half). This site is just west of the old lighthouse (see below). The Chippewa (Ojibwe) occupied the site in the summer and older prehistoric occupation is considered possible as well (Brown 1914). This area of Minnesota Point is outside the project APE.

In 1853, George R. Stuntz established a structure that he described as a residence at the end of Minnesota Point under a trading license prior to the Treaty of La Pointe in 1854 (Woodbridge and Pardee 1910: I, 229). The location is on the bay side of the Point, near where the old lighthouse was constructed a few years later; a trading post and dock are described (Van Brunt 1921: I, 92), although a warehouse was also indicated (Van Brunt 1921: I, 73). Stuntz used the facilities to operate a ferry service to Superior under a monopoly (Rapp 1958:14-15). The "Stuntz Trading House" is marked on the General Land Office survey notes (from mid-1850s) as well as two other buildings marked "Frazer" and "Barrett" at the end of Minnesota Point (Trygg 1966: sheet 14).

Two separate accounts appear to correspond to site 21SL0151: "Indian teepees" near the Stuntz trading post in 1853 (Zachau 1914:7; Van Brunt 1921:I, 68) and severe impacts to an Indian cemetery at the end of Minnesota Point in 1876 (Bardon 1927, MacGill 1936). These incidents are repeated in several accounts of early settlement (for example, in MacDonald 1999:43, Bailey 1976:103, and Aguar 1971:9 as well as others) but originate in manuscript accounts by early pioneer settlers. In addition, removal of burials from the"old Minnesota Point burying ground" is mentioned in newspaper accounts of 1883 (Duluth Daily Tribune 1883). No reason is given, although the discussion of a railroad to cross Minnesota and Wisconsin Points suggests a possible impetus for the project (Lindahl, personal communication December 2008).

Discussion of the Point APE with LeRoy Defoe, Cultural Resources Specialist for the Fond du Lac Band of Lake Superior Chippewa, indicates that the Point is of interest to the Band (Defoe, personal communication, August 11 2008). One elder of the Band remembers living on the Point as a child and seeing birchbark bowls with offerings in an area farther removed from the end of the Point. She showed the location to LeRoy, who indicated it is in a cleared area as opposed to the forest in the SNA parcel. The location is southeast of the project APE in a clearing; it is beyond the easternmost part of this project but still a distance farther east of site 21SL0151 at the end of the Point.

Post-Contact activities are well documented but mostly outside the APE (Park Point Community Club 1999: Appendix B). One standing structure is within the APE, a cabin designated as the Pine Knot Cabin. It apparently is the last survivor of Peabody's Landing, a recreational community dating to the early 20th century (Lohn 1999). Other buildings are mapped on various U.S.G.S. topographic maps in the early and mid 1900s in this general portion of the Point (Wilson, personal communication 2008).

Two historic properties on Minnesota Point are listed on the National Register of Historic Places: one standing structure and one shipwreck. The old Minnesota Point Lighthouse was constructed in 1858 at the end of Minnesota Point as a navigation aid (Park Point Community Club 1999:B13). Remnants of the lighthouse structure are still standing, consisting of about 30 feet of the tower (Norton and Aubut 2001:13). This structure is on the National Register of Historic Places (Nord 2003:229). It is outside the project APE and in the area of site 21SL0151, reportedly near or on the site of the 1853 Stuntz trading post.

The U.S.S. Essex was a steam naval sloop built by Donald McKay (Minnesota Historical Society 2008). It is the last known example of a McKay's work, built in 1874 and commissioned in 1876 when sailing ships were being replaced by steam propulsion. After a career in the U.S. Navy, the Essex was transferred to the Toledo Naval Militia in 1904 and then the Minnesota Naval Reserve in 1927. It was decommissioned and sold for scrap in 1930, then burned off Minnesota Point in 1931. Remnants of the ship are present on the lakeside beach near the end of Minnesota Point, outside the project APE. The U.S.S. Essex is on the National Register (Nord 2003:234) but not listed as an archaeological site in the SHPO database (Cinadr, personal communication 2008).

METHODS

Phase I survey usually is conducted by one or both of two methods (Anfinson 2005). Pedestrian walkover consists of walking over the area for two types of evidence. Surface expressions such as pits, mounds, berms, foundations, or other structural elements can be recorded. In addition, areas of exposed sediments (especially if disturbed so a sample of subsurface materials is exposed) can be reviewed for less obtrusive indications such as stone artifacts, ceramics, and other artifacts. This method works well for exposed beaches and plowed fields. However, areas that are densely vegetated or not disturbed require shovel testing survey. Shovel tests expose a sample of the subsurface deposits, usually on a predetermined transect interval or grid; the sediment from each test is screened through 1/4 inch mesh to concentrate any artifacts for recovery.

The APE of this survey was defined by SEH, Inc. as the area around and adjacent to the existing location of Sky Harbor Airport (Figure 3). This includes a portion of the current fields in the City owned Park Point Recreation Area on the northwest end, a narrow strip northeast of the airport facility and runways, and a larger rectangular area extending southeast from the current airport fence. The fields in the Park are apparantly composed of dredge materials that were deposited in the 1930s. A comparison of maps from the Army Corps of Engineers indicates that a very narrow sand spit is present in the late 1800s and early 1900s but the rectangular area where the fields are located only appears in 1931. The large Park building is located on this original sand spit but is outside the APE. The original land feature is significantly higher than the fields, which are quite flat. Given that the fields are artificial in origin, no survey was conducted in this portion of the APE.

The first portion of the APE north of the current Airport facilities consists of dunes with vegetation ranging from little or none to more consistent grasses and other herbaceous cover. A significant amount of natural movement of the sand dunes appears to be occurring in this area, which extends to the southeast. A paved road is present immediately adjacent to the Airport fence around the compound and is the first portion of the Park Point Hiking Trail. Given the disturbed nature of the dune area, no survey was conducted in this area.

In contrast, dense vegetation of bushes and herbaceous plants under an overstory of trees is present opposite the Airport runways and extending southeast beyond the current Airport compound.

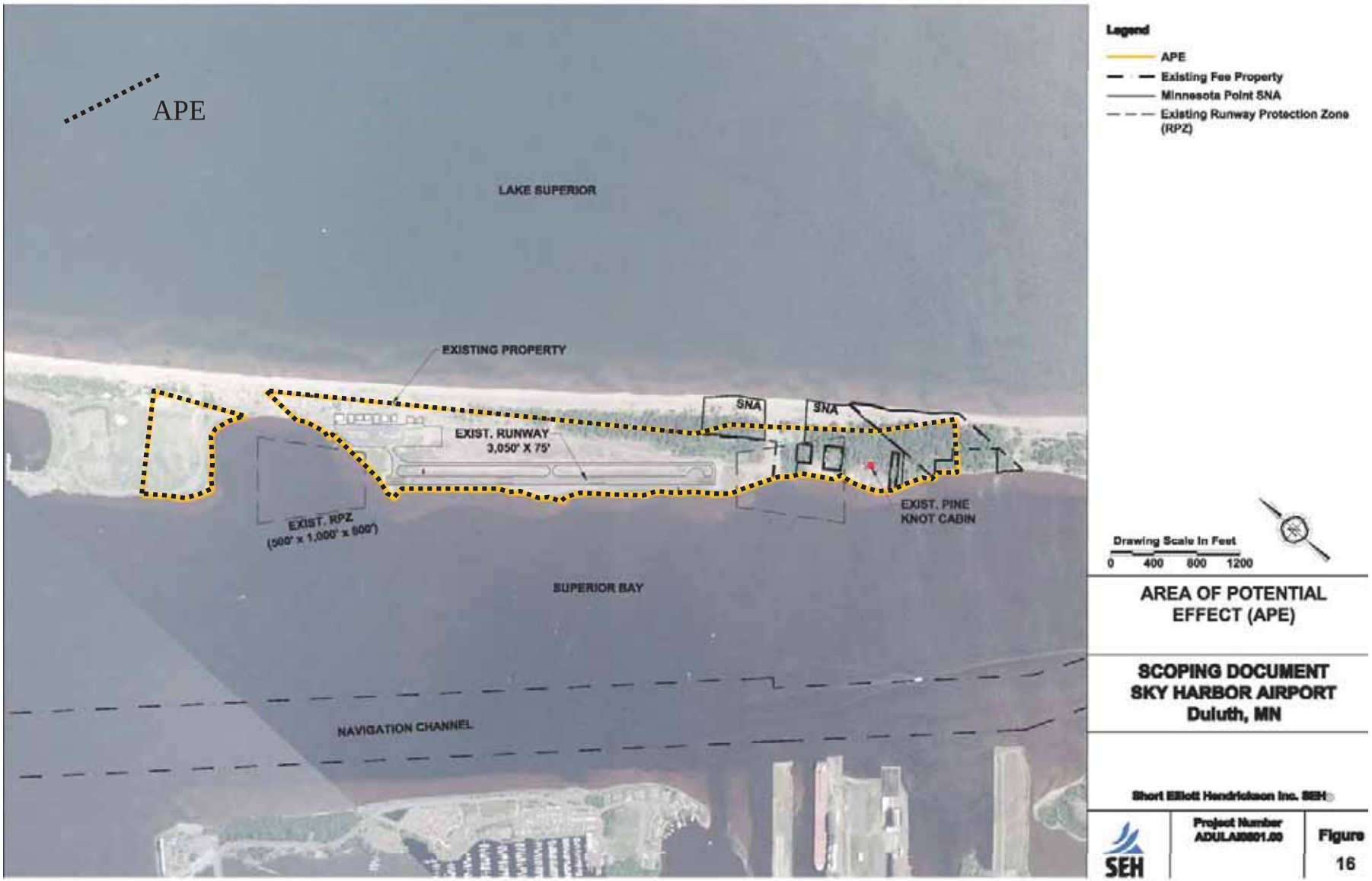

Figure 3. APE, aerial photograph from SEH, Inc. (Figure 16 of scoping document)

This cover starts where the hiking trail leaves the paved road and is interrupted only by the Superior Water, Light and Power (SWLP) parcels, which are comprised of exposed sands and imported crushed rock around various structures. Much of the overstory consists of mature red pine with some mature white pine as well. Other coniferous trees include balsam fir and spruce; deciduous trees include aspen, maple, and birch. Some areas have a dense understory of bushes and shrubs while other areas are more open with a varied herbaceous cover. The hiking trail leaves the paved road immediately adjacent to the Airport fence and enters the forest across a wooden bridge. This vegetated portion of the APE was the focus of the archaeological survey on the basis that intact archaeological deposits would be more likely to be located in this area.

Ownership within this portion is complex (Figure 4). The SWLP parcels are privately owned and permission to conduct survey was denied. On either side of this parcel are Scenic and Natural Areas (SNA) owned by the Minnesota Department of Natural Resources and operated as a conservation easement with the Minnesota Land Trust. Permission to survey the SNA parcels was given under permit (Appendix I) and was only for pedestrian survey (subsurface testing might be permitted in the future if specific areas can be delineated under separate permit application). The remainder of the area as well as three exclusions within the eastern SNA parcel are City of Duluth land. Some are under Airport authority and some are under the Duluth Parks Department; permission to shovel test these lands was granted (Appendix II). Survey of State and City lands was conducted under an annual archaeology license from the Office of the State Archaeologist (Appendix III).

Survey was conducted during October and November 2008. Shovel testing was done in the City of Duluth lands at the east end of the APE and between the Airport compound and the hiking trail (Figure 5). Pedestrian survey only was conducted in both SNA parcels (east and west of the SWLP parcel); however, shovel tests were placed in the City owned parcels within the eastern SNA parcel. No survey was conducted on the SWLP parcels. The location of boundaries between the various parcels was determined using a Global Positioning System (GPS) to locate specific coordinates. A Gopher State One-Call locate for buried utilities was made and underground electrical lines marked in the field (electricity extends to the Airport light poles and the Pine Knot Cabin).

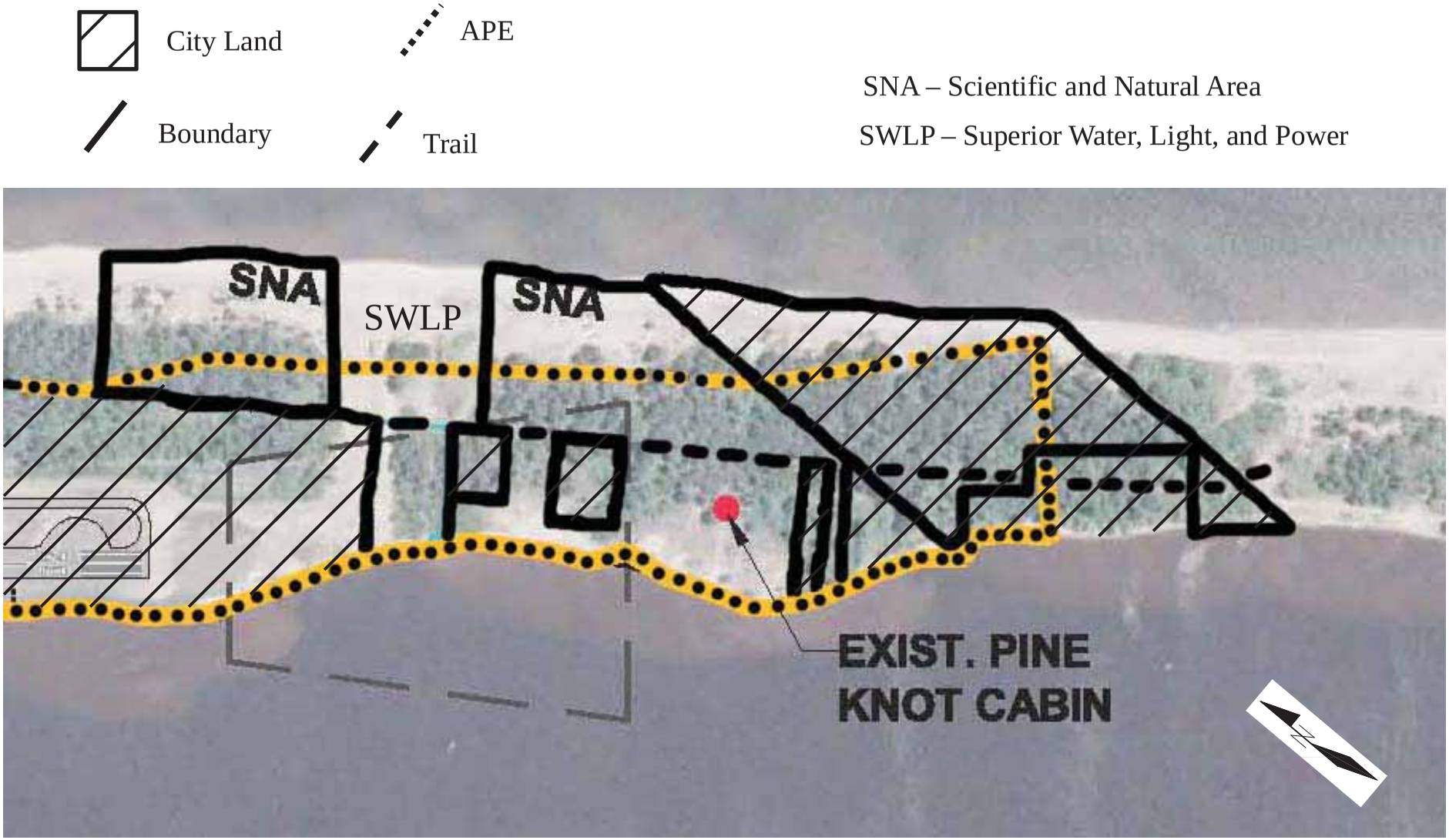

Figure 4. Land ownership, aerial photograph from SEH, Inc. (Figure 16 of scoping document)

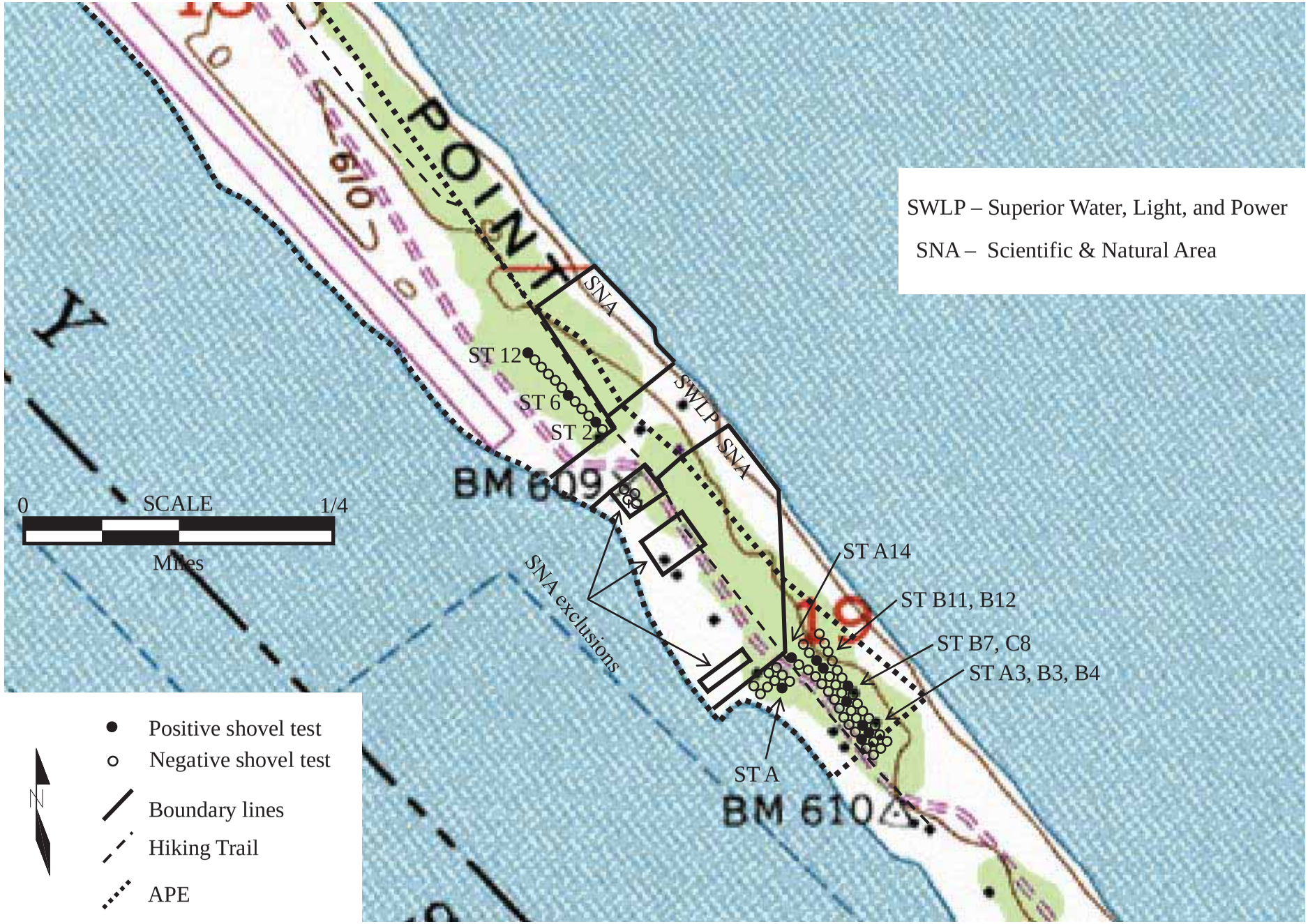

Figure 5. Shovel test locations, Superior quadrangle (1:24,000) USGS topographic map

RESULTS

Hiking Trail

On October 10, a walkover of the parcel was conducted along the hiking trail. The primary purpose was to identify parcels of different land ownership. However, three surface finds (SF) were identified as well (Figure 6).

SF 1: a piece of chert was identified along the paved road in an area of gravel and sand. It has been since identified as natural in origin.

SF 2: pieces of a white plate were located in the hiking trail opposite the eastern exclusion in the eastern SNA parcel.

SF 3: a piece of white crockery was found in the hiking trail just west of the SWLP parcels.

Southeast of SWLP Parcel

On October 25, shovel tests were placed in three transects (A,B,C) parallel to and north of the trail starting on the southeast end of the APE. These transects were approximately 15 meters (50 feet) apart and each test was at a 15 meter interval. The transects extended northwest through City land to the easternmost boundary of the eastern SNA parcel. A total of 42 tests were placed in this parcel. Cultural materials were observed in four locations within this parcel (Figure 6, Table 1). All localities are post-Contact in origin and correlate to surface concentrations of artifacts. Three have features including cement slabs, piles of bricks, and capped well pipes.

Table 1. Cultural Localities

#	**UTM***	**Owner**	**Materials**
1	0573937E, 5173909N	City	bricks, capped well pipe, artifacts
2	0573910E, 5173942N	City	cement slabs, bricks, artifacts
3	0573892E, 5173994N	City	bricks, capped well pipe, artifacts
4	0573859E, 5174003N	City	artifact scatter
5	0573788E, 5174139N	SNA	capped well pipe
6(K)	0573569E, 5174318N	City	bricks, artifacts, well pipe
dump	0573698E, 5174150N	City	large concentration of artifacts

*Universal Transverse Mercator coordinates, North American Datum 1983, zone 15

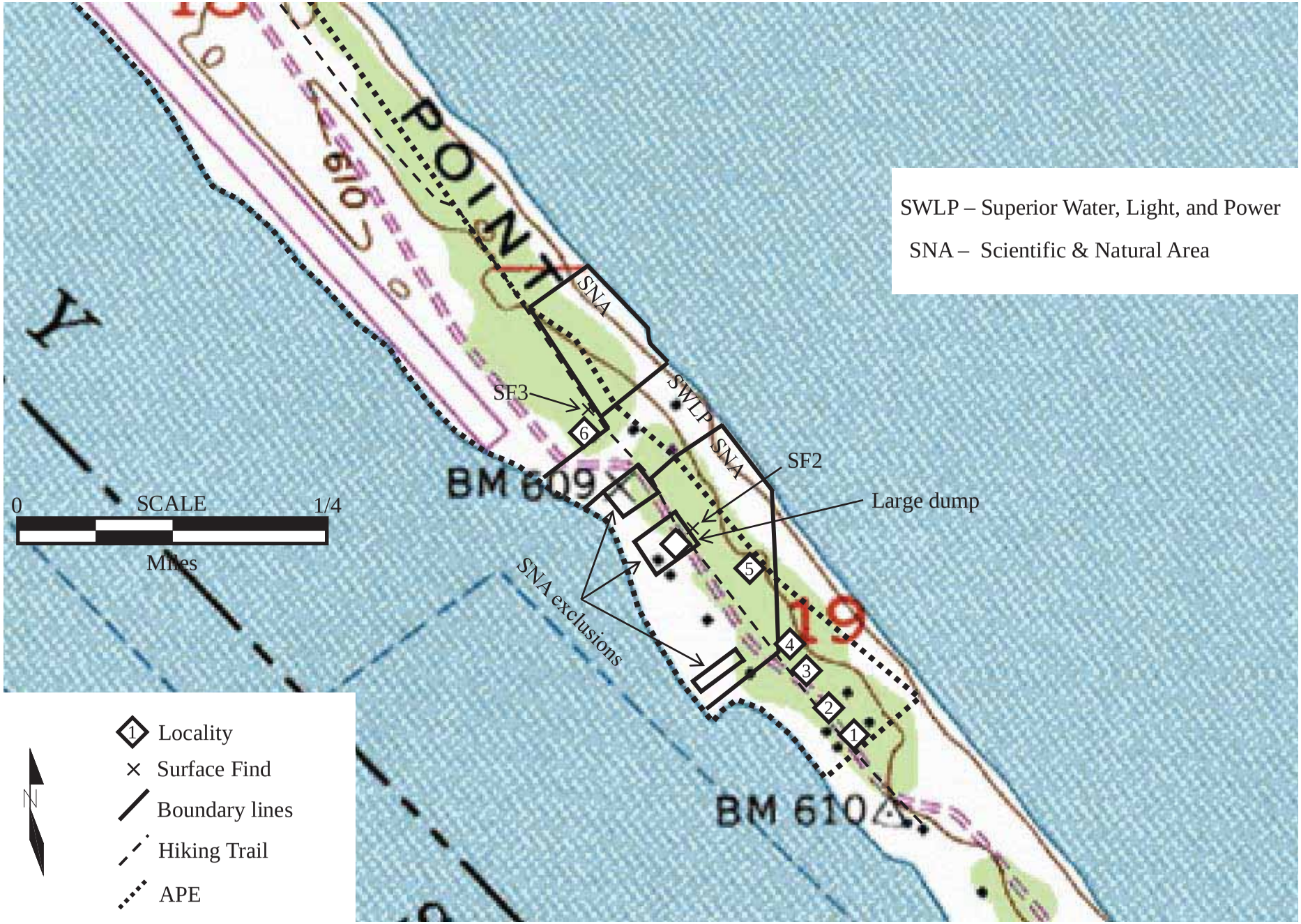

Figure 6. Localities, Superior quadrangle (1:24,000) USGS topographic map

Locality 1 consists of a pile of bricks and brick fragments with cement pieces; metal frames (stove, bed), basins, and a metal pipe (possible well cap) are present (Figure 7). Shovel test B3 yielded nails, crockery, and tar paper while B4 had a piece of plate. Test A3 had a flat piece of metal. This locality is about 45 meters from the start of testing at the southeastern end of the APE.

Locality 2 consists of two cement slabs, one with a pile of bricks and the other obscured under leaves (Figure 8). One brick has the inscription "Evans and Howard, St. Louis" possibly from the St. Louis Brick Company in Thomson on the St. Louis River (Lindahl, personal communication December 2008). Metal items are also present on the surface. Shovel test B7 contained cement pieces and flat glass, probably from a window. White crockery pieces were on the surface next to test C8.

Locality 3 has concentrations of bottles on the surface as well as a pile of bricks with a nearby capped metal pipe (Figure 9). The bottles include screw top clear glass items as well as an amber flask bottle and a purple-tinted glass; the surface occurrence appears to reflect digging activities in the past. Flat metal pieces from roofing are also present. Shovel test B10 yielded a small bottle and window glass; test B11 has numerous nails, screen pieces, and tar paper pieces.

Locality 4 is marked by a dump including clear glass bottles, a porcelain cup or mug, a metal bucket, and the base of a large clear glass bottle. Test A14 had a fragment of a bowl. A second concentration closer to the lake contains a metal sink, a strainer, and a bowl. A brick with "Evans and Howard St. Louis" is nearby. A road cut from the lake side of the area is very distinct (near APE 5) and may extend toward this dump. [A modern camping area is immediately west of this location and includes plastic tarpaulins, sleeping bags, and more recent items.]

A flatter area south of the trail was also tested; this is also City land. It is between two lower and water saturated areas near Trail Post #3. Tests were placed on a 15 meter grid (Figure 10). Only one test was positive, with a nail in test A. Metal roofing sheets were also noted on the surface.

On October 31, additional shovel testing was done in the western exclusion of City land within the eastern SNA parcel. This area adjoins and is east of the SWPL parcel. Four shovel tests were placed (Figure 11). The only materials found were a plastic barrette and some molded leather or cloth.

The eastern exclusion of City land was surveyed by pedestrian walkover as the ground cover was significantly less. A large dump of modern materials was located in and around a clump of

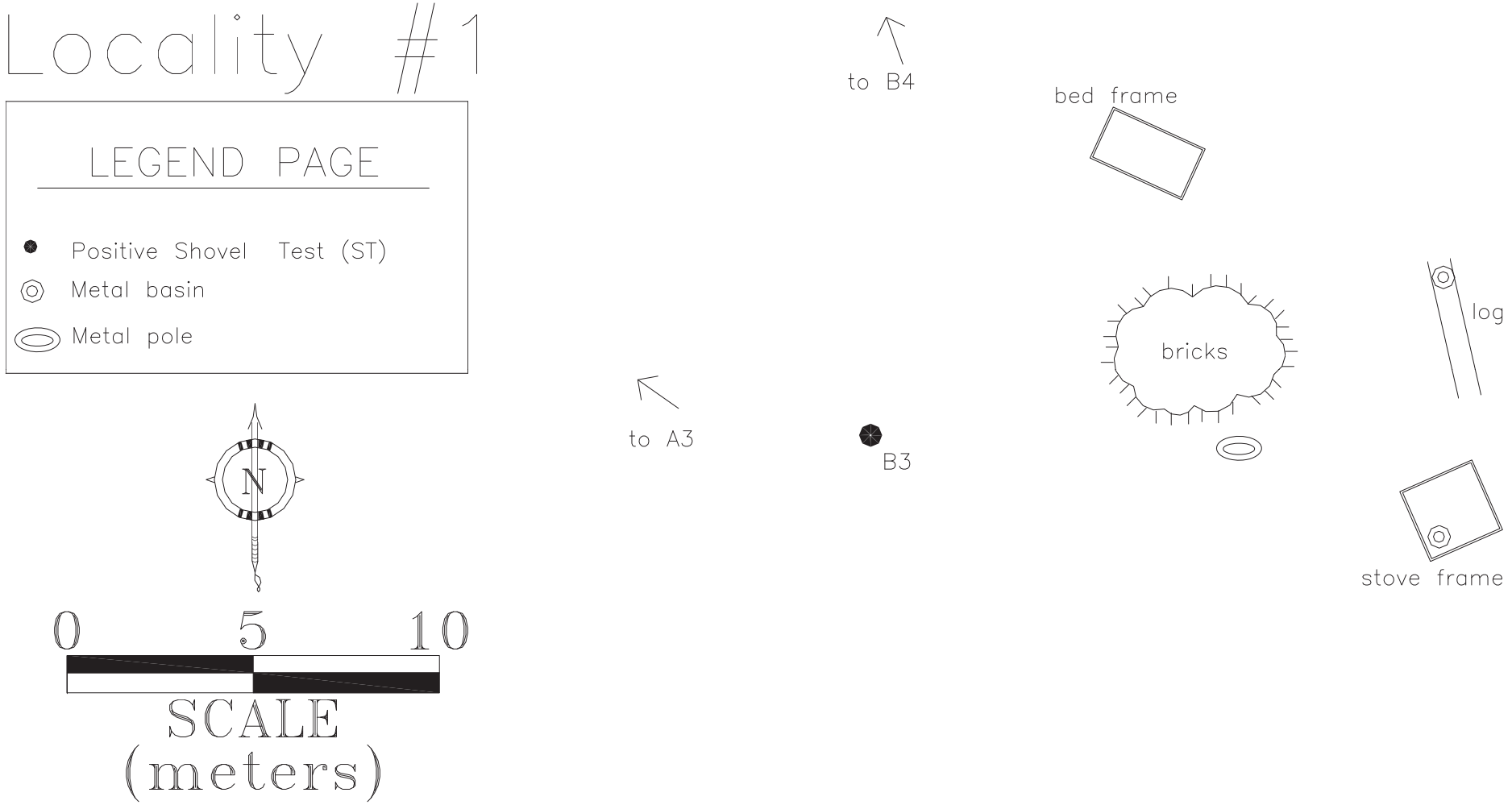

Figure 7. Sketch map of locality #1

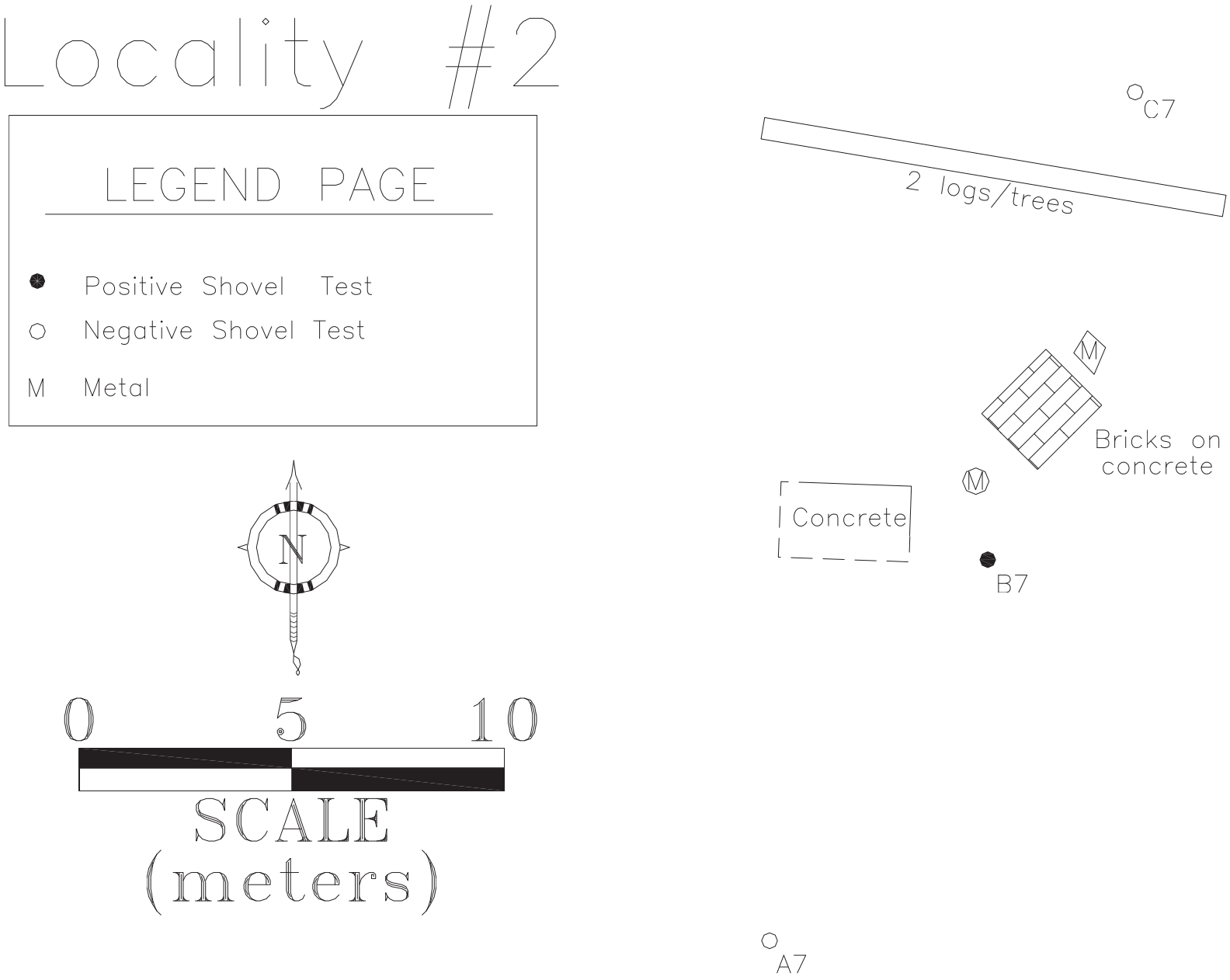

Figure 8. Sketch map of locality #2

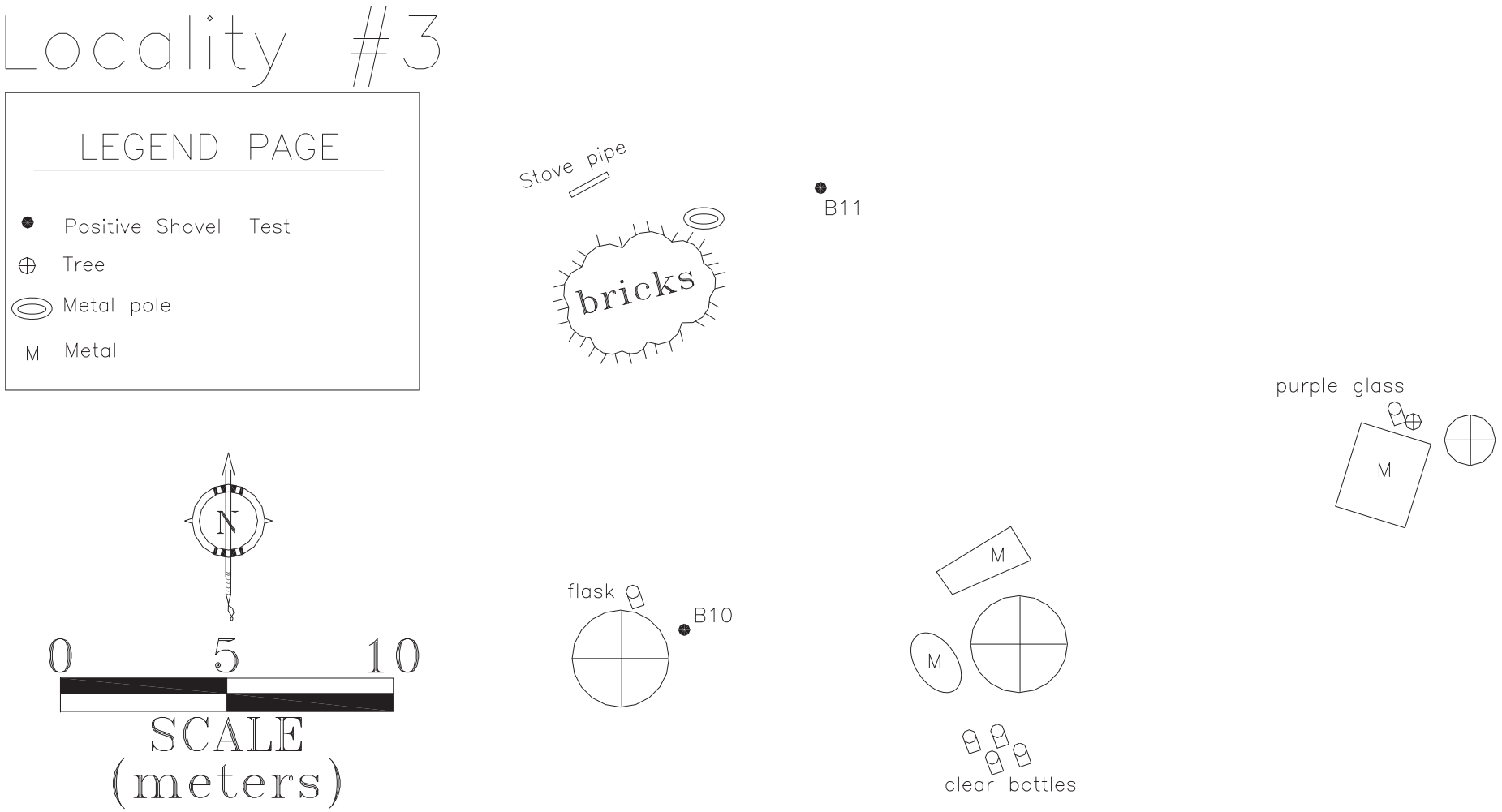

Figure 9. Sketch map of locality #3

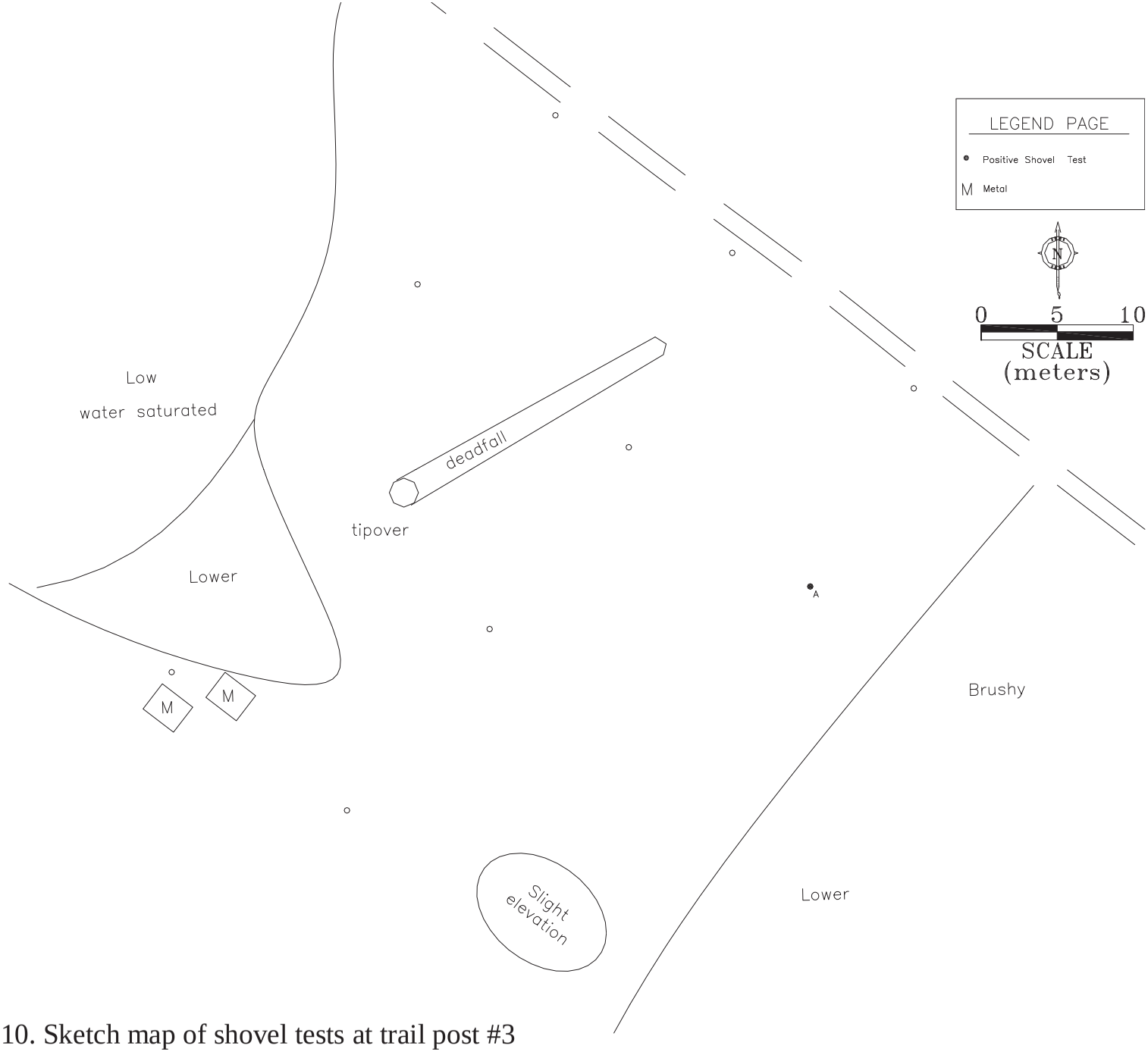

Figure 10. Sketch map of shovel tests at trail post #3

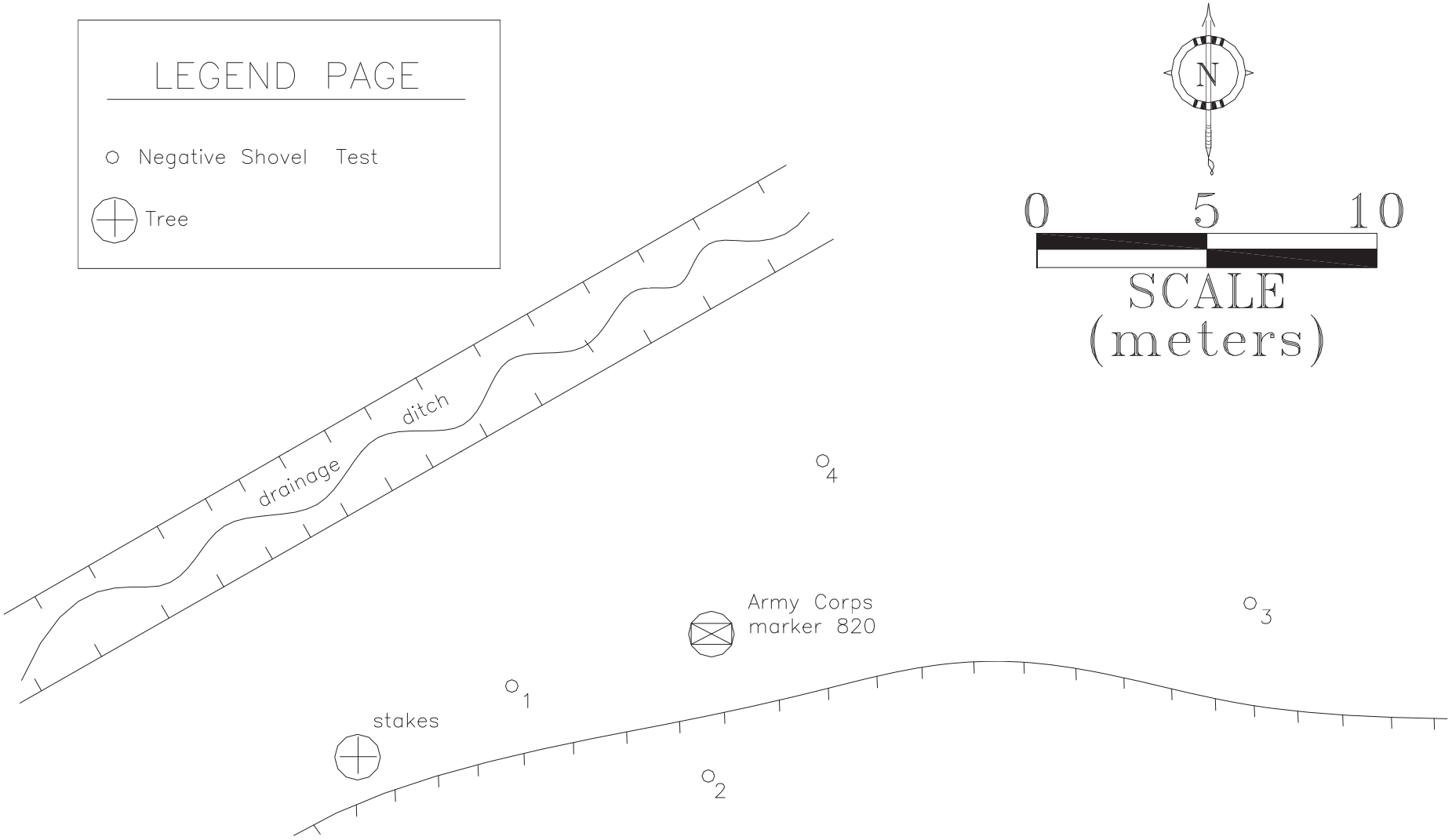

Figure 11. Sketch map of shovel tests in western SNA exclusion area

bushes on the east side. Abundant materials include a metal lamp base, galvanized bucket, scoop shovel, metal roofing sheets, cushion springs, a butter crock (broken), milk bottle, clear glass screw-top jars, a purple tinted glass fragment, possible child's buggy with a spoked wheel.

Pedestrian survey was also conducted on the eastern SNA parcel north of the trail. A capped well pipe with posts and nails was located north of the Pine Knot Cabin. A brick fragment, a metal pan, and a lamp holder were also found on the surface in this vicinity. No other materials were observed during the pedestrian walkover to the eastern boundary of the SWPL parcel. [Walkover of the western SNA parcel on October 23 noted no cultural materials on the surface.]

Northwest of SWLP Parcel

On November 4, pedestrian survey was conducted south of the trail from the western end of the parcel to the SWLP parcel on the east. This is City land under the control of the Airport Authority. A series of miscellaneous cultural materials were noted (Figure 12, Table 2). Some are artifacts; others topographic anomalies. All are post-Contact but specific ages are not clear.

Table 2. Miscellaneous Cultural Materials

#	UTM*	Owner	Materials
-	0573259E, 5174751N	City	iron rod
A	0573267E, 5174719N	City	metal box, depression
B	0573318E, 5174664N	City	brass lamp base, metal sheets
C	0573331E, 5174661N	City	2 circular depressions
D	0573368E, 5174620N	City	2 circular depressions
E	0573377E, 5174583N	City	couch frame, lamp base (purple)
F	0573394E, 5174575N	City	cast iron pump head
G	0573386E, 5174551N	City	elevated trail, small depression
H	0573469E, 5174443N	City	rectangular depression, metal
I	0573481E, 5174412N	City	3 jars
J	0573493E, 5174436N	City	recent artifact scatter

*Universal Transverse Mercator coordinates, North American Datum 1983, zone 15

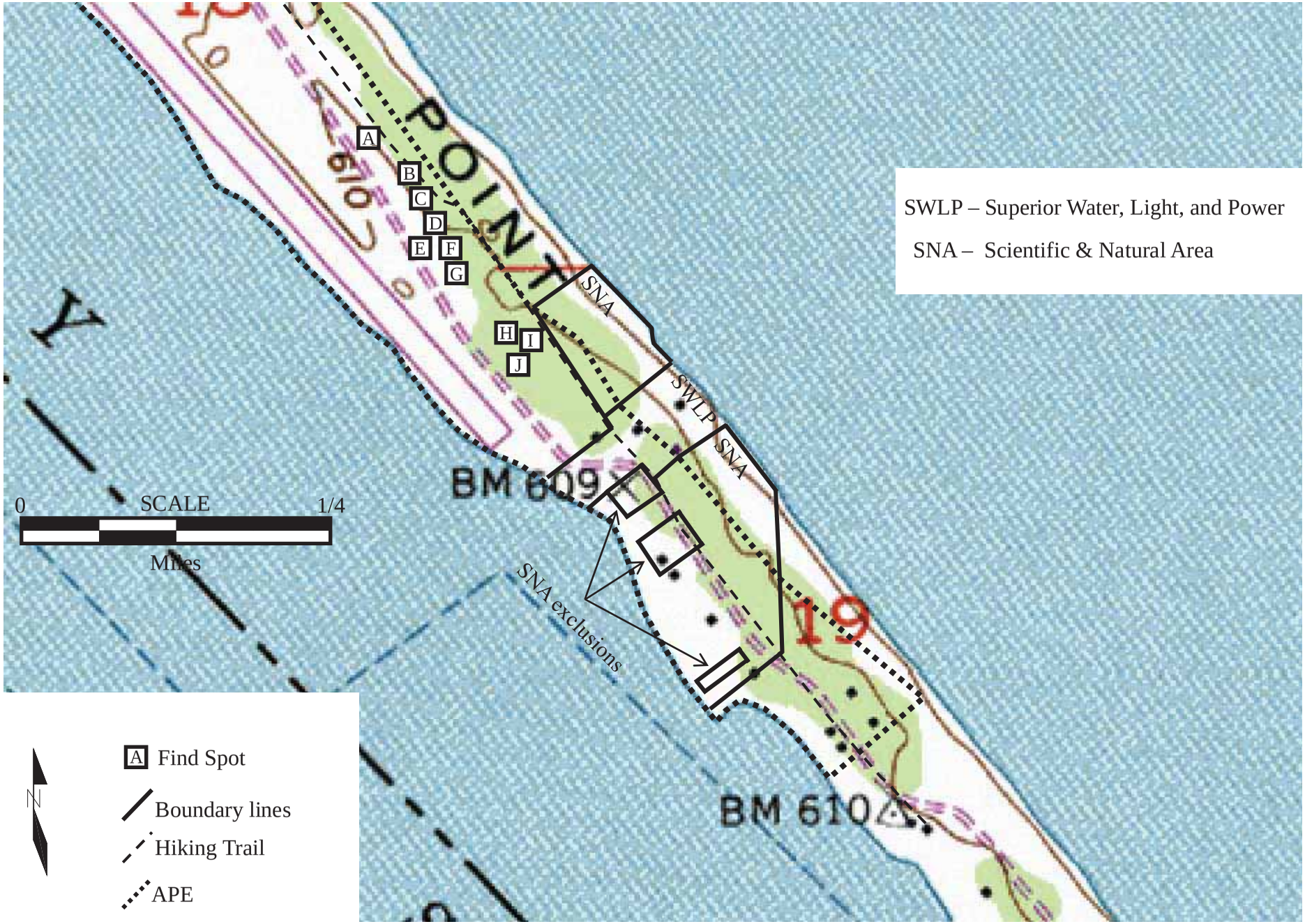

Figure 12. Find spot locations, Superior quadrangle (1:24,000) USGS topographic map

An iron rod (truss rod with threads) was noted with a birch tree grown around it.

A: A metal rectangular pan with a lip was found set into the ground near a depression. The pan is 46 x 66 cm and 15 cm deep.

B: A flatter rectangular area by pines has a brass lamp base. Metal roofing sheets and a stove pipe were noted farther to the east.

C: Two circular depressions, 4 ft and 3 ft in diameter.

D: Two circular depressions, one larger and one smaller. Shallow

E. A couch frame (metal) and lamp base (purple tinted).

F: Cast iron pump head

G. Elevated trail with a small circular depression.

H: Heinz pickle jar near a rectangular depression, 7x8 feet and about 2.5 feet deep (Figure 13). A piece of board is present in the depression.

I. Three jars with screw tops under a log.

J: Several corrugated metal roofing sheets and a metal box set into the ground are present near a dump containing sleeping bags, plastic tarpaulins, cans, jars, pails, and pans (Figure 13).

K: A pile of bricks and a series of surface artifacts (coffee can, barbed wire, stove, iron pump casing, metal roofing sheets) is located at the corner of the Airport fence and the SWLP western boundary (Figure 14). This is designated locality 6 on Table 1. A piece of white crockery was found in the trail in the approximate location of SF 3.

On November 11, a single transect of shovel tests was placed in this parcel extending from the western boundary of the SWLP parcel on the east toward the west (south of the trail about halfway to the Airport fence). A total of 12 tests were placed on approximate 15 meter intervals (Figure 5). Most were negative. Test 2 yielded a piece of mortar in the vicinity of spot K. Test 6 had two pieces of glass near a large raspberry/nettle patch. Test 12 had metal fragments near the depression at spot H; a metal item was also noted at this location in the roots of a tree tip-over.

On November 21, an effort was made to relocate the spot at which a possible trade axe was found in the late 1970s. The trail in the western part of the APE (west of the SNA parcel) was searched; this is City land under Airport authority. Jim Pellman had found the axe with a metal detector along the old access road (which is now the hiking trail). A metal detector was used to see if any metal was still present; nails and a cleat were found. The exact location could not be determined with certainty but it appears to be west of the western SNA parcel. [The metal axe had been donated to the UMD American Indian Studies Department in the mid 1980s.]

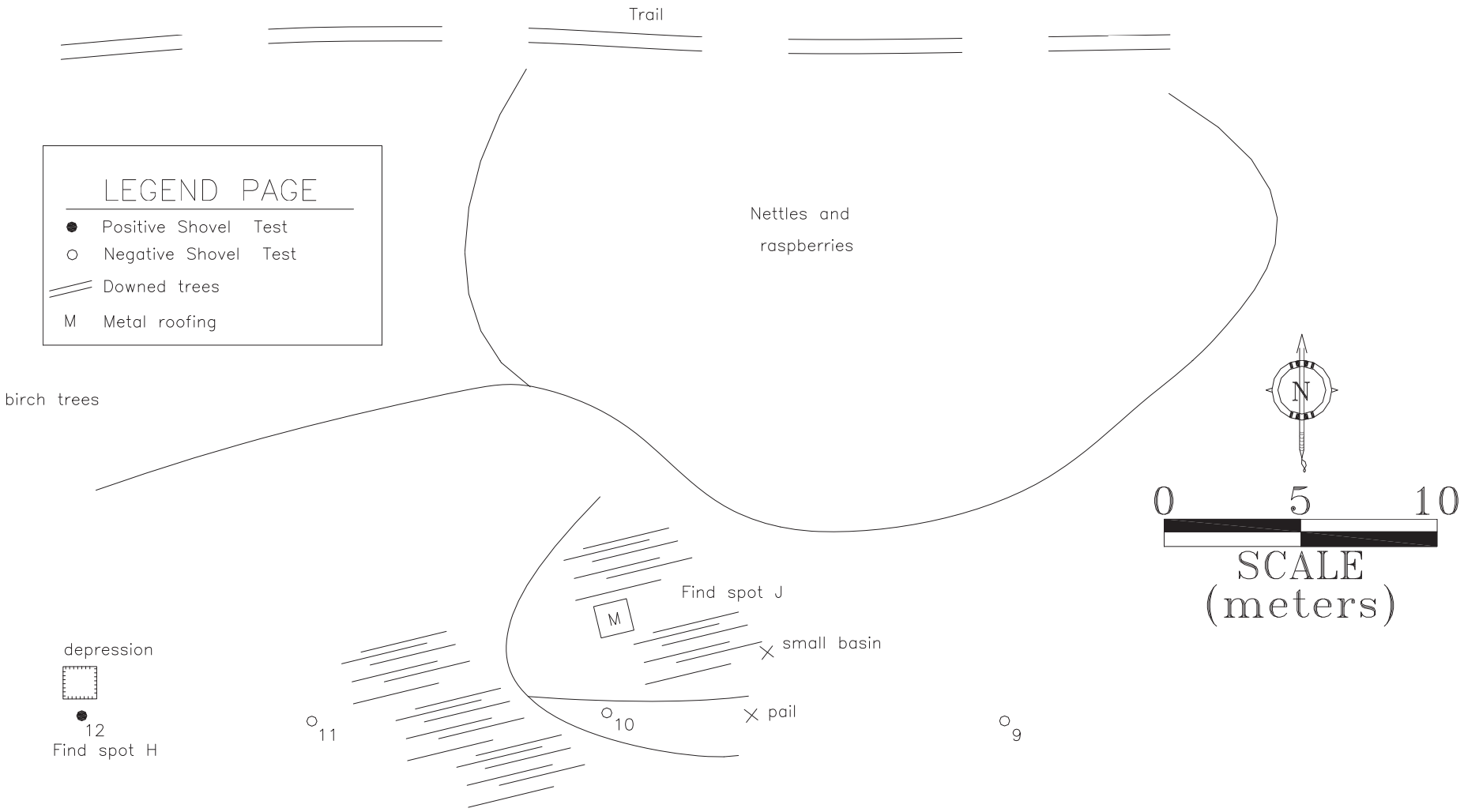

Figure 13. Sketch map of find spots J and H

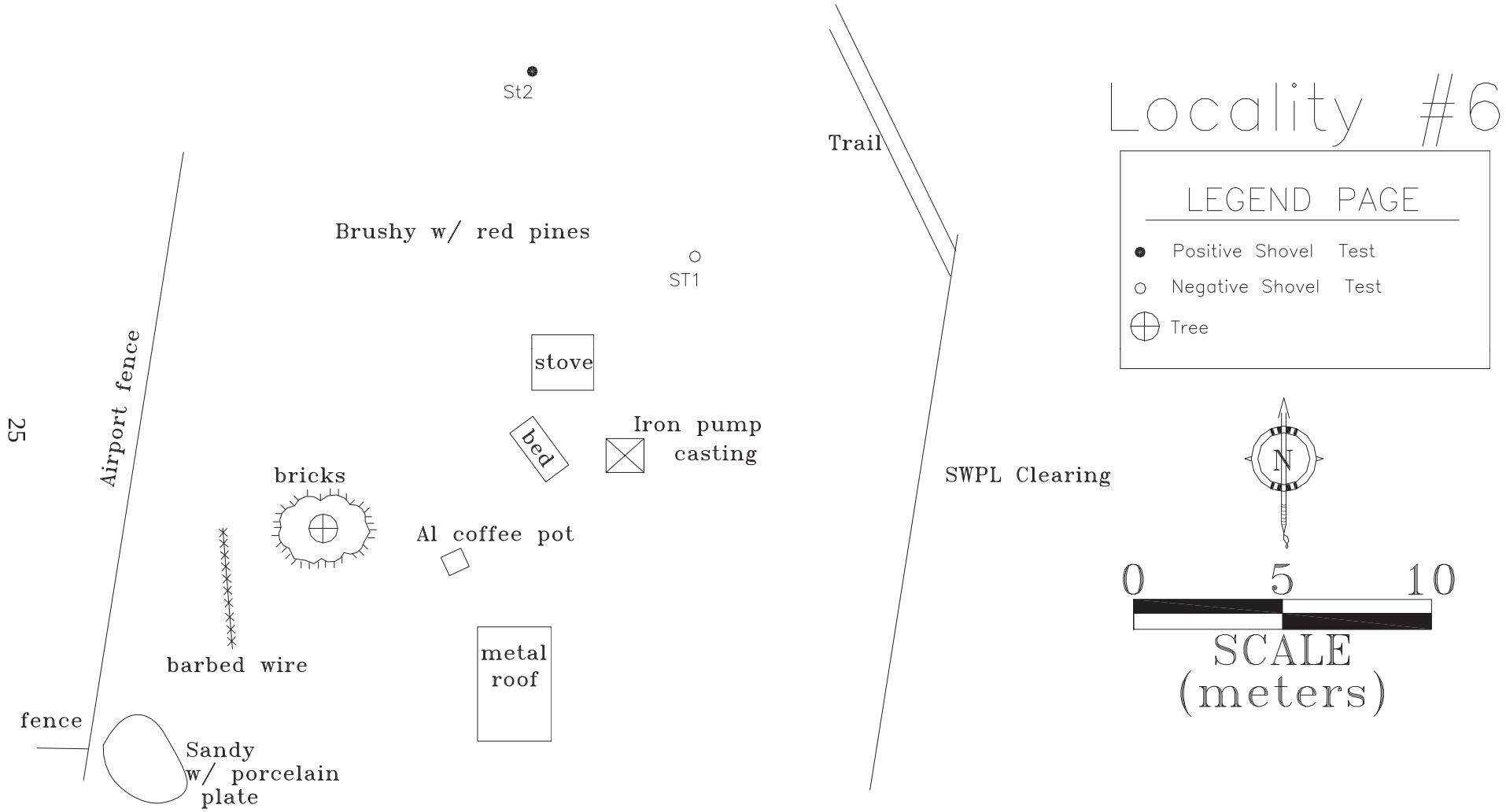

Figure 14. Sketch map of locality #6

CONCLUSIONS

No artifacts or surface indications of Native American archaeological sites were found during this survey. Site 21SL0151 is about a mile farther southeast along the Point. The burial ground reported by an elder of the Fond du Lac Band is most probably in a clearing beyond the project APE. No areas in the APE appear to have surface indications (mounds, depressions) of burials, although the topography is generally hilly and rolling with stabilized dunes in some areas.

Only one possible Contact period artifact was reported. An axe, possibly a trade axe, was found in the 1970s along the trail. It has not yet been located. However, this type of item is to be expected since the Stuntz trading post/house at the end of the Point would have been a source of Contact trade items.

Abundant indications of post-Contact use of the APE were noted (Figure 15). Most striking was a series of localities east of the SNA parcels in City land north of the trail. Of the four localities, three have piles of bricks (two are on cement slabs) and capped well pipes. The fourth is only a dump but is near a distinct road cut from the lakeside of the parcel. A fifth locality with a capped well pipe and few artifacts was noted just within the SNA parcel boundary and north of the trail opposite the Pine Knot Cabin. These five localities appear to be on a consistent spacing of approximately 50 to 60 feet and most probably represent remnants of early 20th century cabins on individual lots. The lack of remnants farther east in the SNA parcel could represent efforts to remove items deemed to be modern "garbage" from this parcel in order to make it more suitable for recreational activities.

A sixth locality with a pile of bricks and additional artifacts is present immediately west of the SWLP parcel and north of the Airport fence (spot K). This locality appears to be very similar to the five localities noted east of the SWLP and SNA parcels. Survey farther to the west within the APE (which is south of the trail) noted a series of slightly altered locations. No brick piles were found but a distinct rectangular depression (H) as well as suggestive flatter areas and circular shallow depressions occur. A scatter of artifacts may represent remnants of other cabin locations or discard of individual items off the road. More recent "camping" activity is suggested by the spot J materials, as the sleeping bags and tarps suggest a recent age for this activity (as well as items near locality 4).

A considerable dump locality is located in the western exclusion parcel of City land within the eastern SNA parcel. This location is west of the Pine Knot Cabin and so between the series of

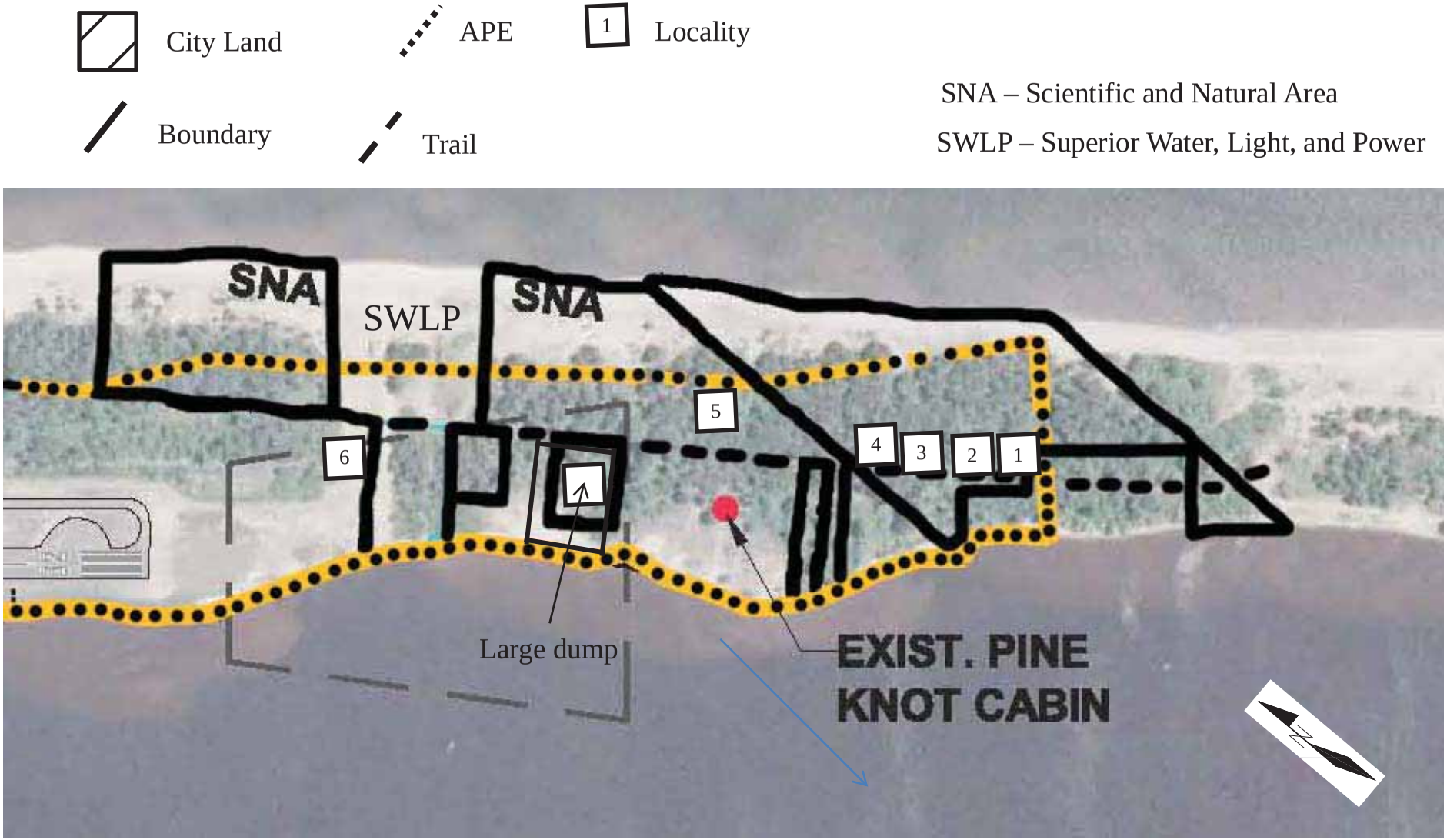

Figure 15. Localities of cultural remains, aerial photograph from SEH, Inc. (Figure 16 of scoping document)

five possible cabin remnants to the east and the sixth locality to the west. A mixture of items from the 1920s and 1930s is suggested, although older materials may also be present. The observation of purple-tinted glass indicative of pre-1917 vintage suggests either an earlier occupation or use of older artifacts during a later time period (Table 3).

Table 3. Purple-tinted Glass Artifacts

ITEM	ASSOCIATION	UTM*
broken drinking glass	locality 3	0573907E, 5174009N
glass fragment	large dump	0573698E, 5174150N
lamp base	spot E	0573377E, 5174583N

*Universal Transverse Mercator coordinates, North American Datum 1983, zone 15

These localities have not been compared to USGS maps or other historic documents in detail. Locality 6 does correlate to a building on the base USGS topographic map (Superior quadrangle, 1:24,000 scale, 1954, revised 1993). The other localities do not correlate precisely with buildings on this map, although buildings are marked in the general vicinity. [One does appear to correlate to the Pine Knot Cabin.] These building locations may provide guidance for future surveys.

No state site numbers have yet been requested for any of the locations of cultural materials reported here. Post-Contact sites are not assigned numbers unless features are present and a fairly definite age range can be determined. The materials reported here may be early 20th century or mid to late 20th century; until a determination can be made, official state site status is not requested. It is anticipated that the six localities, the large dump, and find spot H may meet criteria for site designation after additional information is gathered.

RECOMMENDATIONS

Native American sites appear to be best documented at the end of Minnesota Point near the natural entry into St. Louis Bay. Early accounts place occupation at this location near and around the Stuntz buildings. A recorded site, 21SL0151, appears to correlate to the area around the old lighthouse (which is where the Stuntz buildings were located). Burials are recorded at this site as well as farther west along the Point by oral tradition. Avoidance of these areas is strongly recommended; since both are outside the Project APE, avoidance should be easy. However, the possibility of unrecorded burials within the APE cannot be excluded completely.

RECOMMENDATION: Monitor ground disturbing activities for evidence of subsurface archaeological sites or unrecorded human burials. Consult with the Fond du Lac Band of Lake Superior Chippewa in advance of such activities.

Post-Contact occupation appears to correlate to cabin/recreational use of Minnesota Point. Buildings are mapped on USGS topographic maps throughout the APE. Six potential cabin locations were identified by artifact concentrations, piles of bricks (potential fireplaces), and/or capped well pipes. In addition, a substantial dump of artifacts is present in a central area. Additional remnants from the recreational cabins in this area (Peabody's Landing) may be present beyond the APE. However, the SNA parcels seem to be devoid of such remnants, possibly as a result of cleaning activities.

The considerable amount of remnants found during this survey indicates that the early 20th century use of this area of Minnesota Point is still preserved as archaeological deposits, as well as embodied in the standing Pine Knot Cabin. Whether the deposits are significant and eligible for the National Register of Historic Places is not yet determined. The relevant historic context would be related to both the development of Minnesota Point as part of Duluth and recreational use of Lake Superior.

RECOMMENDATION: Ground disturbing activities that could cause impacts to the post-Contact deposits should be preceded by a Phase II evaluation of the materials for eligibility to the National Register. This evaluation should also determine characteristics to differentiate potentially eligible remnants of pre-1950s occupation from later modern activities.

This Phase I archaeological survey was conducted to determine whether subsurface

indications of unrecorded archaeological sites are present in the Project APE. Considerable post-Contact use of the area was recorded; pre-Contact and Contact use is suggested by the literature search but not substantiated by the survey. Additional survey using a metal detector and expanded shovel testing could provide more information about potential unrecorded archaeological sites.

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July 18, Wednesday, v. III, no. 55, p. 4. "Many exposed remains ..."
July 19, Thursday, v. III, no. 56, p. 4. "In accordance with ..."
July 24, Tuesday, v. III, no. 60, p. 4. "Up to date, sixty-five corpses ..."
July 25, Wednesday, v. III, no. 61, p. 4. "The remains of twelve corpses ..."
July 26, Thursday, v. III, no. 62, p. 4. "Indian weapons and tools ..."

July 28, Saturday, v. III, no. 64, p. 6. "Of 125 bodies disinterred ..."

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APPENDIX I

SNA Permit

STATE OF MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF ECOLOGICAL RESOURCES
SCIENTIFIC AND NATURAL AREAS PROGRAM

SPECIAL PERMIT NUMBER: **2008-40R**

SCIENTIFIC AND NATURAL AREAS: **Minnesota Point Pine Forest SNA**

DATE: October 7, 2008

By virtue of the authority conferred on me by the Commissioner of Natural Resources relative to Scientific and Natural Areas, I grant permission to:

Susan C Mulholland, Duluth Archeology Center, LLC, 5910 Fremont St, Suite 1, Duluth, MN 55807, 218-624-5489, archcenter@aol.com

and field crew (Joseph H Dietmeier and Nigel Wattrus) to enter upon the above Scientific and Natural Area (SNA) for the purpose of

Archeological Survey on Park Point, Duluth, MN: Pedestrian and GPR

as described in the revised proposal (dated 9/25/08) and under the conditions listed below.

It is understood that the above named persons and any additional crew members have a clear understanding of the purpose and long-term goal of state Scientific and Natural Areas. In keeping with this purpose, they shall always conduct their activities in a manner that is least disruptive to the on-going natural processes of these areas. All activities carried out must be in accordance with the proposal submitted. Permission must be received from the SNA Program if the permitee desires or anticipates deviating from this permit. In addition, the following conditions are placed on the proposal submitted:

1. All work shall be done to prevent the inadvertent transport of invasive species; tools used must be cleaned of soil, seeds, etc. before usage and between usage at different plots.
2. No state or federally listed species may be disturbed nor cut back as part of this project.
3. No motorized vehicle may be used within the SNA boundary.
4. All markers, equipment, and other items used during the research shall be removed at the end of the study.
5. Equipment and procedures used to collect specimens or mark plots or other features should be placed or used so as not to cause damage to the resources.
6. Please carry this permit while on the SNA and extend courtesy to any other site visitors, explaining this research work when necessary.
7. You are using the SNA at your own risk. You agree to take all necessary safety precautions to protect yourself, your assistants, and any other SNA visitors.
8. Please acknowledge the Minnesota DNR, Scientific and Natural Areas in any reports, articles and presentations concerning this research.
9. Please submit electronic copies of: a preliminary research summary by December 31, 2008; and a final report upon completion of your work, to peggy.booth@dnr.state.mn.us. Please include maps locating transects and plots and spatial data with your report and a list of any objects collected. We would also appreciate receiving a copy of any future peer-reviewed publications that summarize work conducted on our lands – in pdf format if possible. If for any reason you do not do any work under this research permit, please notify us.

As with all SNAs, the site you have selected may be subject to planned management activities (e.g. brush and tree removal, prescribed burns, seed harvest, etc) during the duration of your permitted activities. Please contact the SNA Program with questions or concerns: (telephone) 651-259-5088, (e-mail) peggy.booth@dnr.state.mn.us

This permit is valid through December 31, 2008 and may be revoked at any time to protect the resources of the SNA upon verbal or written communication. This permit may be renewed for fieldwork in 2009.

By

Margaret Booth

Margaret Booth, Program Supervisor
MN DNR Scientific and Natural Areas Program
500 Lafayette Rd., Box 25
St. Paul, MN 55155-4025
651-259-5088 peggy.booth@dnr.state.mn.us

APPENDIX II

Permission from City of Duluth

From: Kathy Bergen <kbergen@duluthmn.gov>
To: Tim Howard <THOWARD@duluthmn.gov>
Cc: Sue Mulholland <archcenter@aol.com>
Subject: Re: Park Point - archeology study request
Date: Wed, 22 Oct 2008 10:27 pm

Hi Tim -

I see no problems with this study as described below. Please accept my response to this email as written permission for this study to move forward on park land.

Thanks! Kathy

>>> Tim Howard 10/22/2008 4:37 PM >>>
Kathy,

I've been asked by Sue Mulholland of the Duluth Archeology Center to conduct an archeological study of the area of Park Point beyond Sky Harbor Airport. The study is at the request of MnDNR. Skyharbor Airport has given their permission for lands under their control to be included in the study. Sue is asking for permission to conduct her study on City owned park lands beyond Skyharbor Airport. Specifically in an area approximately 300 ft on either side of the Pine Knot Cabin. Exact excavation locations have not yet been determined. If approved the locations will be determined on the ground at the time the study is performed.

Each excavation will be approximately 12"- 18" diameter and 12"- 24" deep. Each excavation will be open for approximately 10-15 minutes. Once each location is completed, all earth removed will be replaced and any salvageable plants will be re-planted.. The exact time of the study will be weather dependent but Sue's hope is to conduct the study in the next 1-4 weeks (before snow).

Anyway, do you see any problems or any reason to not grant Sue permission to move forward with her study? Advise.

Thanks, Tim

APPENDIX III

State Archaeology License

APPLICATION FOR MINNESOTA ANNUAL ARCHAEOLOGICAL SURVEY LICENSE

This license only applies to reconnaissance (Phase I) and evaluation (Phase II) surveys conducted under Minnesota Statutes 138.31- 42 during calendar year _2008____. Separate licenses must be obtained for major investigation/ Phase III work, for burial site work under Minnesota statutes 307.08, and for survey work that will continue into another calendar year. Only the below listed individual is licensed as a principal investigator, not the institution/ agency/company or others who work for that entity. The licensed individual is required to comply with all the conditions attached to this license form. Permission to enter land for the purposes of archaeological investigation must be obtained from the landowner or land manager.

Name: __Susan Mulholland _____

Institution/Agency/Company Affiliation: ___Duluth Archaeology Center _____

Title/Position: __President/Principal Investigator_____

Address: _5910 Fremont St. Suite 1, Duluth MN 55807_____

Work Phone: __218-624-5489_____ E-Mail:___archcenter@aol.com _____

Name of Advanced Degree Institution:__University of Minnesota _____ Year:_1987___

Name of Department: Interdisciplinary Archaeology Studies Degree: __MA __MS _X_PhD

Purpose: (check all that may apply)
CRM _X__ Academic Research _X__ Institutional Field School _X__

Type of Land: (check all that may apply)
State Owned _X__ County Owned _X__ Township/City Owned _X__
Other ___ List: _____

MHS Repository Agreement # __391_____ Other Approved Curation Facility:_____

Most recent previous license year: _2007_ Type: _X_Annual __Major __Project (pre-2006)

Signed (applicant): Susan Mulholland Date: _1/30/08_____
Required Attachments: *Curriculum Vita* ___ and Documentation of Appropriate Experience ___ for previously unlicensed individuals.

Submit one copy of this form and attachments to:
Office of the State Archaeologist, Ft. Snelling History Center, St. Paul, MN 55111
612-725-2411 612-725-2729 FAX 612-725-2427 email: mnosa@state.mn.us

Minnesota Historical Society Approval: _____ Date: 2/8/08
State Archaeologist Approval: _____ Date: 1/31/08

License Number: 08-009

Form Date: 4/20/06

RECEIVED JAN 31 2008

SKY HARBOR AIRPORT:
CULTURAL RESOURCES REVIEW
TASK 1 - LITERATURE SEARCH

Susan C. Mulholland and Stephen L. Mulholland

Duluth Archaeology Center

5910 Fremont Street

Duluth MN 55812

TO:

Short Elliott Hendrickson Inc.

418 West Superior Street, Suite 200

Duluth MN 55802

FOR:

Sky Harbor Airport Authority

Duluth Archaeology Center Report No. 08-27

August 2008

ABSTRACT

A literature search was conducted as the first task in a cultural resources review for the Scoping Document on the Sky Harbor Airport Project. Two specific locations were reviewed for known historic properties and potential of unrecorded historic properties.

The present location of the Airport on Minnesota (Park) Point has high potential for unrecorded archaeological sites and burials as well as an existing standing structure. A Native American camp and cemetery (21SL151) is recorded at the end of the Point; at least one elder from the Fond du Lac Band of Lake Superior Chippewa remembers surface indications of burials near or within the Area of Potential Effect.

The second location, the U.S. Steel Duluth Works facility, is on the St. Louis River near Morgan Park. No historic properties are recorded in or adjacent to this location; the highly disturbed nature of the ground in this location indicates a low potential for previously unrecorded sites to be intact. However, the area around the facility includes Spirit Lake, Spirit Island, and Spirit Mountain, all of which could be considered Traditional Cultural Properties and/or sacred or religious sites.

ACKNOWLEDGEMENTS

Many people contributed to this project. Scott Sannes and Kelly Henry, SEH Inc., provided maps and other information from the Draft Scoping Document regarding the various action alternatives. LeRoy Defoe, Cultural Resources Specialist for the Fond du Lac Band of Lake Superior Chippewa, consulted on tribal concerns on the two specific locations. Bruce Koenen, Office of the State Archaeologist, sent a copy of the State Site form for 21SL151; Thomas Cinadr, SHPO, conducted the search of the SHPO databases. Kristine Aho, Duluth Public Library, and Pat Maus, Northeast Minnesota Historical Center, shared their expertise on relevant published and unpublished documents.

INTRODUCTION

This report is on the literature search conducted as part of the cultural resources review for the Sky Harbor Scoping Document (Project). The Project is an environmental assessment of several construction alternatives for the Sky Harbor Airport in Duluth, Minnesota. In addition to no action, seven alternatives range from realigning the runway in various orientations to placing the runway on constructed land in the present bay to moving the Airport to a new location upstream on the St. Louis River. A cultural resources review was requested to consider the effects of the Project alternatives on known historic properties and the potential to cause impacts to unknown historic properties. A literature search of published and unpublished sources was requested as the first task in the review.

The literature search considers all types of historic properties but focuses primarily on archaeological sites in the area. Such sites usually have little surface expression and are not as easy to locate as are standing structures such as buildings. The primary objective of the literature search was to compile information on known archaeological sites, including location, content, previous investigations, and the state of information. In addition, an assessment of the potential for unknown/unrecorded archaeological sites was conducted for the general areas around the two locations considered in the action alternatives. Consideration of other historic property types included standing structures, Traditional Cultural Properties (TCPs), and sacred/religious sites.

Two specific locations were considered during the literature search. The current location of Sky Harbor Airport is in T49N, R13W, section 18 or approximately 5 miles from the Duluth end of Minnesota Point. The area of the alternatives was the primary location for research, including T49N, R13W, section 19 (southeast of the Airport) and T49N, R14W, section 13 (northwest of the Airport). The end of Minnesota Point was also considered as part of the landform on which the Airport is located. In addition, the location of the former U.S. Steel Duluth Works facility in T49N, R15W, section 35 and T48N, R15W, section 2 in Morgan Park was also considered. This location is an unnumbered alternative in the draft Scoping Document. The bank of the St. Louis River was the

primary area of concern, although consideration of the general area around this location extended to Spirit Island in the river and Spirit Mountain overlooking the location.

Relatively little archaeological survey for pre-Contact (prior to A.D. 1650) or Contact (A.D. 1650 to 1845) occupations has been conducted within the limits of the City of Duluth; many of the investigations to date have focused on standing structures (including shipwrecks) from the post-Contact period (post A.D. 1845). Consequently the literature search had several aspects. First, a search of the site database at the State Historic Preservation Office (SHPO) was requested. The SHPO is the central repository for archaeological investigations, most of which are not published and are recorded only in limited copies of unpublished reports ("grey literature"). Second, review of relevant published books, newspaper clippings, and unpublished manuscripts was conducted at the Duluth Public Library, Superior Public Library, and the Northeast Minnesota Historical Center (NEMHC) at the University of Minnesota Duluth. Much of this material was written decades after the original events; some items are repeated several times in later publications. Finally, a request for information was made to the Cultural Resources Specialist at the Fond du Lac Band of Lake Superior Chippewa. The Fond du Lac Band has oral traditions as well as documented occupation in the Duluth-Superior area, including Minnesota and Wisconsin Points.

The data gathered through this literature search reflects a wide variety of sources. Much of the primary documents are later manuscripts or newspaper articles written by or about the early settlers and are based on memories of earlier events. Most documents date from the early 1900s rather than from the mid to late 1800s. As mentioned, archaeological investigations of the physical deposits are generally sparse and limited in scope. The information gathered must be considered as to source in order to assess the accuracy and precision of the data, particularly as the authors objectives and therefore perspective are often quite different from the present study.

RESULTS

MINNESOTA POINT

The Sky Harbor Airport currently is located on Minnesota Point (also known as Park Point), a long but narrow sand point extending southeast from Duluth, Minnesota on the west end toward Superior, Wisconsin on the east end. A natural break separates Minnesota Point from Wisconsin Point approximately 6 miles from the Duluth end. This break is the natural entry between Lake Superior to the northeast and the St. Louis River to the southwest. [The Duluth canal is an artificial entry to the harbor and is located near the Duluth end of the Point.] The Airport is located approximately 5 miles northwest of this natural entry.

The Area of Potential Effect (APE) is considered to be the segment of the Point within the aerial photographs used for the figures showing the various action alternatives. This includes the full width of the Point at the Airport and extending both northwest and southeast from the existing runways. On the northwest side of the APE, the current Park Point Recreation Area is located. To the southeast, the Scientific and Natural Area (SNA) enclosing portions of the old growth forest is located. The Park Point Trail starts at the Airport property and extends southeast through the SNA areas and beyond the immediate APE to the end of Minnesota Point by the natural entry.

Only one archaeological site is recorded in the SHPO site database for the area of the Point APE (Cinadr, personal communication, August 13, 2008). The Minnesota Point site, 21SL151, is a Native American campsite and cemetery located in T49N, R13W, sections 19 (east half) and 20 (west half). It is recorded as just west of the old lighthouse, which is located near the end of Minnesota Point by the natural entry (from the state site form). [Note that the lighthouse is on the National Register of Historic Places and forms the base point for surveys of Lake Superior.] Recorded artifacts include trade goods as well as Native American items. The Chippewa (Ojibwe) occupied the site in the summer and older prehistoric occupation is considered possible as well. A summary of the site is included in an early discussion of archaeology in northwestern Wisconsin (Brown 1914).

Discussion of the Point APE with LeRoy Defoe, Cultural Resources Specialist for the Fond du Lac Band of Lake Superior Chippewa, indicates that the Point APE is of interest to the Band (Defoe, personal communication, August 11 2008). One elder of the Band remembers living on the Point as a child and seeing birchbark bowls with offerings in an area of the Point. She showed the location to LeRoy, who indicated it is in a cleared area as opposed to the forest in the SNA. Whether this location is within the specific APE or is farther southeast (near or in the recorded location of site 21SL151) needs to be determined by a visit to the Point.

Published sources of Native American use of the Point during early settlement of Duluth and Superior are relatively sparse and, as discussed above, recorded decades after the fact. Two separate incidents appear to correspond to the record of site 21SL151. These incidents are repeated in several accounts of early settlement (for example, in MacDonald 1999:43, Bailey 1976:103, and Aguar 1971:9 as well as others) but originate in manuscript accounts by early pioneer settlers.

In 1853, George R. Stuntz established a structure that he described as a residence at the end of Minnesota Point under a trading license prior to the Treaty of La Pointe in 1854 (Woodbridge and Pardee 1910: I, 229). The location is on the bay side of the Point, near where the old lighthouse was constructed a few years later; a trading post and dock are described (Van Brunt 1921: I, 92), although a warehouse was also indicated (Van Brunt 1921: I, 73). Stuntz used the facilities to operate a ferry service to Superior under a monopoly (Rapp 1958:14-15). Upon arriving at Minnesota Point on November 8, 1953, August Zachau witnessed the construction of three log structures for Stuntz on the end of Minnesota Point. Of specific interest, Zachau recorded "The whole point was dotted with big Indian teepees." (Zachau 1914:7; Van Brunt 1921:I, 68). This location of the Stuntz trading post and, presumably, the Native American encampment near the old lighthouse corresponds in general with the location of site 21SL151.

In 1876, a severe winter storm reportedly "excavated" an Indian cemetery on the end of Minnesota Point. The event appears to refer to the removal by strong winds of approximately 6 feet of loose sand, exposing coffins and other items from graves as well as artifacts (Bardon 1927). The cemetery

was apparently a 5 acre area west of the old lighthouse on a higher portion of Minnesota Point. The sand as well as bones and skulls blew across the frozen bay to a location on the Superior side; there the sand filled in a swampy lowland. The artifacts appear have been concentrated as a lag deposit from the wind on the original Point location, where pigeons the next spring ate many of the items (as found in their crops after being shot). Again, this location corresponds to that reported for site 21SL151. The information was repeated in later accounts (MacGill 1936).

Other indications of Native American use of Minnesota Point are somewhat less certain in terms of date and location. A photograph of Native Americans and settlers shows both wigwams and a frame structure with boards (Bailey 1976:103). The caption reads "Indian settlement on Minnesota Point near Stuntz's trading post." Another reproduction of the same photograph in the Duluth News-Tribune (n.d.) suggests it is from 1870 and on the location of the Duluth Boat Club. The original is in the NEMHC Gaylord photograph collection and has been posted on Minnesota Reflections (Gaylord 1873?). This original source lacks information on a specific original date and location (Maus, personal communication, August 29, 2008). It appears to have been taken by Gaylord, who had a studio in Duluth from 1869 to 1902. However, some photographs in the same collection have been identified as taken by Illingworth instead (Maus, personal communication, August 29, 2008). If the photograph in question is actually taken on Minnesota Point, it does indicate continued use of the Point by Native Americans after wood frame structures were constructed (in contrast to log structures like those of Stuntz).

Another indication of Native American use of the Point is recorded by Edward Hall, one of the early settlers in the Oneota plat of Duluth (Van Brunt 1921: I, 112). A ceremonial feast was an annual event on Minnesota Point, featuring dog meat. Hall attended one such event in June 1856. No specific location on the Point was given in the account. A photograph of settlers at Native American ceremonies is used to indicate settlers observed ceremonies on Minnesota Point (Sandvik 1983:22). However, the photograph itself is not necessarily from Minnesota Point (Gaylord 1890?).

An earlier indication of use was recorded from 1854 (Van Brunt 1921:I, 86). During a trip to the

North Shore to search for copper (illegally as the Treaty of LaPointe had not been ratified), R.B. McLean noted a group of Indians camped at the old portage on Minnesota Point. This old portage is near or at the location of the Canal, much closer to Duluth than site 21SL151. [Note that Sieur du Lhut is thought by some to have taken this portage, called the Little Portage, from Lake Superior into the St. Louis River (Van Brunt 1921:I, 25).] In 1856, Alfred Merritt noted that Native American wigwams were scattered on both Minnesota and Wisconsin Points (Sandvik 1983:20).

An "Early Chippewa Indian Village, 1679 & Earlier" is mapped on Minnesota Point midway between the Airport and the Canal (Fritzen 1978:1). It is on the lake side of the Point but the exact correlation to a modern location is not certain. The map was reproduced from the 1824 survey by Samuel Thompson, published in House Document No. 451, 2nd Session, 25th Congress of the United States. The original citation has not been checked for this report; as Fritzen states that historical footnotes were added, this is important to determine if the village location is original or not. Note also that the 1679 age is solely from the map legend in Fritzen (1978:1); whether a village noted in 1824 (if it is actually on the original map) could date approximately 150 years earlier is problematic.

One standing structure is within the APE, a cabin designated as the Pine Knot Cabin. This structure is not listed on the SHPO database (Cinadr, personal communication, August 13, 2008). It apparently is the last survivor of Peabody's Landing, a recreational community dating to the early 20th century (Lohn 1999). The future use of this cabin has been the focus of a controversy in recent years (Siders 1999).

ST. LOUIS RIVER

An alternative location for the Sky Harbor Airport is at the former U.S. Steel Duluth Works (USX) facility located on the west bank of the St. Louis River near Morgan Park. This area of the St. Louis River is also known as Spirit Lake, as the river forms a large embayment between Chases Point in Wisconsin on the east, Spirit Island downstream on the north, and the west bank in Duluth. Much of the St. Louis River downstream from this location is an estuary, with earlier river banks

submerged under the water. The isostatic rebound after the glacial retreat has slowly elevated the North Shore a greater amount than the area of Duluth and Superior, subsequently drowning the lower (downstream) portion of the St. Louis River.

The APE is the proposed runway, associated buildings, and safety zones indicated in the draft Scoping document. This is located on the southwestern side of Spirit Lake, specifically on the grounds of the former U.S. Steel facility. The property includes a segment of the southwest shore of Spirit Lake and extends south/upstream a considerable distance. A significant amount of wetlands on the current shoreline are included.

No archaeological sites are recorded in the SHPO database for the River APE or within 1 mile (Cinadr, personal communication, August 13, 2008). However, the significance of Spirit Lake, and specifically Spirit Island within Spirit Lake, are documented (Aguar 1971:7; Crooks 2006:15-24). In addition, Spirit Mountain overlooks the facility and is of immense significance to the Fond du Lac Band (Defoe, personal communication, August 11, 2008).

The USX facility operated from 1915 to 1979, with a separate wire mill operated until 1987 (MPCA 2008). Coke and iron production as well as open hearth steel production occurred at the 640 acre site. It was placed on the federal Superfund list in 1984 by the Environmental Protection Agency, listed as the St. Louis River Superfund Site (with the Interlake-Duluth Tar Site). By the 1990s, the structures had been demolished (Aubut and Norton 2001:52).

The facility included several railroad lines and a bridge across the St. Louis River as well as extensive buildings and yards (Alanen 2007:33-55). The original area of the facility was a community development called Spirit Lake Park, organized in 1889. However, it failed to develop and was largely abandoned in 1907 when U.S. Steel began to acquire land.

The original shoreline appears to be low and water saturated with large areas of marsh as shown in photographs of the facility (Gallagher 1928?). No village site is marked on Spirit Lake in the 1824

Samuel Thompson map published in House Document No. 451, 2nd Session, 25th Congress of the United States. (Fritzen 1978:1). No village site is marked on an adaptation of a 1861 map by the US Engineers (Bailey 1975:inside front cover). However, Spirit Island and Spirit Lake are clearly labeled on both maps.

References to locations of Native American camps between Minnesota Point and the Fond du Lac village adjacent to the American Fur Company Post are sparse. Aguar (1971:5, 7) places one at Spirit Island, although the symbol is on the river shore. In addition, he reports a camp near 62nd Avenue West by Keene's Creek as one of a series on a trail from Minnesota Point to Fond du Lac. This camp may correlate to a village site north of Clough Island on the 1824 Samuel Thompson map (Fritzen 1978:inside front cover). Camps are shown on Clough (Big) Island and Grassy Point as well as the approximate location of the 62nd Avenue West camp on the 1861 map (Bailey 1975:inside front cover). The accuracy of these locations is uncertain.

CONCLUSIONS

Little definitive evidence has been recorded regarding Native American camps in the Duluth-Superior area. Although the locations of villages was important to explorers and traders, correlation of verbal descriptions with physical landmarks is difficult. The topic was not a priority for early settlers, who were focused on developing early settlements. The limited amount of field investigation also contributes to the lack of information. Finally, the amount of construction over the last 150 years has the potential to obliterate or substantially alter original land surfaces and the fragile archaeological deposits.

Given that some routes of major early expeditions such as that of Du Lhut are still controversial (Van Brunt 1921:I, 25), it should not be expected that all locations of Native American occupation can be specifically identified. However, relatively substantial indications that the Duluth-Superior area and the St. Louis River were important to the Dakota and Ojibwe of Contact and post-Contact times suggests that pre-Contact occupation is at least reasonable. Cemeteries and camps have been

identified at the ends of Minnesota and Wisconsin Points, flanking the natural entry into the St. Louis Bay. The Canal was at the location of a portage across Minnesota Point; other portages (including the Grand Portage of the St. Louis) probably have relatively intense use. The estuary shorelines, including islands, of the lower St. Louis River would probably have been used as camps. Trails between Minnesota Point and Fond du Lac most likely had stopping spots along the way.

The specific location of the Sky Harbor Airport on Minnesota Point has not been surveyed for archaeological sites. The location of a recorded site, 21SL151, a short distance southeast along the Point suggests potential exists for additional occupation in this part of the project APE. Disturbed areas for the Airport facility and the road may be avoided. However, any ground disturbance within more natural areas such as the SNAs carry the potential to disturb unrecorded sites. In addition, potential for burials in this part of the Point is indicated by the memories of at least one elder from the Fond du Lac Band. In addition, the Pine Knot Cabin is a standing structure that needs to be considered; a first step would be to obtain the history compiled by the present owners.

The specific location of the U.S. Steel facility on the Spirit Lake portion of the St. Louis River has also not been surveyed for archaeological sites. No sites are recorded within a mile of this location, although Spirit Island, Spirit Lake, and Spirit Mountain have traditional import for the Fond du Lac Band. Traditional cultural property and spiritual/religious site status could be assigned to Spirit Mountain; the import of Spirit Island and Spirit Lake are less well established. However, the intense disturbance during construction and use of the USX facility, as well as the contamination issue, make an archaeological survey of this location moot.

Additional lines of research could be pursued for either or both location. Sufficient information exists to indicate that the Minnesota Point location has a high potential for intact subsurface archaeological deposits and burials as well as an existing standing structure. The USX location is probably too disturbed for any intact archaeological deposits to have survived, if indeed any were there prior to the initial construction. However, consideration is needed of potential impacts to TCPs and sacred/religious sites in the immediate area.

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September 3, 2014

Kandice Krull
Federal Aviation Administration
Northwest Mountain Region
Denver Airport District Office
26805 E. 68th Ave, Suite 224
Denver, CO 80249-6361

RE: Duluth Sky Harbor Airport Improvement Project
Duluth, Saint Louis County
SHPO Number: 2014-1832

Dear Ms. Krull:

Thank you for continuing consultation on the above project. Information received in our office on 15 August 2014 has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36 CFR 800).

Your correspondence dated 12 August 2014 indicates that, since our previous review of the proposed project in September 2011, your agency has chosen Alternative 5a Short as the preferred alternative for the proposed airport improvement project. We agree with your determination of the area of potential effect (APE) for both above-ground and archaeological resources as indicated on maps included in Appendix A.

As you know, the USS Essex Shipwreck, a property which is listed in the National Register of Historic Places, is located within the APE for above-ground resources but outside the APE for potential direct effects. Also, while an earlier archaeological survey identified one site (21SL0151) within the APE for direct effects, you have now indicated that the obstruction light, which was originally proposed to be installed in the vicinity of this site, has now been removed from the current project scope. We agree that no further evaluation of this site is necessary based upon current project plans.

We have reviewed the evaluation you completed for the Sky Harbor Airport and agree with your agency's finding that the property lacks sufficient integrity to qualify it for inclusion in the National Register of Historic Places.

Therefore, we concur with your determination that **no historic properties will be affected** by the project, as currently proposed.

Feel free to contact me at (651) 259-3456 or by e-mail at sarah.beimers@mnhs.org if you have any questions or concerns regarding our comment letter.

Sincerely,

Sarah J. Beimers

Sarah J. Beimers, Manager
Government Programs and Compliance

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Appendix J

Public Notice

J-1 – Draft EA/EAW - Duluth News Tribune Affadavit of Publication

J-2 – Public Notice - EQB Monitor

J-3 – Second Notice of Public Hearing – Duluth News Tribune

J-4 – Public Notice Final EA & FONSI/ROD

STATE OF MINNESOTA) **AFFIDAVIT OF PUBLICATION**

COUNTY OF ST. LOUIS)

___ Kathy Berndt _____, being first duly sworn on oath states, or affirms that s/he is the publisher of the newspaper known as the Duluth News-Tribune, or the publisher's designated agent, and has full knowledge of the facts stated below:

A. The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minn. Stat. 331A.02, and other applicable laws, as amended.

B. The printed public notice that is attached was published on the following dates:

July 7, 2014

By Kathy Berndt

Subscribed and sworn to or affirmed before me

on this 11th day of July, 2014.

Notary Public Jacqueline M. Somers

JACQUELINE M SOMERS
NOTARY PUBLIC - MINNESOTA
MY COMM. EXPIRES JANUARY 31, 2019

RATE INFORMATION

Lowest classified rate paid by commercial users for comparable space:	$____ 0.00_____ per line
Maximum Rate allowed by law:	$____ 0.00_____per line
Rate actually charged:	$____ 0.00_____per line

NOTICE OF FEDERAL DRAFT ENVIRONMENTAL ASSESSMENT/STATE ENVIRONMENTAL ASSESSMENT WORKSHEET AVAILABILITY
Duluth-Sky Harbor Airport
Runway 32 Approach Obstruction Removal

EA/EAW Comment Deadline: August 20, 2014
Project Title: Duluth-Sky Harbor Airport Runway 32 Approach Obstruction Removal

Project Description: The Duluth-Sky Harbor Airport (Airport), under the direction of the Duluth Airport Authority (DAA), has proposed to reconstruct the runway at the Airport to provide an approach clear of trees and any other obstructions. The use of Airport Improvement Program funding requires preparation of an Environmental Assessment (EA) to evaluate the proposed action in accordance with the National Environmental Policy Act (NEPA). In addition, an Environmental Assessment Worksheet (EAW) is mandatory for this project pursuant to Minnesota Rules 4410.4300, Subp. 30 (Natural areas) because some of the alternatives considered could potentially impact the adjacent Minnesota Point Pine Forest Scientific and Natural Area (SNA). The preliminary preferred alternative and another alternative considered, Alternative 13, would result in fill in Superior Bay and would require an EAW under MR 4410.4300, Subp. 27 (Wetlands and public waters). Therefore, a joint Federal EA/State EAW has been prepared to evaluate the alternatives. Because the action alternatives have impacts to surface waters, the FAA and United States Army Corps of Engineers (USACE) have entered into a Memorandum of Understanding (MOU) to merge the NEPA and Clean Water Act Section 404 Permitting processes into one process.

The preliminary preferred alternative (Alternative 5a Short) will result in impacts to surface water resources. Alternative 13 would result in a reduced quantity of surface water resources compared to the preliminary preferred alternative, but would impact the old-growth forest habitat on airport property and in adjacent properties, including the SNA. Although Alternative 13 has more impacts to the SNA, a Section 4(f) resource, than the preliminary preferred alternative, it is being carried forward in the EA for comparison purposes due to the reduction in fill impacts to Superior Bay. Impacts due to either action alternative would be offset by mitigation measures, potentially in the form of habitat improvement projects near the Airport in Superior Bay.

During the scoping process, early Tribal consultation was initiated by the FAA. The Bois Forte Band of Chippewa Indians, the 1854 Treaty Authority, and the MnDOT Office of Government Affairs attended one meeting during the scoping process. The Tribes were invited to all meetings on the project and will receive a copy of the Draft EA/EAW. There are no properties with the Area of Potential Effect eligible for listing on the National Register of Historic Places (NRHP). The FAA issued a finding of No Historic Properties Affected in August 2011. The SHPO conditionally concurred with the finding in a letter dated September 8, 2011. The FAA revised the finding to incorporate SHPO's conditions and to reflect new information. The FAA issued a revised finding in July 2014. Results of the consultation will be included in the Final EA.

The Draft EA/EAW may be accessed electronically on the DAA website at http://www.duluthairport.com and is available for public review during regular business hours at the following locations:

- Duluth International Airport at 4701 Grinden Drive, Duluth, MN
- Duluth Public Library at 520 W Superior Street, Duluth, MN
- Lafayette Community Recreation Center at 2026 Minnesota Ave, Duluth, MN
- Duluth-Sky Harbor Airport at 5000 Minnesota Ave, Duluth, MN
- Duluth City Hall at 411 W 1st Street, Duluth, MN
- SEH - Duluth Office at 418 W Superior Street-Suite 200, Duluth MN

The DAA will hold an ***Open House and Public Hearing*** to solicit comment on the Draft EA/EAW. The Open House will take place on **August 7, 2014 from 6:00 p.m. to 7:00 p.m., followed by a Public Hearing at 7:00 p.m.** at The Inn on Lake Superior at 350 Canal Park Drive, Duluth, MN. Written comments can be submitted prior to the close of the public comment period on August 20, to the Duluth Airport Authority, 4701 Grinden Drive, Duluth, MN 55811.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised your entire comment -including your personal identifying information -may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

RGU: Duluth Airport Authority
Please direct written comments to:

RGU Contact Person:
Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811
twerner@duluthairport.com

FAA Contact Person:
Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
26805 East 68th Avenue - Suite 224
Denver, CO 80249-6361
kandice.krull@faa.gov

D.N.T. July 7, 2014
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Environmental Quality Board

Publication Date July 7, 2014
Vol. 38, No. 14

Next Publication: July 21, 2014
Submittal Deadline: July 14, 2014
Submit to EQB.Monitor@state.mn.us

Sign up and manage your subscription on EQB's website to receive updates and notifications. Add MNEQB@public.govdelivery.com to your address book or safe sender list. EQB Meetings are regularly scheduled for the third Wednesday of the month, which can be found on the EQB Calendar. Special meeting notifications, meeting minutes, packets, and agendas are also posted on the EQB website.

- Environmental Assessment Worksheets
- EIS Need Decisions
- EIS Need Decision - POSITIVE DECLARATION
- EIS Preparation Notice
- EIS Scoping Booklet and Draft Scoping Decision Document Available
- Petitions Received
- AUAR Update Available
- Draft EA/EAW
- Notice of Environmental Assessment
- Notice

Environmental Assessment Worksheets

Comment Deadline: August 6, 2014

Project Title: Berres Ridge Residential Development

Project Description: Berres Ridge is a residential development of 372 single family lots of which 262 lots are RS-3 zoning and 110 lots south of 200th Street are proposed to be RS-4 zoning on a total site area of 151.92 acres north of and adjacent to 202nd Street W (CSAH 50), east of Highview Avenue and west of Hamburg Avenue.

RGU: City of Lakeville

Contact Person: Kris Jenson, Associate Planner
952.985.4424
kjenson@lakevillemn.gov

Project Title: Lakeview Residential Development

Project Description: Source Land Capital is proposing to build a residential development on 140± acres on the former Lakeview Golf Course property at 405 North Arm Drive in Orono. The project includes 50+ single family lots with private sewer. The property is not in the MUSA. The EAW is available at www.ci.orono.mn.us or Orono City Hall (2750 Kelley Parkway).

RGU: City of Orono

Contact Person: Mike Gaffron, City of Orono Senior Planner
P.O. Box 66, Crystal Bay, MN 55323
952.249.4622
LakeviewEAWComments@ci.orono.mn.us.

Project Title: Building Demolition (214 South Minnesota Avenue)

Project Description: The project involves the demolition of the building at 214 South Minnesota Avenue, St. Peter, MN and the removal of the demolition debris. The structure has been determined to be a "contributing building" within the St. Peter Commerical Historic District as designated by the National Register of Historic Places.

RGU: St. Peter Heritage Preservation Commission

Contact Person: Rosten Wille
Community Development Director
227 South Front Street
St. Peter, MN 56082
507-934-0713
Fax: 507-934-4917
russw@saintpetermn.gov

Project Title: Upper Lightning Lake Water Level Management Project

Project Description: The public watercourse that connects Upper Lightning Lake to downstream Denton Slough has become filled with narrowleaf/hybrid cattail and sediment. The MDNR Section of Wildlife is proposing to install a pump and lift station at the outlet of Upper Lightning Lake to manage water levels on Upper Lightning Lake, and improve wetland wildlife habitat and water quality.

RGU: Minnesota Department of Natural Resources

Contact Person: Jill Townley, Planner Principal
Environmental Policy and Review Unit
Division of Ecological and Water Resources
Minnesota Department of Natural Resources
500 Lafayett Rd
St. Paul, MN 55155-4025
Electronic or e-mail comments may be sent to
Environmentalrev.dnr@state.mn.us with “Upper Lightning Lake EAW” in the
If submitting comments electronically, include name and mailing address.
Fax: 651-296-1811

A copy of the EAW is available for public review at:

- DNR Library, 500 Lafayette Road, St. Paul.
- DNR Northwest Region, 2115 Birchmont Beach Rd NE, Bemidji, MN 56601.
- Minneapolis Central Library, Government Documents, 2nd Floor, 300 Nicollet Mall.
- Fergus Falls Public Library, 205 E Hampden Ave, Fergus Falls, MN 56537.
- Thorson Memorial Library, 117 Central Ave N, Elbow Lake, MN 56531.

The EAW is also posted on the DNR's website at http://www.dnr.state.mn.us/index.html
(Click on "Public Input", then select "Upper Lightning Lake EAW" from the scroll-down list under "Environmental Review").

Additional copies may be requested by calling (651) 259-5168.

Project Title: Blue Earth CSAH 12 Extension Project

Project Description: Blue Earth County proposes to construct an extension of County State Aid Highway (CSAH) 12 from CSAH 17 (Madison Avenue) to Trunk Highway (TH) 83. The roadway extension would be four lanes from CSAH 17 to Hoffman Road, and three lanes from Hoffman Road to TH 83.The EAW, which documents the purpose and need of the project, alternatives evaluation process, and anticipated social, economic, and environmental impacts, is available on the project website at http://www.co.blue-earth.mn.us/index.aspx?nid=1065. Copies of the EAW will also be available for review during business hours at the following locations:

- Blue Earth County Public Works & Parks Department, 35 Map Drive, Mankato, MN
- Blue Earth County Library, 100 East Main Street, Mankato, MN

RGU: Blue Earth County

Contact Person: Alan Forsberg, P.E.
Public Works Director / County Engineer
Blue Earth County Public Works Department
35 Map Drive
PO Box 3083
Mankato, MN 56002-3083
Alan.Forsberg@blueearthcountymn.gov

EIS Need Decisions

The noted responsible governmental unit has determined the following project does not require preparation of an EIS. The dates given are, respectively, the date of the determination and the date the EAW notice was published in the EQB Monitor.

- South Washington Watershed District, Central Draw Storage Facility Overflow Project Phase II-V, June 10, 2014 (April 28, 2014)
- Minnesota Department of Natural Resources, Radio Tower Bay Wetland Restoration, June 17, 2014 (April 28, 2014)
- Buffalo-Red Watershed District, Whiskey Creek Restoration,June 23, 2014 (May 12, 2014)
- Buffalo-Red Watershed District, Buffalo River Restoration near Hawley, MN, June 23, 2014 (May 12, 2014)
- Minnesota Department of Transportation, TH Passing and Turn lane Improvements, June 30, 2014 (Mary 12, 2014)
- Minnesota Pollution Control Agency, Hayfield Wastewater Treatment Facility, June 27, 2014 (May 26, 2014)
- CORRECTION - Merriam Junction Sands Proposed Mining Operation - SEE EIS PREPARATION BELOW

EIS Need Decision - POSITIVE DECLARATION

- City of St. Paul,Canadian Pacific Railway (CP) Track Extension Project, June 12, 2014 (March 31, 2014)
  Based on the findings and record in this matter, the City of St. Paul has determined that the proposed Canadian Pacific Rail yard expansion has the potential for significant environmental effects. Therefore, and Environmental Impact Statement is needed.

EIS Preparation Notice

Project Title: Merriam Junction Sands Proposed Mining Operation

On June 3, 2014, the Scott County Board of Commissioners approved the Merriam Junction Sands Proposed Mining Final Scoping Environmental Assessment Worksheet and the Scoping Decision Document (SDD). The Final SDD has included the verbal and written comments received during the 30 day public review period including comments received at the public meeting. Scott County hereby issues notice of its intent to prepare a draft Environmental Impact Statement for the Merriam Junction Sands proposed mining operation in Sand Creek Township. The Final SDD and work plan are available on the Scott County website.

RGU: Scott County

Contact Persons: Kate Sedlacek
ksedlacek@co.scott.mn.us
Scott County Government Center
200 Fourth Ave W.
Shakopee, MN 55379
952-496-8351

Allen Frechette
Environmental Health Manger
afrechette@co.scott.mn.us
Scott County Government Center
200 Fourth Ave W.
Shakopee, MN 55379
952-496-8354

EIS Scoping Booklet and Draft Scoping Decision Document Available

Comment Deadline: August 6, 2014

Project Title: Rochester-Twin Cities Passenger Rail Corridor Investment Plan and Tier 1 EIS (Zip Rail)

Project Description: The Scoping Booklet and Draft Scoping Decision Document will describe the purpose and need for development of high-speed passenger rail service between the Twin Cities and Rochester. The booklet will also provide information on alternatives that will be carried into a Tier 1 Environmental Impact Statement (EIS). The Zip Rail study area includes an approximately 100-mile corridor between Rochester and the Twin Cities and is being examined for potential high speed rail service. The study area includes Dakota, Dodge, Goodhue, Hennepin, Olmsted, Ramsey and Rice counties and various termini, or end points, in the Twin Cities and Rochester area. There is no continuous existing railroad connection between the Twin Cities and Rochester, so many of the potential corridors would create new or “greenfield” transportation routes.

Documents Available for Public Review
Copies of the Scoping Booklet and Draft Scoping Decision Document will be available for public review at the following locations:

- **Project website – www.goziprail.org**
- **Byron City Hall –** 680 Byron Main Court NE, Byron
- **Byron City Hall –** 680 Byron Main Court NE, Byron

- **Byron City Hall –** 680 Byron Main Court NE, Byron
- **Byron City Hall –** 680 Byron Main Court NE, Byron
- **Cannon Falls Library –** 306 West Mill Street, Cannon Falls
- **Dennison City Hall –** 37622 Goodhue Avenue, Dennison
- **Dodge Center Public Library –** 13 1st Avenue NW, Dodge Center
- **Dodge County, Planning and Zoning –** 22 6th Street East, Dept. 123, Mantorville
- **Farmington Community Library –** 508 Third Street, Farmington
- **Galaxie Library –** 14955 Galaxie Avenue, Apple Valley
- **Goodhue County Government Center –** 509 West 5th Street, Red Wing
- **Hampton City Hall –** 5265 238th Street E, Hampton
- **Hennepin County Government Center –**300 6th Street S, Minneapolis
- **Heritage Library –** 20085 Heritage Dr., Lakeville
- **Inver Grove Heights City Hall –** 8150 Barbara Avenue, Inver Grove Heights
- **Kasson Public Library –** 16 1st Avenue NW, Kasson
- **Kenyon Public Library –** 709 2nd Street, Kenyon
- **Metropolitan Council –** 390 Robert Street N, St. Paul
- **Minneapolis Central Library -** 300 Nicollet Mall, Minneapolis
- **Olmsted County, Rochester-Olmsted Planning Department –** 2122 Campus Drive SE, Suite 100, Rochester
- **Olmsted County Government Center –** 151 4th Street SE, Rochester
- **Oronoco City Hall –** 115 2nd Street NW, Oronoco
- **Pleasant Hill Library –** 1490 South Frontage Road, Hastings
- **Ramsey County Government Center –** 15 West Kellogg Blvd, St. Paul
- **Randolph City Hall –** 4365 292nd Street E, Randolph
- **Robert Trail Library –** 14395 S Robert Trail, Rosemount
- **Rochester Public Library –** 101 2nd Street SE, Rochester
- **Rosemount City Hall –** 2875 145th Street W, Rosemount
- **Rice County Government Services Building –** 320 3rd Street N.W., Faribault
- **St. Paul Central Library –** 90 4th Street W, St. Paul
- **South St. Paul Library** – 106 3rd Avenue N, South St. Paul
- **Van Horn Public Library** – 115 3rd Street SE, Pine Island
- **Vermillion City Hall –** 105 Main Street E, Vermillion
- **Wentworth Library** – 199 E Wentworth Avenue, West St. Paul
- **Wescott Library –** 1340 Wescott Road, Eagan
- **West Concord Public Library –** 180 Main Street, West Concord
- **Zumbrota Public Library –** 100 West Avenue, Zumbrota
- **Byron City Hall –** 680 Byron Main Court NE, Byron
- **Cannon Falls Library –** 306 West Mill Street, Cannon Falls
- **Dennison City Hall –** 37622 Goodhue Avenue, Dennison
- **Dodge Center Public Library –** 13 1st Avenue NW, Dodge Center
- **Dodge County, Planning and Zoning –** 22 6th Street East, Dept. 123, Mantorville
- **Farmington Community Library –** 508 Third Street, Farmington
- **Galaxie Library –** 14955 Galaxie Avenue, Apple Valley
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- **Hampton City Hall –** 5265 238th Street E, Hampton
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- **Randolph City Hall –** 4365 292nd Street E, Randolph
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- **Rochester Public Library –** 101 2nd Street SE, Rochester
- **Rosemount City Hall –** 2875 145th Street W, Rosemount
- **Rice County Government Services Building –** 320 3rd Street N.W., Faribault
- **St. Paul Central Library –** 90 4th Street W, St. Paul
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- **Wentworth Library** – 199 E Wentworth Avenue, West St. Paul
- **Wescott Library –** 1340 Wescott Road, Eagan
- **West Concord Public Library –** 180 Main Street, West Concord
- **Zumbrota Public Library –** 100 West Avenue, Zumbrota

Comment Period and Instructions for Commenting
Comments on the Scoping Booklet and Draft Scoping Decision Document may be submitted via e-mail, regular mail, or in person at one of the upcoming public meetings, as listed below:

Tuesday, July 29
Rochester Community and Technical College
Heintz Center
Commons Area
1926 College View Road East, Rochester
5:00pm-7:00pm

Wednesday, July 30
Inver Grove Community Center
Community Room 2
8055 Barbara Ave, Inver Grove Heights
5:00pm-7:00pm

Thursday, July 31
Kenyon-Wanamingo High School
Commons Area and Auditorium
400 6th Street, Kenyon
5:00pm-7:00pm

To request an ASL or foreign language interpreter for the public meetings call 651-366-4720.*
To request other reasonable accommodations for the public meetings call 651-366-4718.*
Or email requests to ADArequest.dot@state.mn.us.*
*Please submit request at least seven days prior to the public meeting.

To request a document in an alternative format call 651-366-4718 or email your request to ADArequest.dot@state.mn.us.

RGU: Minnesota Department of Transportation

Contact Person: Praveena Pidaparthi, AICP
Planning Director – Passenger Rail Office
Minnesota Department of Transportation
395 John Ireland Boulevard, MS 470
St. Paul, MN 55155

Email comments to: info@goziprail.org

Voicemail: 651-366-3195

Written comments should be sent to: Minnesota Department of Transportation
Passenger Rail Office
ATTN: Zip Rail
395 John Ireland Boulevard, MS 470
St. Paul, MN 55155

Petitions Received

The following petitions have been filed with the EQB requesting preparation of an EAW. The EQB has assigned the indicated unit of government to review the petition and decide on the need for an EAW.

- Minnesota Pollution Control Agency, Afton Wastewater Collection and Treatment System

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AUAR Update Available

Project Title: Inver Grove Heights Northwest Expansion Area AUAR June 2014 Update

Comment Deadline: July 21, 2014

Project Description: The Inver Grove Heights Northwest Expansion Area Alternative Urban Areawide Review (AUAR) is located on 3,140 acres in the northwest portion of the City. The AUAR was adopted by City Council in February 2006 and updated in 2007. An AUAR Update Addendum has been prepared to address updates in the proposed land use and development scenario.

This addendum along with the full AUAR can be reviewed on the City website (www.invergroveheights.org) or at City Offices located at 8150 Barbara Avenue, Inver Grove Heights.

Comments on the AUAR Update should be submitted to Heather Botten, Associate Planner at 651-450-2569 or hbotten@invergroveheights.org.

Draft EA/EAW

Comment Deadline: August 20, 2014

Project Title: Duluth-Sky Harbor Airport Runway 32 Approach Obstruction Removal

Project Description: The DAA proposes to reconstruct the runway at the Duluth-Sky Harbor Airport to provide a runway with an approach clear of trees and obstructions. The project will provide a clear approach surface and put the Airport in sufficient compliance with state and federal rules to allow issuance of a Minnesota Airport License.

The EA/EAW may be accessed electronically on the DAA website at http://www.duluthairport.com and is available for public review during regular business hours at the following locations:

- Duluth International Airport at 4701 Grinden Dr, Duluth, MN
- Duluth Public Library at 520 W Superior St, Duluth, MN
- Lafayette Community Recreation Center at 2026 Minnesota Ave, Duluth, MN
- Duluth-Sky Harbor Airport at 5000 Minnesota Ave, Duluth, MN
- Duluth City Hall at 411 W 1st St, Duluth, MN
- SEH – Duluth Office at 418 W Superior St, Suite 200, Duluth MN

The DAA will hold an Open House and Public Hearing to solicit comment on the Draft EA. The Open House will take place on August 7, 2014 from 6:00 p.m. to 7:00 p.m., followed by a Public Hearing at 7:00 p.m. at The Inn on Lake Superior at 350 Canal Park Drive, Duluth, MN.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

RGU: Duluth Airport Authority

RGU Contact Person: Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811
twerner@duluthairport.com

FAA Contact Person: Kandice Krull
Environmental Protection Specialist
FAA – Denver Airport District Office
26805 E. 68th Ave, Suite 224
Denver, CO 80249-6361
kandice.krull@faa.gov

Notice of Environmental Assessment

In the Matter of the Applications for a Route Permit for the Odell Wind HVTL Project

PUC Docket Numbers: IP6914/TL-13-591

PLEASE TAKE NOTICE that the Minnesota Department of Commerce, Energy Environmental Review and Analysis (EERA) announces the release of the environmental assessment (EA) for the proposed Odell Wind HVTL project.

Electronic versions of the EA, the scoping decision, route permit application and other documents relevant to this matter are available on the Minnesota Department of Commerce's website: http://mn.gov/commerce/energyfacilities/Docket.html?Id=33682, and on the Department of Commerce eDockets website: https://www.edockets.state.mn.us/EFiling/edockets/searchDocuments.do?method=showeDocketsSearch&searchType=new (enter the Docket Number Year "13" and Number "591").

The Environmental Assessment is a written document that describes the human and environmental impacts of the transmission line project and methods to mitigate such impacts. Applications for high voltage transmission line route permits under the alternative permitting process require a public hearing upon completion of the EA pursuant to Minn. R. 7850.3800. A portion of the hearing must be held in a county where the proposed project would be located.

A copy of the EA will be placed in the Windom Public Library:

- Windom Public Library, 904 4th Avenue, Windom MN 56101

The public hearing has been noticed separately and in accordance with Minnesota Statutes, section 216E.03, subdivision 6.

If you have any questions about this document or would like more information, please contact the DOC EERA Environmental Review Manager: Richard Davis, 85 7th Place East, Suite 500, St. Paul, MN 55101; Tel: 651.539.1846; e-mail: richard.davis@state.mn.us

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Notice

Notice of Public Comment on Minnesota Forest Resources Council's Northeast Landscape Forest Resources Plan

PLEASE TAKE NOTICE that the Minnesota Forest Resources Council (MFRC) is seeking comment on the draft Northeast Landscape Forest Resources Plan.

Electronic versions of the draft plan and other relevant documents are available on the MFRC website: http://mn.gov/frc

The draft Northeast Landscape Forest Resources Plan provides cross-ownership recommendations for long-term forest sustainability in the Northeast Landscape which covers Carlton, Cook, Lake, and St. Louis counties. Comments on the draft plan are due on Monday August 11, 2014.

If you have any questions about this document or would like more information, please contact Michael Lynch MFRC Landscape Stewardship Forester: 500 Lafayette Rd, St. Paul, MN 55155; (651)259-5290; Michael.Lynch@state.mn.us

PUBLISHED July 31 in Duluth News Tribune

NOTICE OF PUBLIC HEARING
FOR FEDERAL DRAFT ENVIRONMENTAL ASSESSMENT/
STATE ENVIRONMENTAL ASSESSMENT WORKSHEET AVAILABILITY
Duluth-Sky Harbor Airport
Runway 32 Approach Obstruction Removal

The Duluth Airport Authority (DAA) will hold an Open House and Public Hearing to solicit comment on a Draft Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW) evaluating the proposed reconstruction of the runway at the Duluth-Sky Harbor Airport (Airport). The Open House will take place on August 7, 2014 from 6:00 p.m. to 7:00 p.m., followed by a Public Hearing at 7:00 p.m. at The Inn on Lake Superior at 350 Canal Park Drive, Duluth, MN. Written comments can be submitted prior to the close of the public comment period on August 20, to the Duluth Airport Authority, 4701 Grinden Dr, Duluth, MN 55811.

Project Description: The DAA has proposed to reconstruct the runway at the Airport to provide an approach clear of trees and any other obstructions. The use of Airport Improvement Program funding requires preparation of an EA to evaluate the proposed action in accordance with the National Environmental Policy Act (NEPA). In addition, an EAW is mandatory for this project pursuant to Minnesota Rules 4410.4300, Subp. 30 (Natural areas) because some of the alternatives considered could potentially impact the adjacent Minnesota Point Pine Forest Scientific and Natural Area (SNA). The preliminary preferred alternative and another alternative considered, Alternative 13, would result in fill in Superior Bay and would require an EAW under MR 4410.4300, Subp. 27 (Wetlands and public waters). Therefore, a joint Federal EA/State EAW has been prepared to evaluate the alternatives. Because the action alternatives have impacts to surface waters, the FAA and United States Army Corps of Engineers (USACE) have entered into a Memorandum of Understanding (MOU) to merge the NEPA and Clean Water Act Section 404 Permitting processes into one process.

The preliminary preferred alternative (Alternative 5a Short) will result in impacts to surface water resources. Alternative 13 would result in a reduced quantity of surface water resources compared to the preliminary preferred alternative, but would impact the old-growth forest habitat on airport property and in adjacent properties, including the SNA. Although Alternative 13 has more impacts to the SNA, a Section 4(f) resource, than the preliminary preferred alternative, it is being carried forward in the EA for comparison purposes due to the reduction in fill impacts to Superior Bay. Impacts due to either action alternative would be offset by mitigation measures, potentially in the form of habitat improvement projects near the Airport in Superior Bay.

The Draft EA/EAW may be accessed electronically on the DAA website at http://www.duluthairport.com and is available for public review during regular business hours at the following locations:

- Duluth International Airport at 4701 Grinden Dr, Duluth, MN
- Duluth Public Library at 520 W Superior St, Duluth, MN
- Lafayette Community Recreation Center at 2026 Minnesota Ave, Duluth, MN
- Duluth-Sky Harbor Airport at 5000 Minnesota Ave, Duluth, MN
- Duluth City Hall at 411 W 1st St, Duluth, MN
- SEH – Duluth Office at 418 W Superior St, Suite 200, Duluth MN

NOTICE OF FAA APPROVAL
FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION
AND DULUTH AIRPORT AUTHORITY DECISION ON NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT
Duluth-Sky Harbor Airport
Runway 32 Approach Obstruction Removal

NOTICE IS HEREBY GIVEN that the Federal Aviation Administration (FAA) has announced an approved Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for proposal to reconstruct the runway at the Duluth-Sky Harbor Airport to provide an approach clear of trees and any other obstructions. And that the Duluth Airport Authority has made a Negative Declaration on the need for a state Environmental Impact Statement under the Minnesota Environmental Policy Act (MEPA).

The FONSI/ROD indicates the project is consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act of 1969 and will not significantly affect the quality of the human environment. The selected alternative (Alternative 5a Short) will result in impacts to surface water resources.

In accordance with current Council on Environmental Quality regulations, copies of the FONSI/ROD and supporting documentation may be accessed electronically on the DAA website at http://www.duluthairport.com and is available for public review during regular business hours at the following locations:

- Duluth International Airport at 4701 Grinden Dr, Duluth, MN
- Duluth Public Library at 520 W Superior St, Duluth, MN
- Lafayette Community Recreation Center at 2026 Minnesota Ave, Duluth, MN
- Duluth-Sky Harbor Airport at 5000 Minnesota Ave, Duluth, MN
- Duluth City Hall at 411 W 1st St, Duluth, MN

For further information, contact:

Mr. Josh Fitzpatrick
FAA Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450-2706
(612) 253-4639
Joshua.fitzpatrick@faa.gov

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Appendix K

Response to Comments

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Response to Comments Document

Runway 32 Approach Obstruction Removal at the Duluth-Sky Harbor Airport
Duluth, Minnesota

Introduction

A Draft Environmental Assessment (EA)/Environmental Assessment Worksheet (EAW) describing proposed improvements at the Duluth-Sky Harbor Airport in Duluth, Minnesota was published and distributed for a 45-day comment period in accordance with the requirements of the FAA. A public comment period on the Draft EA/EAW was held from July 7, 2014 through August 20, 2014. Availability of the Draft EA/EAW was published in the Duluth News Tribune and the Minnesota Environmental Quality Board Monitor on July 7, 2014.

During the comment period, eight (8) agencies, organizations or members of the public submitted written comments, as follows.

1. Minnesota Pollution Control Agency (received 08/19/2014)
2. Minnesota Department of Natural Resources (received 08/20/2014)
3. United States Army Corps of Engineers – Detroit District (received 8/19/2014)
4. Park Point Community Club (received 08/19/2014)
5. United States Environmental Protection Agency (received 08/20/2014)
6. White Earth Reservation Tribal Council (received 07/26/2014
7. Band of Mohican Indians (received 07/11/2014)
8. Michael Wagner (received 07/24/2014)

Three (3) additional comments were received past the 45-day comment period. The Federal Aviation Administration and Duluth Airport Authority have chosen to accept these comments and provide a formal response, as these agencies and/or organizations have worked closely with the DAA on the project during the project.

1. Duluth Tree Commission (received 09/17/2014)
2. Minnesota Department of Natural Resources – 2nd comment (received 10/08/2014)
3. United States Army Corps of Engineers – St. Paul District (received 11/17/2014)

Additionally, a public open house followed by a public hearing were held on August 7, 2014 at the Inn on Lake Superior in Duluth, Minnesota. Eight (8) public comments were received at the hearing.

Minnesota Environmental Quality Board rules require the Duluth Airport Authority to respond in writing to each of the comments received on the EAW. The full text of the original comments is attached along with formal responses to substantive comments. The comment responses include references to any changes or additions to the Final Environmental Assessment/Environmental Assessment Worksheet document as relevant.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

AUG 2 0 2014

REPLY TO THE ATTENTION OF:

E-19J

Kandice Krull
Environmental Protection Specialist
FAA – Denver Airport District Office
26805 East 68th Avenue – Suite 224
Denver, Colorado 80249-6361

Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, Minnesota 55811

Re: Federal Aviation Administration (FAA) Draft Environmental Assessment (DEA) and State Environmental Assessment Worksheet (EAW) for the Runway 32 Approach Obstruction Removal at the Duluth – Sky Harbor Airport, Duluth, Minnesota, dated July 2014.

Dear Ms. Krull and Mr. Werner:

The United States Environmental Protection Agency (EPA) has reviewed the above referenced FAA Draft Environmental Assessment (DEA) / State Environmental Assessment Work Sheet (EAW) and offers the following comments in accordance with our responsibility and authority under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

In order to bring the Duluth-Sky Harbor Airport in sufficient compliance with state and federal rules to allow issuance of a Minnesota Airport License, the Duluth Airport Authority (DAA) proposes to reconstruct Runway 32 to provide a runway approach clear of trees and obstructions. DEA/EAW adequately describes the no action and action alternatives considered. A preliminary preferred alternative (Alternative 5a Short) is identified. The rationale for the proposed elimination of other alternatives is provided. Impacts and potential mitigation measures are disclosed.

Alternative 5a Short consists of the construction of a new runway and full-length parallel taxiway on a new alignment at the existing Duluth-Sky Harbor Airport. The runway would be 2,600 feet in length (450 feet shorter than the existing runway) and would have a 5-degree rotation of the Runway 32 end into Superior Bay. Approximately 69,800 cubic yards of fill over 7.49 acres would be placed in Superior Bay to accommodate the runway construction and establishment of the runway safety areas (RSA) to FAA standards. If constructed, Alternative

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5a Short would avoid impacting the old growth forest in the nearby Minnesota Point Pine Forest Scientific and Natural Area (SNA).

Water Resources

The potential mitigation identified in the DEA/EAW for the loss of aquatic habitat is not specific. The DEA/EAW mentions the need to apply for a Clean Water Act (CWA) Section 404 permit from the U.S. Army Corps of Engineers (COE), as well as CWA Section 401 certification from the Minnesota Pollution Control Agency. During the permitting process, specific mitigation will be determined. EPA reserves its right under CWA Section 404 to further review and comment on this proposal during COE's CWA, Section 404 permitting process.

1 Recommendation: EPA recommends that FAA's Final EA/EAW include a conceptual mitigation plan that identifies and describes all quality sites that project proponents have looked at to date that could potentially be used for successful compensation mitigation for loss of aquatic habitat.

Construction Impacts: Air Quality, Noise, Safety and Traffic Congestion

The City of Duluth, including the Airport, is a Maintenance Area for carbon monoxide (CO) (Section 3.1, page 3-1). The DEA/EAW (Section 3.1.1, page 3-2) states that an air quality analysis for construction emissions will be completed once the route and extent of trucking necessary to bring material to and from the Airport is known.

2 Recommendation: As this project develops, we recommend FAA and project proponents contact Tony Maietta, EPA Air and Radiation Division, for an update regarding the CO status of the project area. Tony may be reached by calling: (312) 353-8777 or by email at: Maietta.Anthony@epa.gov.

According to the DEA/EAW (Section 2.1), project construction would take place in three stages over two construction seasons. The Airport is located on a narrow strip of land with one access road. Fill and other construction materials brought to the Airport by truck would travel on Lake Avenue through Canal Park, a tourist and recreation district, across the Aerial Lift Bridge and down Minnesota Avenue, a residential area. A combination of trucking and barging could be used to bring fill and/or other materials to the Airport.

Potential emissions from older diesel engines found on haul trucks and construction equipment include high levels of particulate matter, hydrocarbons and carbon monoxide.

3 Recommendations:

- In order to help maintain existing air quality and prevent increased noise levels and traffic congestion in the residential neighborhood, and tourist and recreation district

3 cont during project construction, EPA recommends the use of barges and/or boats for hauling fill and other construction related materials and construction workers to and from the Airport.

4 If haul trucks must be used to bring in fill and other construction materials, we recommend the project proponents consider strategies to reduce diesel emissions, such as committing to project construction and haul contracts that require equipment and trucks that have clean diesel engines and use clean diesel fuels.

5 We also recommend project proponents adopt an anti-idling policy, requiring diesel construction equipment to be turned off when not in use.

EPA appreciates the opportunity to provide our comments on the DEA/EAW. If you would like to discuss the content of this letter in more detail, please contact Virginia Laszewski of my staff at (312) 886-7501 or at laszewski.virginia@epa.gov. Please send us two hard copies and two CDs of FAA's next NEPA document for this proposal when available.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation
Office of Enforcement and Compliance Assurance

cc: Daryl W. Wierzbinski, U.S. Corps of Engineers – Duluth Office, 600 South Lake Avenue, Suite 211, Duluth, Minnesota 55802
Andrew Horton, U.S. Fish and Wildlife Service, Twin Cities Field Office, 4101 American Boulevard East, Bloomington, Minnesota 55425

Response to Comment No.1
The EA/EAW includes conceptual mitigation options for aquatic resource benefits within Superior Bay (EA/EAW Section 3.16.1.1, subsection "Permitting and Mitigation"). The sites identified to date have all been on the Wisconsin side of Superior Bay. The FAA and DAA will continue to work with the agencies responsible for permitting wetland and aquatic resources impacts to identify mitigation options that will be of benefit to Superior Bay, preferably on the Minnesota side of Superior Bay. Flexibility in determining appropriate mitigation options and/or specific sites will be needed so that successful mitigation considers the benefits to both the land and water resources, both ecologically and economically, in the Duluth-Superior Harbor. During the permitting process, the FAA and DAA will consider potential mitigation projects in the Harbor with proximity to the Airport. Mitigation will likely include projects that can have aquatic habitat benefits to the Superior Bay and/or St. Louis River Area of Concern (AOC).

Other collective socioeconomic benefits to the natural and human environment in this area will be considered for compensatory mitigation. These could include a land release of DAA property adjacent to the SNA. This would place ecologically important terrestrial resources containing rare habitat for federally and state listed threatened and endangered species into public conservation and preservation. . The DAA anticipates that this and other elements of a mitigation proposal will be negotiated with regulatory agencies during the permitting process.

Response to Comment No.2
Comment noted. The FAA and project proponents will contact the EPA Air and Radiation Division for updates regarding the CO status of the project area before completing an air analysis once the quantities of material to be trucked are known and trucking routes are finalized.

Response to Comment No.3
Barging of construction materials is proposed to be used to the greatest extent practicable (methods described in Section 3.5.2.1 of the EA/EAW). Practicability of barging vs. trucking will depend on material type and source, and will be evaluated at the design phase. Project proponents are continuing to evaluate the possibility of reducing truck trips during construction.

Section 3.5.3 of the EA/EAW describes efforts to minimize construction traffic effects during heavy tourism and recreational seasons at Canal Park and on Minnesota Point. During final design phase of the project, details for the proposed construction will evaluate options for minimizing construction impacts where possible to these tourist, recreational, and residential areas.

Construction workers will access the site via personal or company passenger vehicles, as is typical for landward construction projects in this region. It is not feasible, nor practicable for construction employees to be transported via barge to the site during construction. Passenger barges are not available in the Duluth-Superior Harbor. Options to minimize traffic impacts, such as carpooling of construction workers, will be considered during final design.

Response to Comment No.4
Comment noted. Strategies to further reduce construction emissions will be considered during the design phase.

Response to Comment No.5
Comment noted. Strategies to further reduce construction emissions will be considered during the design phase.

Minnesota Department of Natural Resources

Northeast Region • 1201 East Highway 2 • Grand Rapids MN • 55744

August 20, 2014

Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811

RE: Sky Harbor Airport Federal Environmental Assessment/State Environmental Assessment Worksheet EA/EAW

Dear Mr. Werner:

The Minnesota Department of Natural Resources (MNDNR) Northeast Region has reviewed the combined Federal Environmental Assessment/State Environmental Assessment Worksheet for the Sky Harbor Airport. The MNDNR appreciates involvement as a member of the Executive Committee and efforts to reduce the impact to the Minnesota Point Pine Forest Scientific and Natural Area and also the Estuary. The MNDNR Northeast Region has the following comments for your consideration.

NON-NATIVE SPECIES AND SEEDING

1 Several non-native species occur on Minnesota Point. Buckthorn is specifically mentioned in the EA/EAW, however spotted knapweed, tansy, bouncing betty, and butter and eggs are also known to occur in the immediate vicinity. Any re-vegetation plans will need to include several years of maintenance and control efforts to reduce the occurrence and spread of invasive species.

The native seed mix Woodland Edge Northeast (fringed brome, blue-joint, poverty, nodding wild rye, etc.) is planned for the air field. If it is not necessary, the DNR would encourage not mowing the entire air field.

MITIGATION

2 The MNDNR is interested in working with the Duluth Airport Authority regarding potential mitigation opportunities as part of the Minnesota DNR Public Waters Work Permit to place fill material into public waters. In doing so we acknowledge the applicant has attempted to avoid the impact, minimized the impact and finally considered replacing the impacted area with another of at least equal function and value. Appropriate mitigation will be necessary prior to issuance of a permit. When the DNR receives the application for fill in public waters we also expect to receive a mitigation project with a similar level of detail. The DNR can offer some suitable mitigation project opportunities, and work with you; however this is generally the responsibility of the applicant.

The MNDNR identifies mitigation on-site as a first consideration and highest priority. The applicant should be aware that MNDNR considers on-site mitigation to be evaluated and compensated for at a 1:1

2 cont

acre-for-acre, value-for-value ratio. Off-site mitigation within the estuary is compensated for at a 2:1 replacement ratio. Mitigation outside the estuary will use a higher replacement ratio. Opportunities for removal of fill placed in the past for runway construction should be evaluated as part of the design of the preferred alternative. Land no longer needed for airport operations and adjacent to the proposed fill area appears to provide the opportunity for excavation such that there would be no net change in upland versus aquatic habitats.

All three initial mitigation proposals icentified in the EA/EAW are in Wisconsin. Although they are still in the Estuary, the filling will occur in Minnesota. As discussed above, MNDNR puts the highest priority on mitigation in-state and on-site. Relative priority is assessed for acceptability and in terms of assigning replacement ratios. Additional evaluation of the habitat benefits of proposed off-site mitigation concepts will be needed prior to permitting. MNDNR notes that two of the proposed mitigation concepts are ongoing habitat enhancement projects and the other has contaminated sediments present.

Attached is a rough outline map of one potential configuration for on-site mitigation. DAA will shorten and redirect the runway, which will vacate a substantial portion of area at the end of the existing runway. We would suggest that the DAA excavate into the point at the end of the existing runway to remove existing upland habitat, thereby restoring historically filled aquatic habitat. The excavated material could be used as fill or surcharge for the project. MNDNR staff is interested in discussing an on-site mitigation design such as identified in the attached sketch as way to meet DAA needs and result in no net change of aquatic habitat.

3

The Document indicates a potential land swap or donation of existing airport property with additional rare species that is no longer needed for aeronautical purposes as a potential mitigation opportunity. The DNR appreciates this idea as a potential component of a final mitigation package. Additional site identification and ecological review of potential land donation(s) will be required prior to final approval. Proposed sites would need to either meet SNA quality standards or include ecological restoration prior to inclusion as a component of the mitigation package. Small inholdings within the current SNA boundary are potential candidates for evaluation if they are no longer needed for airport operations and ecological values can be restored.

Thank you for the opportunity to comment, we look forward to cooperating with you on the upcoming, phases of this project. Please feel free to call or email me with any questions you may have.

Sincerely,

Rian Reed
Regional Environmental Assessment Ecologist
MNDNR
1201 East Hwy 2
Grand Rapids, MN 55744
218-999-7826
rian.reed@state.mn.us

Response to Comment No.1

Areas impacted by construction will be seeded with a native grass mix modified from the Minnesota state seed mix 36-311 (Woodland Edge Northeast). Re-vegetation plans will include methods to control invasive species. These details will be determined during the permitting process.

The Airport will be required to mow the grassland habitat within the runway and taxiway object free areas. However, the Airport will evaluate options to minimize mowing where possible outside that area.

Response to Comment No.2

Comment noted. The DAA will continue to work with the MN DNR in identifying potential mitigation sites.

On site mitigation in the form of excavation of upland to create additional aquatic habitat has been considered, but dismissed due to two (2) significant considerations: 1) the potential for impacts to terrestrial threatened and endangered species, their habitat, or other unique terrestrial habitat endemic to Minnesota Point; and, 2) potential conflict of creating additional open-water habitat that could further attract waterfowl in an aircraft approach area. In addition, future Airport development needs to be considered when considering onsite mitigation.

The FAA and DAA will continue to work with the state and federal agencies responsible for authorizing wetland and aquatic resources impacts to determine suitable mitigation within the vicinity of the Duluth-Superior Harbor

Other collective socioeconomic benefits to the natural and human environment in this area will be considered for compensatory mitigation. These could include such items as a land release of DAA property adjacent to the SNA. This would contribute to placing ecologically important terrestrial resources containing rare habitat for federally and state listed threatened and endangered species into public conservation and preservation. The DAA anticipates that this and other elements of a mitigation proposal will be negotiated with regulatory agencies during the permitting process.

Response to Comment No.3

Comment noted. The DAA realizes the ecological value of the property in question, and is interested in the potential for a land swap. The DAA anticipates that this element of a mitigation proposal will be negotiated during the permitting process.

From: Tom Werner <twerner@duluthairport.com>
To: Benita Crow <bcrow@sehinc.com>,
Date: 10/08/2014 02:06 PM

Subject: FW: Draft EA SKY Harbor Airport

See the additional DNR comment below RE: KDYT EA Tom

Werner
Executive Director Duluth
Airport Authority 4701 Grinden
Drive
Duluth, MN 55811
(218) 625-7773 -Scheduling
(218) 625-7766 -Direct
Check out low air fares & promotions by signing up at
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www.facebook.com/duluthairport<http://www.facebook.com/duluthairport>.
[Description: cid:image001.gif@01CC7F43.21298F90]

From: Reed, Rian H (DNR) [mailto:rian.reed@state.mn.us] Sent: Wednesday,
October 08, 2014 2:04 PM
To: Tom Werner
Cc: kandice.krull@faa.gov
Subject: Draft EA SKY Harbor Airport

Dear Mr. Werner,
I would like to pass on an additional comment to supplement to our August 20, 2014 DNR letter.

1 Endangered and Threatened species in the vicinity of the airport include the hairy-necked tiger beetle, beach grass, and beach heather. It appears the preferred alternative will avoid state-protected species, however Alternative 13 may result in a takings of beach heather (Hudsonia tomentosa). Please note that you will need to work with Rich Baker, richard.baker@state.mn.us<mailto:richard.baker@state.mn.us>, DNR Endangered Species Coordinator, (651-259-5073) regarding a takings permit for this alternative.

Please let me know if you have questions. I will be out of the office October 9-16.
Thanks,

Rian Reed
Regional Environmental Assessment Ecologist MNDNR
1201 East Hwy 2
Grand Rapids, MN 55744 218-
999-7826
rian.reed@state.mn.us<mailto:rian.reed@state.mn.us>

Response to Comment No.1

Comment noted. Alternative 13 was not selected as the preferred alternative. If impacts to sensitive species are identified, the project proponent will coordinate with the DNR Endangered Species Coordinator to obtain a takings permit prior to any construction.

Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

August 19, 2014

Mr. Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811

Re: Duluth Sky Harbor Airport Environmental Assessment Worksheet

Dear Mr. Werner:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Duluth Sky Harbor Airport project (Project) located in Duluth, Minnesota. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

1

- A reminder to update the Stormwater Pollutant Prevention Plan (SWPPP) for the National Pollutant Discharge Elimination System (NPDES)/State Disposal System (SDS) Industrial Stormwater Permit.

2

- It is not uncommon for public utility projects to encounter contamination, especially petroleum-contaminated soil from storage tanks or spills. Efforts should be made prior to construction to determine if and where any petroleum or other contamination is likely to be encountered during the Project. Utilization of the MPCA's database and mapping tool, *What's In My Neighborhood?* can be helpful in evaluating the Project area or areas for potential contamination. This mapping tool can be found at: http://www.pca.state.mn.us/wimn/index.cfm. It is the responsibility of the Project sponsor to complete the Project safely through any areas of contamination and to properly manage any contaminated soil that is excavated during the Project. The factsheet, *Managing Petroleum Contaminated Soil at Public Works Projects,* is available to assist with this process, including how to identify potential sources of contamination. The factsheet can be found at: http://www.pca.state.mn.us/publications/c-prp5-01.pdf. If contamination is found, it must be reported immediately to the State Duty Officer at 651-649-5451 or 800-422-0798.

3

- The MPCA encourages the reuse of materials such as uncontaminated concrete and asphalt (bituminous) and it should be done in accordance with Minn. R. 7035.2860.

Response to Comment No.1
Comment noted. The SWPPP will be updated for the NPDES/SDS permit.

Response to Comment No.2
Comment noted. Efforts have been made to identify potentially contaminated soils from storage tanks and/or spills. Potentially contaminated sites in the project area are detailed in the EA/EAW in Section 3.11.2. Activities related to runway realignment are not expected to encounter contaminated soils, but this potential does exist. Excavation activities in the area will include environmental screening of soils by trained personnel using a photo-ionization detector (PID) to identify soils potentially impacted by petroleum contaminants. Any impacted soils would be segregated from other soils in a containment area, placed on 10 mm polyethylene plastic, and covered with 10 mm plastic, to prevent infiltration of precipitation and dispersal of the contaminated soils. Soils identified as potentially impacted would be sampled and analyzed in accordance with MPCA guidance documents to allow characterization prior to disposal. Soils characterized as being impacted by petroleum contaminants could be accepted at several landfills in the Duluth area unless extremely high contaminant levels are encountered.

Response to Comment No.3
The project proponent plans to reuse existing asphalt as surcharge as practicable. Construction methods, including plans for reuse of material, are detailed in Section 3.16.1.1 of the EA/EAW document.

From: "Parzych, Edward M LRE" <Edward.M.Parzych@usace.army.mil>
Date: August 19, 2014 at 17:05:33 CDT
To: "twerner@duluthairport.com" <twerner@duluthairport.com>,
"kandice.krull@faa.gov" <kandice.krull@faa.gov>
Subject: RE: Duluth Sky Harbor Airport (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

ALCON,

1 The U.S. Army Corps of Engineers, Detroit District, Duluth Area Office has a concern over the possibility of planes striking ships that may be located in the adjacent anchorage basin. What elevations would planes be at as they enter the anchorage basin, specifically the north west corner of the basin? Are there notices given to planes given the possibility of there being ships at anchor adjacent to the proposed runway re-alignment?

Edward Parzych
Construction Representative
U.S. Army Corps of Engineers
Detroit District, Duluth Area Office
600 Lake Ave. So.
Duluth, MN 55802
Voice - 218.720.5260 x-35262
Mobile - 218-343-5461
Fax - 218.720.5270

Classification: UNCLASSIFIED
Caveats: NONE

Response to Comment No.1

Potential impacts to the anchorage area where discussed with the USACE and the USCG as part of the EA preparation (see Appendix G-1 and G-2 of the EA/EAW). The FAA provided follow-up information to the USACE Detroit District prior to publication of the Final EA (See Appendix G-3 of Final EA/EAW).

DULUTH INTERNATIONAL AIRPORT
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From: David Poulin [mailto:dfpoulin@charter.net]
Sent: Wednesday, August 20, 2014 9:10 AM
To: Tom Werner
Subject: Park Point CC Comments-Sky Harbor Airport

Park Point Community Club
PO Box 16326
Duluth, MN 55816

August 19, 2014

Tom Werner
Executive Director
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811

Hello Mr. Werner and the Duluth Airport Authority,

The Park Point Community Club (PPCC) is a 501(c)4 Nonprofit Corporation consisting of over 300 members residing on Minnesota Point. The PPCC has maintained a high level of interest in the operation of Duluth Sky Harbor International Airport since the formation of the airport after WWII. Concurrently, the PPCC has demonstrated a strong interest in preserving the pine forest and the sensitive natural areas at the end of Minnesota Point. The PPCC has facilitated environmental studies and restoration efforts that have benefited both the airport and the City of Duluth These projects were funded by the State of Minnesota, the Community Club and were completed by Club volunteers.

1 The Park Point Community Club wishes to comment on the Draft Federal Environmental Assessment and State Environmental Assessment Worksheet for the Runway 32 Approach Obstruction Removal at the Duluth-Sky Harbor Airport Dated July 2014. The PPCC supports the Preliminary Preferred Alternative (5a Short). We believe this would have the least impact on the integrity of the forest and the the small amount of fill needed in the harbor would be a fair trade off. The Club opposes the Alternative 13 Proposal. That proposal would allow cutting and trimming of hundreds of trees in the forest and the land exchange proposed in mitigation has the net effect of reducing the total forested area.

2 The PPCC has repeatedly asked that the boundaries of the airport land be defined by an act of the Duluth City Council. There are isolated land areas in and beyond the SNA that are presently labeled DAA Land. This land has been dedicated for the general use and welfare for all the citizens of the State of Minnesota and we feel that it should not be considered airport land. For its continued protection and preservation, we suggest that this land be added to the existing Scientific and Natural Area already established. We also request that the forested buffer area between the nature (1854 survey) trail and the obstruction lights be excluded from the airport land, and the boundaries the airport property shown on maps such as Figure 2-1 be redrawn to exclude any and all land of the nature (1854 survey) trail.

Thank you for your consideration.

Dawn Buck
President, Park Point Community Club, on behalf of the PPCC Executive Board

Response to Comment No.1
Comment noted.

Response to Comment No.2
A boundary survey is not part of the current project but may be included in a future project. The DAA is considering a potential land release of Airport property as part of a comprehensive mitigation plan. The DAA will negotiate with regulatory agencies during the permitting process to determine the mitigation plan. The DAA realizes the ecological value of the Airport property in question.

Mr. Tom Werner
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55911

September 16, 2014

The Duluth Tree Commission provides guidance and citizen input to the City Council and Mayor on issues impacting Duluth's urban forest. The Sky Harbor Airport conflict with the Park Point pine forest is an important issue to this advisory body. Less than 2% of Minnesota's forests are old growth. Duluth is fortunate that it can boast a forest of red and white pines, many of them over 200 years old, within the city limits, on a sand beach, on Lake Superior, making it a completely unique and valuable resource. The Park Point forest provides crucial resting, nesting, and feeding habitat for a host of migratory birds including rare and threatened species, as well as many other forest animals. What Hawk Ridge is for raptors, the Park Point pine forest is for thousands of songbirds. Additionally, Park Point is one of Duluth's most popular recreational areas, enjoyed by hikers, skiers, beach-goers and birders from around the world.

1 Our primary concern is the potential for an irreversible loss of old growth red and white pines in this unique and sensitive area. Although it is desirable to hope for a scenario in which the airport and the pine forest can peacefully coexist in their current states, without a proper reorientation of the runway the trees will continue to be an issue with the airport as long as they continue to grow. The direct and secondary impact on overall forest health is dependent upon which alternative is selected and implemented.

The conflict between the airport and this unique area is an old, costly, and divisive one and unlikely to end unless the alternative selected adequately protects and sustains the forest. The Duluth community has strongly demonstrated its unwillingness to sacrifice this valuable forest resource for the airport, and the Duluth Tree Commission concurs. Therefore, we recommend selecting Alternative 5a, believing it will prove to be the best, most cost effective long-term solution. It addresses the inevitability of continued tree growth in the transitional area, provides for a safe, modern and FAA compliant runway, and lays this contentious issue to rest for the foreseeable future.

Respectfully,

James Lemmerman
Chair

Cc: Ms. Kandice Krull

Duluth Tree Commission

Response to Comment No.1

Comment noted. The DAA selected Alternative 5a Short as the preferred alternative to avoid impacts to the old growth pine forest. The FAA and US Army Corps of Engineers have concurred with the selection.

White Earth Reservation Tribal Council
P.O. Box 418
White Earth, Minnesota 56591
Tel. (218) 983-3285
Fax (218) 983-3641

RECEIVED
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By

CHAIRWOMAN
Erma J. Vizenor

SECRETARY-TREASURER
Robert J. Durant

DISTRICT I
Irene Auginaush

DISTRICT II
Terrence Tibbetts

DISTRICT III
Kenneth Bevins

July 17, 2014

Kandice Krull
Environmental Protection Specialist
FAA Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361

Re: Duluth-Sky Harbor Airport Obstruction Removal Project, Duluth MN

Dear Ms. Krull:

1 Thank you for providing information regarding the above project, pursuant to Section 106 of the National Historic Preservation Act, and its implementing regulations 36 CFR Part 800. This office requests that we receive further information regarding the project as it becomes available, including the pending FAA finding, and SHPO concurrence.

Again, thank you for sending the project information to this office for comment. Your time and consideration is appreciated. Please contact me with any questions regarding this correspondence.

Sincerely,

Cayla Olson
White Earth Tribal Historic Preservation Officer
NAGPRA Representative
Archives

Response to Comment No.1

Comment noted. A copy of the SHPO concurrence to the FAA Section 106 finding will be submitted to the White Earth Tribal Preservation Officer along with the Final EA document.

From: Bonney Hartley [mailto:Bonney.Hartley@mohican-nsn.gov]
Sent: Friday, July 11, 2014 8:09 AM
To: Krull, Kandice (FAA)
Cc: Sherry White
Subject: Duluth-Sky Harbor Airport Obstruction Removal Project, Duluth MN

Dear Kandice:

1 Thank you for the invitation from FAA to consult on the Duluth-Sky Harbor Airport Obstruction Removal Project under Section 106.

We wish to notify you that we elect not to be a consulting party for this project.

Sincerely,

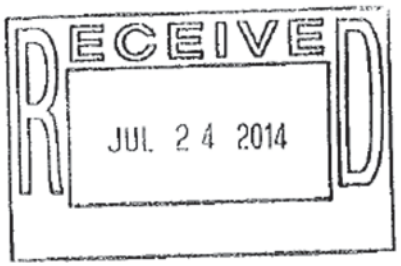
Bonney

Bonney Hartley
Tribal Historic Preservation Assistant Stockbridge-Munsee
Band of Mohican Indians W13447 Camp 14 Road
Bowler, WI 54416
(715) 793- 3995

Response to Comment No.1

Comment noted.

BM
AP



16 July 2014

Mr. Tom Werner
Duluth Airport Authority
4701 Grinden Drive
Duluth, MN 55811

Subject: Comments regarding proposed runway project at the Duluth Sky Harbor Airport (DYT)

Dear Mr. Werner:

1 I am writing to express my support for the proposed runway realignment project at the Duluth Sky Harbor Airport. My understanding is that there are clearance issues with trees on the approach to runway 32 that could cause the airport to be closed if no action is taken. The preferred alternative for the airport is to fill a portion of Superior Bay adjacent to the airport and construct a new runway aligned to avoid the trees south of the airport. This alternative would not require cutting or topping any of the trees at the south end of the airport.

I typically fly into the Sky Harbor Airport between six and ten times per year from late spring through fall for recreational purposes. Many of these trips involve bringing a bicycle which I use to reach the Canal Park business district, Amsoil Arena, and several parks along the North Shore like Leif Ericson Park, Lester Park and Brighton Beach. The Sky Harbor Airport is a more convenient option than flying into Duluth International for many of my trips to Duluth and allows a safer bike route for reaching my destinations.

Sincerely,

Michael Wagner

Michael Wagner
W4973 Black Dan Road
Winter, WI 54896

cc: Kandice Krull, FAA - Denver Airport District Office, 26805 East 68th Avenue, Suite 224, Denver, CO 80249-6361

Response to Comment No.1

Comment noted.

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
180 FIFTH STREET EAST, SUITE 700
ST. PAUL MINNESOTA 55101-1678

NOV 17 2014

CEMVP-Operations
Regulatory (2008-01902-DWW)

Ms. Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
6020 28th Avenue South, Suite 102
Minneapolis, Minnesota 55450

Dear Ms. Krull:

I am writing in response to the combined Draft Environmental Assessment and Environmental Assessment Worksheet (EA/EAW) dated July 2014 for the Duluth Airport Authority's (DAA) proposed reconstruction of Runway 32, at Duluth Sky Harbor Airport on Minnesota Point. The project's purpose and need is to provide a safe airport facility with land and water services that will meet Federal Aviation Administration (FAA) and Minnesota Department of Transportation (MnDoT) aeronautics design and operation requirements and safely maintain adequate runways with clear approach surfaces for local, regional, and interregional airplane users. The review area is located in Sections 13, 18, and 19, T. 49N., R. 13W., St. Louis County, Minnesota.

As you are aware, we are a cooperating agency in the preparation of the EA/EAW because the alternatives under consideration would require the discharge of dredged and/or fill material in Superior Bay, which is a navigable water of the United States. Consequently, the selected alternative would require Corps authorization pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. In prior correspondence, we provided concurrence with the purpose and need statement, and the range of alternatives carried forward in the EA/EAW. We are now providing concurrence with the preliminary selected alternative.

According to the EA/EAW, the preliminary preferred Alternative 5a Short would result in a clear approach surface that would not be penetrated by any existing trees (objects/obstructions). This preferred alternative proposed within Superior Bay would avoid topping or cutting of any trees within the Minnesota Point Pine Forest Scientific and Natural Area (SNA). As stated in the EA/EAW, this alternative would meet the overall purpose and need of the proposed runway project, and appropriately satisfy Part 77 of the Federal Aviation Regulations for maintaining unobstructed operation of air navigation facilities, and the safe and efficient utilization of the navigable airspace.

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Based on the EA/EAW, the preliminary preferred Alternative 5a Short would result in the discharge of dredged and fill material into 7.49 acres of Superior Bay. As stated in Section 3.2.1.4 of the EA/EAW, this area of Superior Bay consists of "shallow, sluggish, tannin-stained water, composed of soft sediments and sand, with no submerged or emergent vegetation."

In comparison to the other alternatives brought forward in the EA/EAW, alternatives 12 and 13 would result in 2.08 acres and 3.40 acres of fill in Superior Bay, respectively. However, both of these alternatives would result in significant adverse effects to an area that is part of the Minnesota Point SNA which is a designation made under Minnesota state rules for the purpose of preserving such areas due to their ecological value. The area that would be impacted is described in Appendix C of the EA/EAW as approximately 18 acres of old-growth pine forest, sand dunes, and lakeshore. This native woodland is considered the only one of its kind in Minnesota due to its unique geology.

In accordance with Section 404(b)(1) of the Clean Water Act, in cases where a practicable alternative exists that would have less adverse impact on the aquatic ecosystem, but has other significant adverse effects to the natural environment, another alternative that avoids this significant adverse effect but has greater impact to the aquatic environment may be considered for authorization.

Based upon the information contained in the EA/EAW, we have determined that the DAA's preliminary preferred alternative, Alternative 5a Short, would comply with the requirements of Section 404(b) (1) of the Clean Water Act, and therefore concur with the selection of Alternative 5a Short as the preferred alternative.

As established in our NEPA/404 merger process, if there are substantial changes or there is new information regarding the proposed project, we may need to revisit the project purpose and/or range of alternatives and the selected alternative.

Our comments on the Draft EA/EAW are enclosed for your consideration. We look forward to continued coordination with you as you finalize the EA/EAW. If you have any questions, please contact Daryl W. Wierzbinski in our Duluth office at (218) 720-5291 Ext. 35401. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

Tamara E. Cameron
Chief, Regulatory Branch

CEMVP-Operations
Regulatory (2008-01902-DWW)

Enclosure
Corps comments to EA/EAW

Copy furnished:
Virginia Laszewski, USEPA, Region 5 Chicago
Lisa Mandell, USFWS, St. Paul, MN
Patricia Fowler, MnDNR, Two Harbors, MN
Tom Estabrooks, MPCA, Duluth, MN
Allyz Kramer, SEH, Duluth, MN

CEMVP-Operations
Regulatory (2008-01902-DWW)
Draft EA/EAW comments enclosure
Page 1 of 1 though 1 of 2, 11/14/2014

1. Please provide design drawings of the proposed excavation area for the proposed work within Superior Bay.

2. Please consider other alternatives and timing for hauling material to the project site; reduce the amount of hauling trips by trucks through Canal Park and across the lift bridge and through Minnesota Point neighborhood.

3. Please provide clarification on the possible loss of environmental characteristics and values for the proposed work in the open water of Superior Bay in relation to substrate: For example(s) the discharge of dredged or fill material can result in varying degrees of change in the complex physical, chemical, and biological characteristics of the substrate. Discharges which alter substrate elevation or contours can result in changes in water circulation, depth, current pattern, water fluctuation and water temperature. Discharges may adversely affect bottom-dwelling organisms at the site by smothering immobile forms or forcing mobile forms to migrate. Benthic forms present prior to a discharge are unlikely to recolonize on the discharged material if it is very dissimilar from that of the discharge site. Erosion, slumping, or lateral displacement of surrounding bottom of such deposits can adversely affect areas of the substrate outside the perimeters of the disposal site by changing or destroying habitat. The bulk and composition of the discharged material and the location, method, and timing of discharges may all influence the degree of impact on the substrate.

4. Please provide clarification on the possible loss of environmental characteristics and values for the proposed work in the open water of Superior Bay in relation to current patterns and water circulation: For example(s) the discharge of dredged or fill material can modify current patterns and water circulation by obstructing flow, changing the direction or velocity of water flow, changing the direction or velocity of water flow and circulation, or otherwise changing the dimensions of a water body. As a result, adverse changes can occur in: location, structure, and dynamics of aquatic communities; shoreline and substrate erosion and deposition rates; the deposition of extent of mixing of dissolved and suspended components of the water body; and water stratification.

5. Please provide conceptual plans for compensatory mitigation for the fill activity in the Superior Bay. We would like to review the proposed restoration sites in and around Superior Bay or Duluth Harbor so that we may provide a formal response.

Response to Comment No.1
A typical section of the riprap toe area is shown on Figure 2-3. A plan view of this riprap toe area has been included as Figure 2-3B in the Final EA.

Response to Comment No.2
Barging of construction materials is proposed to be used to the greatest extent practicable (methods described in Section 3.5.2.1 of the EA/EAW). Practicability of barging vs. trucking will depend on material type and source, and will be evaluated at the design phase. Project proponents are continuing to evaluate the possibility of reducing truck trips during construction.

Response to Comment No.3
The project is located within a portion of the Superior Bay that is outside any direct currents generated from the Nemadji or St. Louis Rivers, and is consequently a depositional area with bottom sediments composed of fine sand, silts, and clays. The alignment of the runway will extend into the open water of the harbor, but is shaped to minimize intrusion, and will maintain the geometry and transitional characteristics of the existing shoreline. The runway extension into the Superior Bay is not expected to alter the movement patters of water within the Bay. With changes to water movement limited, the related effects on chemistry, temperature, and biota would similarly be negligible. Losses of substrate are expected to be limited to direct impacts, as discussed in 3.2.1.2 of the EA/EAW.

Biota within the bottom substrates of the Bay within the runway relocation area are composed of an abundance of common worm and fly larvae species, which is a common assemblage throughout the Bay. As discussed in Section 3.2.1.3 of the EA, the biota is considered to be low quality, and is composed of species that burrow into the soft bottom sediments. By filling the Bay to relocate the runway, there is a direct loss of some habitat. The placement of hard substrate will diminish the habitat for the existing burrowing invertebrate community, but this type of habitat is common within the Bay, and this is not a significant loss. The placement of hard substrates will locally benefit invertebrates that cannot colonize the soft bottom sediment, and include the mayflies, stoneflies, and caddisflies, in addition to other fly and beetle species that require a stable substrate. Hard substrates comprise a more limited habitat within the Bay, so the transition from the soft bottom sediment to the hard substrate will result in a reduction of total habitat, but is not a loss of the hard, and biologically preferable, substrate.

Response to Comment No.4
Aquatic habitat in the Harbor in the vicinity of the Airport is relatively shallow, with bottom composition of soft sediments and sand. This area is not part of the Nemadji River channel nor the St. Louis River channel. Neither the Airport nor the area immediately adjacent are located in the floodway. Therefore, potential for the project to disrupt flow is low. Aquatic habitat in this area is described in more detail in Section 3.2.1.3 of the EA/EAW, and floodplains are described in Section 3.9.

Response to Comment No.5
The EA/EAW includes conceptual mitigation options within Superior Bay (EA/EAW Section 3.16.1.1, subsection “Permitting and Mitigation”). The FAA and DAA will continue to work with the agencies responsible for permitting wetland and aquatic resources impacts to identify mitigation options that will be of benefit to Superior Bay. Flexibility in determining appropriate mitigation options and/or specific sites will be needed so that successful mitigation considers the benefits to land and water resources that is both ecologically and economically feasible within the Duluth-Superior Harbor. During the permitting process, the FAA and DAA will consider potential mitigation projects in the Harbor with proximity to the Airport. Mitigation will likely include projects that can have aquatic habitat benefits to the Superior Bay and/or St. Louis River Area of Concern (AOC), but it will also consider other collective socioeconomic benefits to the natural and human environment in this area for compensatory mitigation. These could include such items as a land swap/release for DAA property adjacent to the SNA. This would contribute to placing ecologically important terrestrial resources containing rare habitat for federally and state listed threatened and endangered species into public conservation and preservation. The DAA realizes the ecological value of the Airport property in question for terrestrial habitat, connectivity with the SNA, and potential to harbor sensitive species. The DAA anticipates that this and other elements of a mitigation proposal will be negotiated with regulatory agencies during the permitting process. The FAA and DAA will work through conceptual mitigation with more detail as the project moves to the permitting phases.

SEH PUBLIC HEARING

IN RE: DULUTH SKY HARBOR AIRPORT

August 7, 2014

7:00 p.m.

Inn on Lake Superior

350 Canal Park Drive

Duluth, Minnesota

COURT REPORTER: NANETTE J. CORBETT, RDR

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P R O C E E D I N G S

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MR. LUNDSTROM: Good evening, everyone. Welcome to this special session of the Duluth Airport Authority board meeting. I'm Mike Lundstrom. I'm chair of the Duluth Airport Authority. Sitting amongst us is the Airport Authority board of directors and Tom Werner, who is the executive director.

The purpose of this public hearing is to collect public comment about the Environmental Assessment -- State Environmental Assessment Worksheet, which you will hear referred to as the EA/EAW. This document evaluates the environmental effects of proposed improvements to the Sky Harbor Airport.

The -- you can make written comments about this proposal up until August 20th. Those written comments can be submitted to the -- in the following locations: The Duluth International Airport, the Duluth Sky Harbor Airport, Duluth City Hall, Duluth Public Library, Park Point Community Club in Lafayette Square, the DAA website, and SEH office in downtown Duluth. Addresses for the locations are available on the handout at the registration table outside the door.

The written comments can be submitted tonight at the registration table. In addition, written

comments can be submitted via e-mail to the Duluth Airport Authority and FAA through August 20th. Address information for submitting written comments is available at the handout again. If you'd like to make public comment tonight, please make sure and sign up on the registration table in the front door.

Now I'd like to ask Josh Fitzpatrick with the FAA, an environmental protection specialist, to come forward and say a few words. Josh?

MR. FITZPATRICK: Good evening. I'm Josh Fitzpatrick with the FAA, and it's good to see a few familiar faces in the crowd. I actually moved here -- from Duluth in March down to the Twin Cities, but I wanted to express FAA's interest in this project. We have obviously spent a lot of money going down this path. We have an environmental assessment here and opportunity for all you guys to voice your public comment, and the FAA and the Corps of Engineers have entered into a Memorandum of Understanding for four concurrence points, which are the purpose and need of the project. The alternatives carry forward, and for those two concurrence points we have an agreement between the Corps and the FAA.

We are still working through the, I guess, final selected alternative and the design impact

phasing, so, yes, we'd very much like to hear from the public on this and go from there. So thank you for having me today.

MR. LUNDSTROM: Thanks for being here, Josh. We appreciate it. Okay. Then next I'd like to call up Kaci Nowick -- Nowick -- I knew I was going to do that.

MS. NOWICKI: Nowicki.

MR. LUNDSTROM: -- Nowicki, thank you, who is with SEH.

MS. NOWICKI: Thank you. Thank you everyone for coming. I just wanted to give a brief overview of where we are in the process on this EA/EAW project. The Draft EA/EAW was formally published on July 7th, 2014. As Mike mentioned, written comments received by August 20th, 2014, regarding the proposed project, the alternatives considered, and the assessment of potential effects will be considered in the preparation of the final EA.

The final EA will include a written response to all comments. We anticipate the final steps of this process will occur throughout the fall of this year. A summary of the overall process is included on a board out in the open house area that you're welcome to take a look at after the hearing.

And the FAA will use this EA as a basis for their issuance of either a finding of no significant impact, also called a FONSI, or a determination that an Environmental Impact Statement is required.

The Duluth Airport Authority will, for the State process, use this document to make their decision on either a positive or negative declaration on the need for a State EIS.

MR. LUNDSTROM: Thank you, Kaci. The public hearing on the -- is now open. Please be advised that your entire comment, including your personal identifying information, may be publicly available. I'll -- I will be calling up speakers in the order in which you signed up. Please state your name and address for the record before starting your comment. You can have up to four minutes for the comment.

So we will go ahead and start, and Sanda -- Sandra Ed -- Ed -- Edelstad [sic], please come on up.

SANDRA ETTESTAD: Okay. Sandra Ettestad, president and founder of the Duluth Aviation Institute, located at 5000 Minnesota Avenue, Hangar 10, and also resident of 716 East Superior Street.

As president of the Duluth Aviation Institute, I would like to thank all of you involved in this process. It has taken us six years to come to this

table, so FAA, Duluth Airport Authority, Minnesota Department of -- of Resources, the SEH--I'm sure I'm missing someone else here--but this is a considerable effort, and I want to acknowledge that. Thank you.

As president of the Institute, I would also like to thank my aviators here that are representing us as -- as -- as Sky Harbor, a big deal for me. Our vision is a community inspired and -- and enriched by the art and science of aviation. Our mission is to preserve our aviation edu -- history and to educate our community with this history and knowledge of aviation and aerospace.

With this vision and mission so stated, Sky Harbor is vital to our goals, and for these reasons: The preservation of aviation history in our region, Sky Harbor, and St. Louis Bay is where aviation began in Duluth. On February 26th, 1913, Oliver Rosto took off from the bay in his Rosto Monoplane named Duluth One.

In June of 1913, the Lark of Duluth flying boat flew from the Duluth Boat Club, introducing aviation to our community through the Lark of the Lake Carnivals. The Lark of Duluth became the world's first airliner.

Sky Harbor is the only airport viable as a base for our replica of the Lark of Duluth and the only airport viable to host our Lark of the Lake Festivals

that are every other year.

Jack Brockway and William Neukom began Sky Harbor in 1931 to ferry passengers to Rainy Lake, Kabetogama Lake, and the Boundary Waters. Today that spirit lives on in our seaplane pilots at Sky Harbor.

To educate our community with this history and knowledge of aviation, we have taught 2,400 sixth-grade students in Duluth, Hermantown, and Proctor 11 lessons on aviation science. In honor of Robert Gilruth, child citizen of Duluth and father of human space flight, we have named our education program the Gilruth Continuum Path to Aviation.

Without Sky Harbor, this would indeed be a challenge. Sky Harbor is home to the Duluth Aviation Institute, and we -- where we invite our community into the aviation environment. Sky Harbor is a kinder airport to teachers, sixth graders, and their families. Sky Harbor is a place to explore aviation and science, a place where our students can dream about the airplanes they want to create and fly, a place where teachers can enrich their science curriculum with real world experiences, and a place where aviators can spread their wings and explore the planet from above.

The top 15 percent of the Path to Aviation students receive a Young Eagles flight from Sky Harbor.

During this field trip, we enforce the aviation science concepts taught and abstract theory becomes retained knowledge. Through this experience we prepare our students for the future and the challenges they will ultimately inherit.

The program is funded by local and national foundations that support us in our effort to bring quality Aero STEM education to our students. In respect for --

MR. LUNDSTROM: Can you please wrap up your comments.

SANDRA ETTESTAD: In respect for our community and the values they -- they have expressed in the preservation of both the pine forest and Sky Harbor, we advocate for a solution that reflects -- reflects the diversity and future of its citizens. We are an aviation community, an environmental community, and a community that invests in its citizens.

For this reason the choice is clear. Preferred Alternative 5a Short is the solution that reflects the values of this community. Thank you for your collective intelligence in finding the best solution for all concerned.

MR. LUNDSTROM: Thank you. Okay. Mr. Bill Irving? Remember, your name and address,

please.

BILL IRVING: Good evening. My name is Bill Irving. I'm with the Experimental Aircraft Association. I'm the president of the local EAA chapter and also the vice president of Duluth Aviation Institute, and Sandra is my boss in that organization there.

I've been involved in aviation in this part of the country for about 15 years now, and I am really concerned to -- really worried about losing an airport such as Sky Harbor. We seem to be losing airports, small airports, general aviation airports, at an alarming rate across the country. It seems like the alternative that's been offered seems to be probably one of the best solutions that I've seen, and if there's only a difference of $600,000 between closing the airport and fixing it, that makes a heck of a lot of sense to me.

And, you know, I would like to go on record in supporting that alternative if I can and, you know, I represent 50 members in our chapter plus a lot of youth in the community that we've been teaching how to learn -- learn how to fly and, you know, the concept of aviation as a -- a vocation throughout their life, and it just makes a lot of sense to have a small airport

like that available to us, and because of all the security issues involving an international airport such as Duluth up on the hill, there really isn't any alternative for the city.

So I'd like to wrap up my comments and just say that, you know, I think that the 5a alternative makes a lot more sense and it makes everybody happy. So thanks.

MR. LUNDSTROM: Thank you for your comments. Mike Busch, if I'm -- is it Busch?

MIKE BUSCH: Yep.

MR. LUNDSTROM: Yeah. Name and address please, sir.

MIKE BUSCH: Yes, sir. Hello. My name is Mike Busch. I live at 4327 Gladstone Street in Duluth, Minnesota. I'm an EAA member since 1974, it's the Experimental Aircraft Association, and also president of the Experimental Aircraft Association Chapter 1128 in Two Harbors, Minnesota.

Our chapters do a lot for youth. We work with the Two Harbors High School a lot. We -- we fly students. We participate in the -- the events that Sandra mentioned. I won't go into all of that, but we do support them, and we do fly those kids. We give them rides. We teach them about aviation.

On a smaller scale, we teach them how to build

airplanes. At Two Harbors we have people coming through all the time. We work closely with the students at the high school there, and we build model airplanes and show them the -- the basics of flights and get them excited about aviation. Some we believe will become pilots some day.

The small airports, as Bill Irving has mentioned, are being taken away from us. We don't see new airports being dedicated, ribbons being cut for small airports anymore. Developers seem to want to take over, and we're slowly being pushed out. The kind of activities that we do certainly do not lend themselves to landing at Duluth International, for example.

We also work closely with the Cloquet chapter of the Experimental Aircraft Association. We do complement each other and -- and help each other in our various activities.

As representative of the EAA chapter in Two Harbors, I would like to support the alternative 5a Short. It does make the most sense to us, and we thank you for your time, your effort, your hard work. We know it's a lot of work, it's not easy, but we appreciate what you've done. Thank you.

MR. LUNDSTROM: Thank you, sir.

MS. NOWICKI: (Handing.)

MR. LUNDSTROM: Scott Wolff, if you'd come up, please; again, name, address.

SCOTT WOLFF: I am Scott Wolff. I live at 4136 Minnesota Avenue, just about a half mile or a mile from the airport. I just represent a local resident.

We in our community have jostled with the airport for longer than I've been alive. I think the -- and, you know, the -- the -- your 5a proposition is fairly close to what our community club had proposed years ago, so this might be as close of a compromise as we can hope for.

On -- on my -- on my personal interest, I do have a couple of questions I would like addressed. One is -- and I've looked at the map with the -- with the -- and I'm not a pilot. I wish I was, but I'm not. With the change of 5 degrees, would that put the planes taking off coming right over those of us that live within a mile from the airport, and could we ask for, oh, I guess cooperation and consideration and partnering with the pilots to just keep us into consideration and just to veer off a little bit so you're not flying right over our houses. It's been much better the last year or two. A couple years previously was pretty wild.

So I would like to -- and then the other question, have you addressed the decibel levels? From

what I've read just on my own, the noise of aircrafts can be an issue, and I don't know whose responsibility it is to monitor that. I've looked into getting my own decibel meter, but I don't think this is my responsibility.

So those are my main con -- those are my main concerns. With the angle of the runway, would it be more noise? Who would monitor that? Would it affect our property values? And what is the historic precedent for the effect on property values of people living close to airports? My house is my biggest asset, so I'm a little interested in that.

Then the other question is I've looked at the -- at the load of the numbers of trucks, and I was speaking with a few of you out there about other options of hauling in the fill. I -- I just tremble at the thought of all those trucks going by my house and all of our houses all the time, and we just -- we just assessed a big chunk of money to -- to repave the road, and I suspect that load of traffic isn't going to help the road at all.

So when I -- you know, I know there's issues. I know that's shallow over there, and somebody had mentioned something about hydrofilling. It would be really nice if that load of trucks -- if this is what

happens, if that load -- if the load of trucks that people on the Point are subjected to can be minimized. Thanks for your time.

MR. LUNDSTROM: Thank you for your comments.

MS. NOWICKI: (Handing.)

MR. LUNDSTROM: Duane Poulin? Do I have that right, Duane?

DAVE POULIN: Dave.

MS. NOWICKI: Dave.

MR. LUNDSTROM: Is it Dan -- Dave?

DAVE POULIN: Dave.

MR. LUNDSTROM: Dave? Sorry. Name and address, please.

DAVE POULIN: My name is Dave Poulin, 3101 Lake Avenue South. I was the president of the Park Point Community Club when most of this preliminary work was done on this thing. At the time, we thought the cutting of trees was imminent and we put -- put a proposal forth, and your preferred alternative is very much -- very close to what our proposal was.

As I understand, there's a possibility that -- some land exchanges for mitigation or something down there. I don't know if that's been publicly announced, but that certainly would be more favorable than what we

ever expected to get out of this thing.

And I honestly believe the Duluth Airport Authority has done an honest job of trying to get this thing properly straightened out for the long term. Thank you.

MR. LUNDSTROM: Thank you for your comments. Are there any other speakers who would like to speak at the public hearing?

(Hands raised in the audience.)

MR. LUNDSTROM: Come on up, and tell us your name and your address, please.

JOHN NEUKOM: My name is John Neukom, and I used to live --

MR. LUNDSTROM: Name and address?

JOHN NEUKOM: Can you hear me better?

MR. LUNDSTROM: Your name and address, please.

JOHN NEUKOM: Name is John Neukom. I used to live at 63 -- 63rd Avenue West. I no longer live here, but I do consider Duluth as the place where I grew up. Sky Harbor meant a lot to me because my father founded Sky Harbor.

And I literally only found out about this until -- at 6:35 this evening, so I -- and I just happened to be going through town because I've visited

Duluth several times in the last several years. I've landed my airplane at -- at Sky Harbor, and it's a lot of memories for me. I would hate to see it go away. I know that's emotional, but being a pilot myself, I -- I recognize the value of -- of having a -- a facility like this and -- and hope that the city council can -- can consider to continue funding whatever is needed there. I guess that's all I had to say.

MR. LUNDSTROM: Thank you very much. Appreciate that. Any other comments tonight?

MARK MARINO: There's other people signed up on your sheet, including me.

(Off-the-record discussion between Mr. Lundstrom and Kaci Nowicki.)

MR. LUNDSTROM: Oh. Mark, I missed you. How could I miss you? Mark Marino, come on up, please. Sorry.

MARK MARINO: My name is Mark Marino. I live at 716 East Superior Street in Duluth. I'll be forwarding this in writing to you also. I've reviewed the Sky Harbor Environmental Assessment document. I'd like to submit the following comments.

I've been flying out of Sky Harbor Airport since 1982, and I've been a tenant there together with my wife since 1999. At that time we started an aviation

business called Hangar 10 Aero Supply. It's the only aviation business in Northern Minnesota that focuses on lake -- on the lake sport industry. Hangar 10 builds and supports a light sport biplane kit and parts, aircraft-covering materials, and also supports the Duluth Aviation Institute.

Hangar 10 Aero has an operator's agreement with the Duluth Airport Authority that results in writing checks every month to the State of Minnesota, the City of Duluth, and the Airport Authority.

Most of the business we conduct is from outside the Duluth area. Over the years Hangar 10 has done business in 27 states and in other countries, such as Canada, Brazil, Australia, Bolivia, and Spain. We're not just trading dollars in our local area. Hangar 10 brings in new money into our Duluth economy.

Sky Harbor Airport is vital to the operation and success of Hangar 10 Aero. No other airport in the Duluth area can be considered appropriate for the type of aviation -- for our type of aviation business. Both the hard surface and water runways are necessary for the type of recreational aviation Hangar 10 supports.

Pilots in our -- are in a unique situation when choosing to fly for recreation. Unlike ATVs, snowmobiles, and boats, a pilot cannot take their

airplane home and put it in their garage between usages. We need small friendly airports like Sky Harbor. Pilots use very little resources for their sport. On a mile of road, you can travel a mile. With a mile of runway, there's no limit to how much travel you can do.

For these reasons I am in favor of the DAA and the FAA adopting and moving ahead with the preferred plan of realigning the runway. This action will fulfill the need for pilots who need airport access to fly their planes, and it will benefit the continuation of business for Hangar 10 Aero, and will also put an end to the issue of cutting trees to provide a safe path to the runway. Thank you for all the work you've done.

MR. LUNDSTROM: Thank you, and I'm sorry I missed you, Mark. Unless there's any other speakers --

(Hand raised in the audience.)

MR. LUNDSTROM: Sir, name and address, please.

DENNY JOHNSON: Okay. I hadn't planned on speaking. My name is Denny Johnson. I live at -- I live at 40th on -- on Lake Avenue, and we've been in our house since 2001, and it seems like from that time until just about now, those of us that have been concerned about the forest down there and minimizing the impact on it and the pilot group have been at odds, and I'm just

delighted that I think we've come together on a solution that, as close as possible, meets the needs of all the parties.

So I'm just here to voice my support for what is the recommendation and move forward with this, and I hope that you're able to fulfill it and get it done the way you're proposing to do it.

MR. LUNDSTROM: Thank you, sir. All right. Last call. Any other comments?

(No response.)

MR. LUNDSTROM: Just a reminder that this is a public hearing. This is -- the purpose of this is to gather information from you. Any questions and comments that you brought up tonight will be a matter of record. Principals that were part of this report are here and will be available afterwards if you so choose to talk to them.

You also--again, a reminder--have until August 20th to make written comments which, again, will be part of the public record as well. Otherwise, this meeting is adjourned.

(Public hearing concluded at 7:27 p.m.)

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REPORTER'S CERTIFICATE

I hereby certify that I reported the aforementioned public hearing on August 7, 2014, in Duluth, Minnesota;

That the foregoing transcript is a true and correct, full and complete transcription of the proceedings, to the best of my ability;

Witness my hand and seal this 20th day of August, 2014.

_____

NANETTE J. CORBETT, RDR
Registered Diplomate Reporter
Notary Public, State of Minnesota

Public Hearing Response to Comments

Response to Ettestad Comment:
Comment noted.

Response to Irving Comment:
Comment noted.

Response to Busch Comment:
Comment noted.

Response to Wolff Comment:
Alternative 5aShort does include a rotation of the runway and the aircraft approaching Runway 14 and taking off Runway 32 may traverse more directly over some areas of land on Park Point. However, Alternative 5a Short does not result in any substantial change in the number of aircraft operations or types of operations at the Airport and would not substantially contribute to a change or increase in noise generations at the Airport.

As discussed in Section 3.14 of the EA/EAW, noise levels at airports with fewer than 90,000 annual propeller operations (takeoffs or landings) or 700 jet operations (takeoffs or landings), typically does not exceed 60DNL more than 5,500 feet from the start of takeoff roll. The EA/EAW notes that the estimated annual propeller operations are 13,900 (2011) and no jet operations are reported. The FAA Terminal Area Forecasts [Fiscal Year (FY) 2011-2032] indicate that operations are expected to remain around this level, below the threshold requiring a noise analysis and below noise levels that could be expected to adversely affect surrounding land uses.

The Duluth Airport Authority is committed to evaluating and identifying options to reduce the number of truck trips to and from the Airport during construction. This will be evaluated further during final design. Additionally, public involvement and informational efforts will continue before and during construction to inform the public of the proposed construction schedules.

Response to Poulin Comment:
Comment noted.

Response to Neukom Comment:
Comment noted.

Response to Marino Comment:
Comment noted.

Response to Johnson Comment:
Comment noted.

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Building a Better World
for All of Us®

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