

APPENDIX F

Historic Resources

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APPENDIX F

Historic Resources

This appendix contains documents relating to the historic resources found at and nearby Minneapolis-St. Paul International Airport (MSP). Attachments include correspondence between the Federal Aviation Administration (FAA) and the Minnesota State Historic Preservation Office (SHPO) and tribal governments, and reports assessing the environmental impact to historic resources due to the MSP Long Term Comprehensive Plan (LTCP) and the discussion of MSP building eligibility for the National Register of Historic Places (NRHP).

The following documents are referenced in Chapter 5, *Environmental Consequences* and Chapter 6, *Public and Agency Involvement* and attached to this appendix:

- 1 Letter to SHPO from FAA (with APE map)
- 2 Letter to SHPO from FAA (with revised APE map)
- 3 APE Approval Letter to FAA from SHPO
- 4 Revised APE Approval Letter to FAA from SHPO
- 5 Letters to Tribal Governments and MN Indian Affairs Council from FAA
- 6 Reconnaissance Assessment
- 7 *Preliminary* Archaeological Assessment
- 8 Determination of Effect for the Minneapolis-St Paul Airport for 2020 Improvement Project – Phase I and associated correspondence
- 9 Letter to FAA from SHPO concurring with Phase I

Attachment 1:

Letter to SHPO from FAA

(with APE map)



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

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

January 6, 2011

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

Dear Ms. Heidemann:

This letter is to initiate formal Section 106 consultation in accordance with 36 CFR Part 800 for an undertaking at the Minneapolis-St. Paul International Airport (MSP) as well as to request concurrence with the proposed area of potential effect (APE).

As recommended in 36 CFR Section 800.8, the Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. The Section 106 process will be completed as part of developing the EA.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

The FAA proposes to restrict the Area of Potential Effect (APE) to the limits of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL

65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of historic properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

Based on the information provided, the FAA respectfully requests your written concurrence with the proposed APE. If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

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

Enclosure: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC

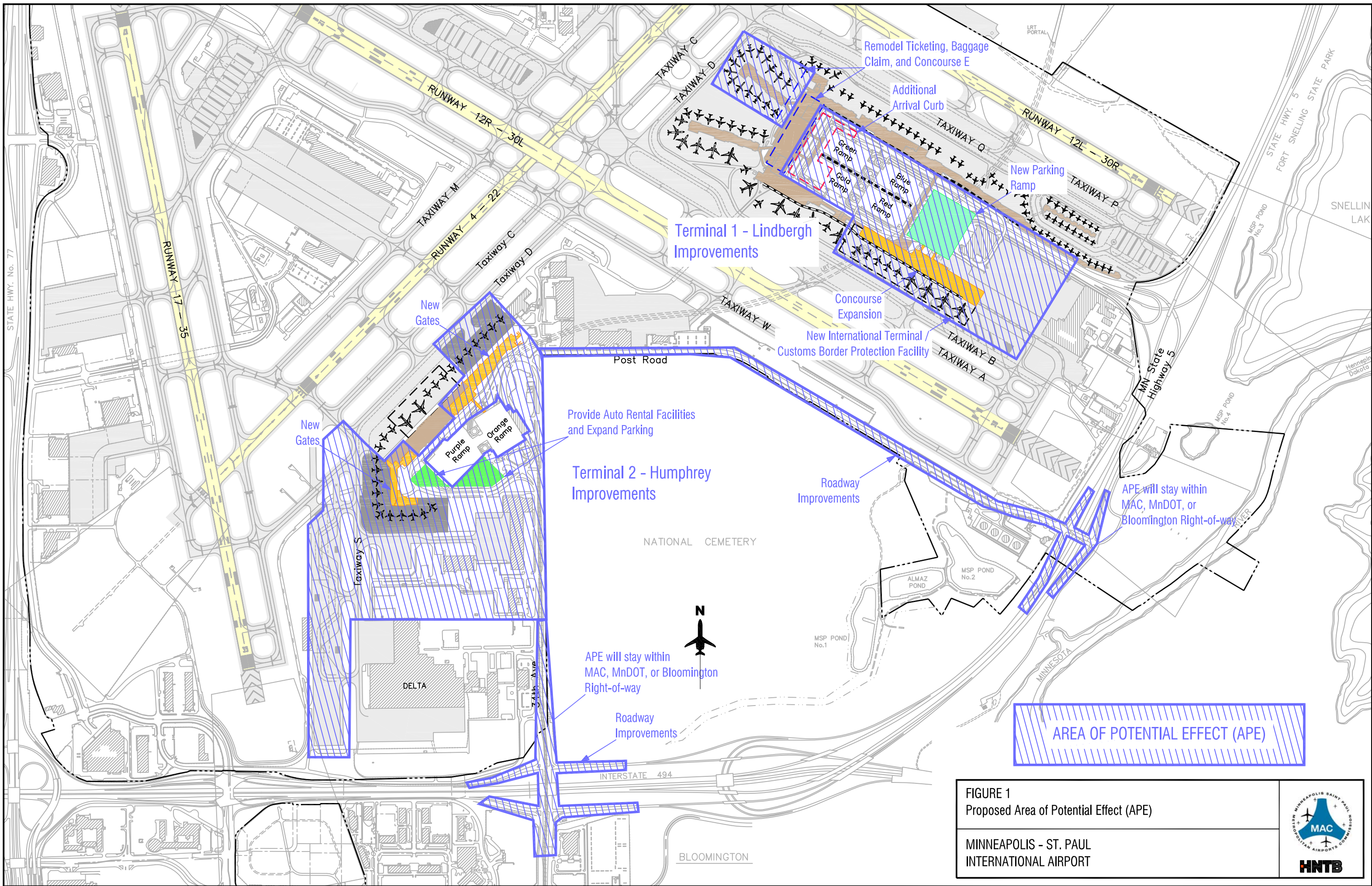


FIGURE 1
Proposed Area of Potential Effect (APE)

MINNEAPOLIS - ST. PAUL
INTERNATIONAL AIRPORT



Attachment 2:

Letter to SHPO from FAA

(with revised APE map)



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

October 19, 2011

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

Dear Ms. Heidemann:

This letter is to request concurrence with the proposed revised area of potential effect (APE) for Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update project at the Minneapolis-St Paul International Airport (MSP).

The Federal Aviation Administration initiated the Section 106 process for the undertaking via a letter to the Minnesota Historical Society (State Historic Preservation Office (SHPO)) on January 6, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of the National Environmental Policy Act as well as the Minnesota Environmental Review Program. The Section 106 process is being completed as part of developing the EA.

Concurrent with the initiation of the Section 106 process, the FAA requested that the SHPO review the APE. The proposed APE was limited to the area that would be disturbed by construction. In correspondence dated February 8, 2011, the SHPO concurred with the proposed APE.

In the process of further defining the alternatives for the EA, it was determined that the limits of construction would exceed the area included in the original APE. Therefore, the FAA proposes to revise the APE to encompass the expanded limits of construction (Figure 1). The FAA continues to endorse an APE that is bounded by the limits of construction for this undertaking. Although analysis is not complete, preliminary information indicates that the change in noise exposure over noise sensitive areas will be small and less than FAA's criteria to be considered significant (i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB). Therefore, it is expected that the undertaking, when compared to the no action alternative, will not impact the character or use of historic properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

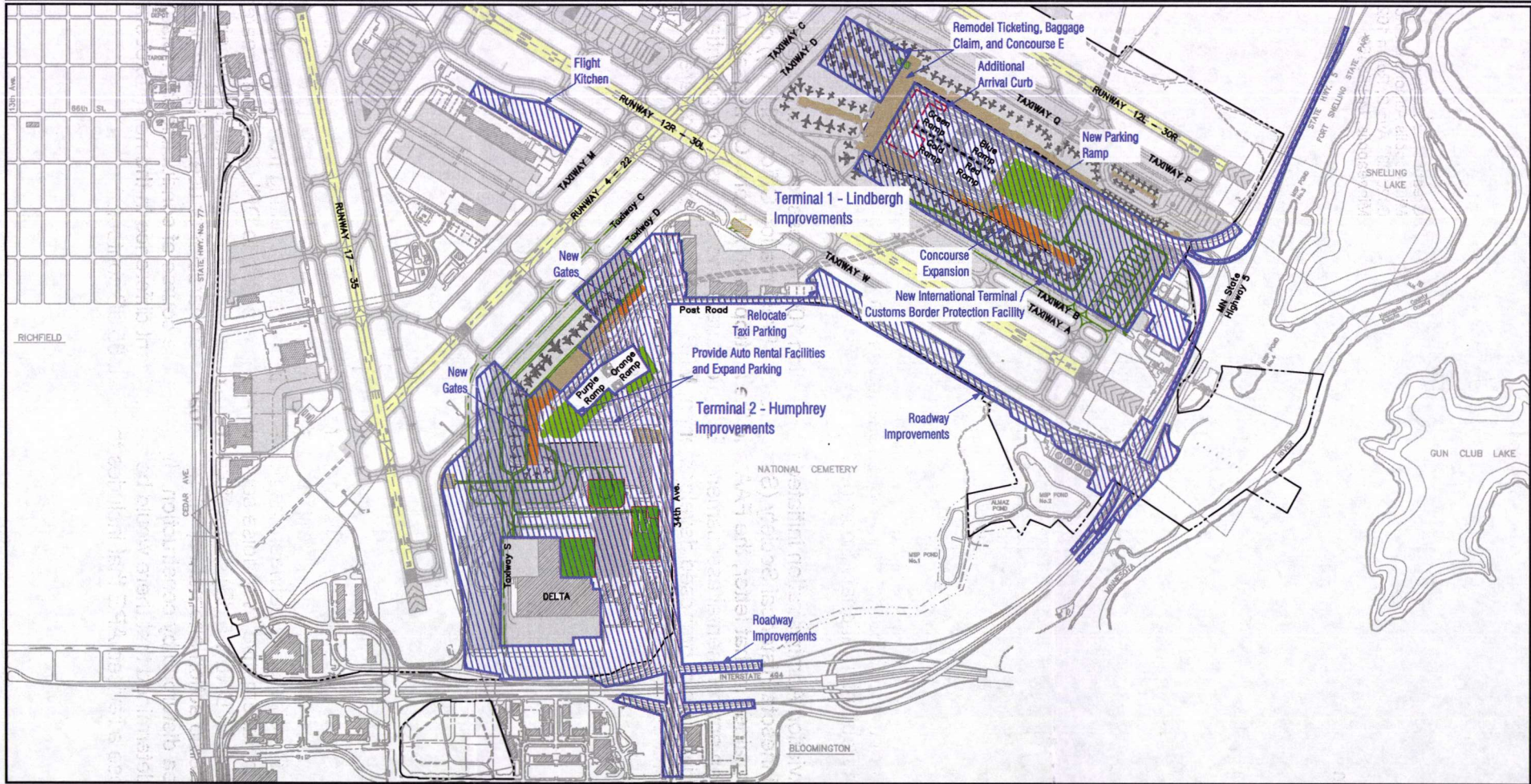
Based on the information provided, the FAA respectfully requests your written concurrence with the proposed revised APE. If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Original Signed By:
Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-713-4362

Enclosure: Figure 1, Proposed Area of Potential Effect

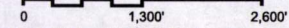
Cc: Roy Fuhrmann, Director of Environment, MAC



LEGEND
 Area of Potential Effect

Area of Potential Effect

September, 2011



Source: Data compiled and maintained by MAC, HNTB, TKDA

Disclaimer: This map was generated by HNTB Corporation based off of CAD files supplied by other parties. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of map are approximate.



HNTB

J:\Jubba\46592 MAC Planning Consultant\16_034 - MSP 2020 Improvements\1\T\Tech\Prod\Work\CAD\Map\map_AFC_Figure_1_D9_28.11.dwg
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Attachment 3:

APE Approval Letter to FAA from SHPO



STATE HISTORIC PRESERVATION OFFICE

February 8, 2011

Kandice Krull
Environmental Protection Specialist
FAA-Minneapolis Airport District Office
6020 28th Ave. South, Room 102
Minneapolis MN 55450

RE: Expansion of Terminals 1 and 2, Minneapolis-St. Paul International Airport
Minneapolis, Hennepin County
SHPO Number: 2011-1049

Dear Kandice:

Thank you for the opportunity to comment on the above project. It 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 (36CFR800).


We have reviewed the proposed plans for terminal, gate and parking expansions at the Minneapolis-St. Paul International Airport that you submitted for this project. Although the proposed expansions would add or enlarge some visual features on the airport landscape, the proximity of new construction to existing development, and the height limits on airport structures, would make any additional visual impacts on nearby historical properties minimal.

Therefore, we concur with your proposed designation of the Area of Potential Effect (APE), to include just the land areas located within the limits of construction proposed for this expansion project.

We understand that if substantial noise increases result from the proposed terminal, gate and parking expansions, as well as any additional enplanements associated with proposed expansion, the APE may be enlarged based on increased noise impacts, at a later stage of project development.

Please contact me at (651) 259-3456 if you have any questions regarding our review.

Sincerely,


Mary Ann Heidemann, Manager
Government Programs and Compliance

FAA Minneapolis
Airports Dist. Office

FEB 10 2011

Received

Attachment 4:

Revised APE Approval Letter to FAA from SHPO



STATE HISTORIC PRESERVATION OFFICE

November 16, 2011

Ms. Kandice Krull
Environmental Protection Specialist
FAA-Minneapolis Airport District Office
6020 28th Ave. South, Room 102
Minneapolis MN 55450

RE: Expansion of Terminals I and 2, Minneapolis-St. Paul International Airport
Minneapolis, Hennepin County
SHPO Number: 2011-1049 Revised APE

Dear Kandice:


Thank you for the opportunity to comment on revisions to the above project. The revisions have 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 (36CFR800).

We concur with your proposed expansion of the Area of Potential Effect (APE) to include the enlarged construction footprint now proposed for this airport expansion project.

As previously noted, we understand that if substantial noise increases result from the proposed terminal, gate and parking expansions, as well as any additional enplanements associated with proposed expansion, the APE may be enlarged based those increases, at a later stage of project development.

Please contact me at (651) 259-3456 if you have any questions regarding our review.

Sincerely,



Mary Ann Heidemann, Manager
Government Programs and Compliance

Attachment 5:

Letters to Tribal Governments and MN Indian Council
from FAA



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

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

January 13, 2011

Mr. Gable Prescott, Tribal Council President
Lower Sioux Indian Community
39527 Res. Highway 1
PO Box 308
Morton, MN 56270

Dear Mr. Prescott:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request.

Sincerely:

Original Signed By

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Anthony Morse, THPO
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

January 13, 2011

Mr. Curtis LaClaire, Tribal Council Chairperson
Mendota Mdewakanton Dakota Community
1324 Sibley Memorial Hwy
PO Box 50835
Mendota, MN 55150

Dear Mr. LaClaire:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request.

Sincerely:

Original Signed By

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Jim Anderson, Historian/Cultural
Roy Fuhrmann, Director of Environment, MAC
Mary-Ann Heidemann, State Historic Preservation Office

2010-01-14
10:00 AM
10:00 AM
10:00 AM



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

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

January 13, 2011

Chairman Stanley R. Crooks
Shakopee Mdewakanton Sioux Business Council
2330 Sioux Trail NW
Prior Lake, MN 55372

Dear Mr. Crooks:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed

by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Leonard Wabasha, Director of Cultural Resources
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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

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

January 13, 2011

Ms. Victoria Winfrey, Tribal Council President
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

Dear Ms. Winfrey:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed

by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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

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

January 13, 2011

Mr. Jim Jones
Director Cultural Affairs
State Of Minnesota Indian Affairs Council
3801 Bemidji Ave Ste 5
Bemidji MN, 56601

Dear Mr. Jones:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

The FAA is initiating formal Section 106 consultation with the State of Minnesota Indian Affairs Council (Council) because the Council acts as a liaison between the State of Minnesota and the 11 tribal Governments within the state. The FAA is thus seeking the Council's input on concerns that uniquely or significantly affect the Tribes related to the proposed Airport improvements. Early identification of Tribal concerns will allow the FAA and MAC to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined.

As recommended in 36 CFR Section 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Steven J. Obenauer, Manager
 Minneapolis Airports District Office
 (612) 713-4355

Enclosures: Agency Informational Document
 Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC
 Mary Ann Heidemann, State Historic Preservation Office

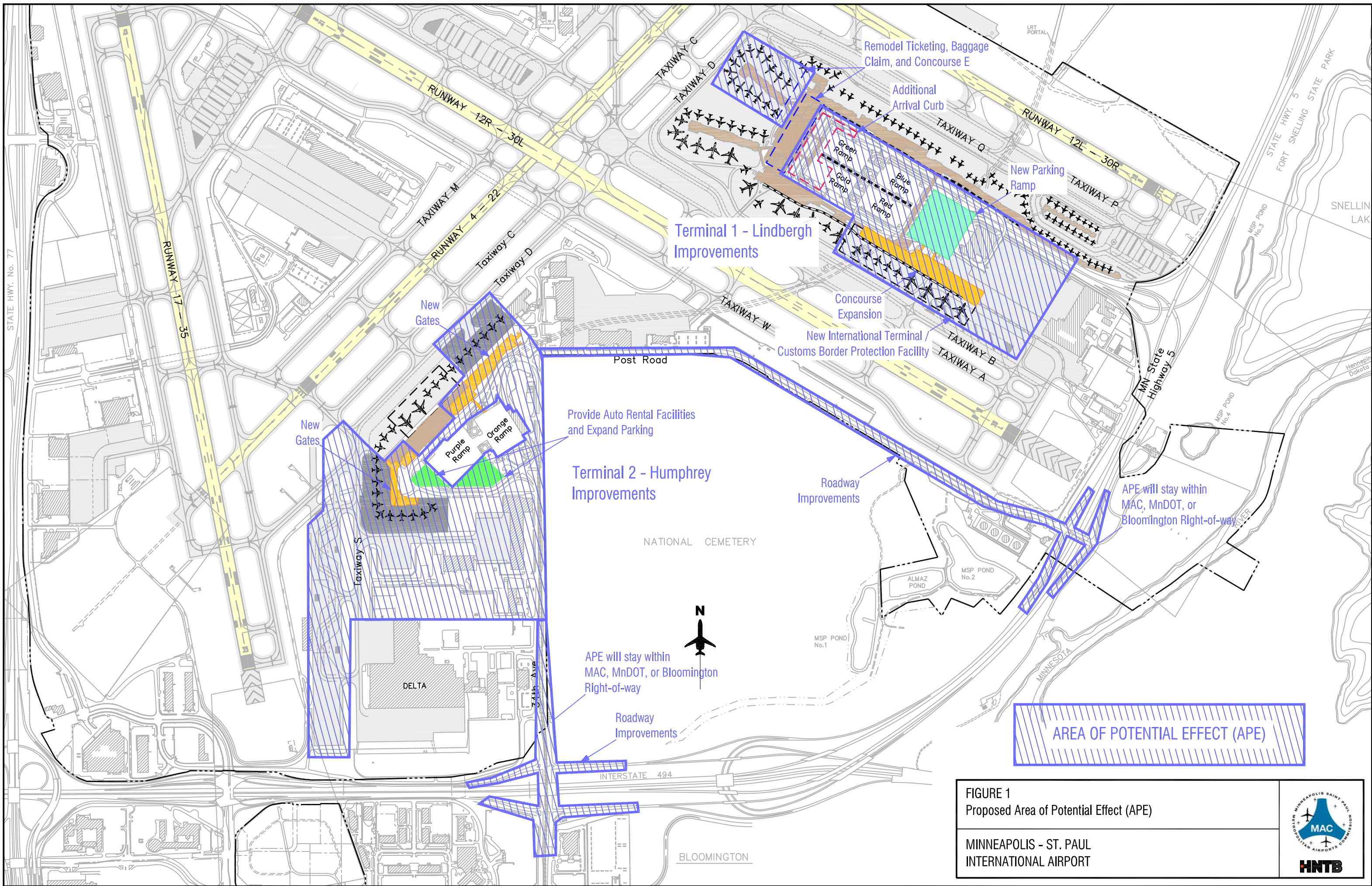


FIGURE 1
Proposed Area of Potential Effect (APE)

MINNEAPOLIS - ST. PAUL
INTERNATIONAL AIRPORT



Attachment 6:

Reconnaissance Assessment



*Minneapolis-Saint Paul International Airport Terminal—circa 1960
(Saint Paul Area Chamber of Commerce photograph—Minnesota Historical Society Collections)*

**RECONNAISSANCE ASSESSMENT—
EXPANSION OF TERMINALS 1 AND 2
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT
SHPO NUMBER: 2011-1049**

**PREPARED BY
CHARLENE ROISE
HESS, ROISE AND COMPANY
100 NORTH FIRST STREET
MINNEAPOLIS, MINNESOTA 55401**

JULY 2012

INTRODUCTION

Hess Roise completed reconnaissance and intensive-level inventories of the Minneapolis-Saint Paul International Airport between 1992 and 1995 as part of an environmental assessment related to the development of a long-term comprehensive plan for the facility. The final report for the project was issued in August 1995. Only one area, the Original Wold-Chamberlain Terminal Historic District, was identified as eligible for the National Register. Located along Thirty-fourth Avenue near the north end of the airport, the district had four contributing buildings: three hangars and the 1930 Administration Building, which held the passenger terminal. The district and the contributing buildings were documented for the Historic American Buildings Survey (HABS No. MN-158) prior to their demolition to accommodate changing needs at the airport.

Roadways, runways, and ancillary buildings were not considered in the 1995 study. It did, however, include the Charles Lindbergh Terminal (now Terminal 1), the Northwest Airlines Maintenance Base, and the Hubert H. Humphrey Terminal (now Terminal 2) even though these buildings were not yet fifty years old, a standard benchmark for National Register eligibility. The report concluded: “Both the Lindbergh Terminal and the Northwest Airlines Maintenance Base are of historical interest. Substantial alterations to both properties, however, dilute their physical integrity. At this time, neither appears to meet the test of exceptional importance required for National Register listing of properties less than fifty years old. The Hubert H. Humphrey Terminal has been remodeled several times, destroying the structure’s physical integrity.”¹

The present study has been undertaken in anticipation of expansions to Terminals 1 and 2. In addition to construction in and around the terminals, Buildings F and G, the Flight Kitchen, and the Terminal B Hangar Complex might be removed as part of the project. The Area of Potential Effect (APE) was established as a result of consultation between Kandice Krull, Environmental Protection Specialist at the Minneapolis Airport District Office of the Federal Aviation Administration, and Mary Ann Heidemann, Manager, Government Programs and Compliance for the Minnesota State Historic Preservation Office. In a February 8, 2011 letter, Heidemann agreed with the APE Krull had proposed, which included “just the land areas located within the limits of construction proposed for this expansion project.” Heidemann noted that “although the proposed expansions would add or enlarge some visual features on the airport landscape, the proximity of new construction to existing development, and the height limits on airport structures, would make any additional visual impacts on nearby historical properties minimal.” Subsequently, the APE was slightly expanded.²

Properties must typically be fifty years old to qualify for the National Register. To ensure that the following assessment is not obsolete within a year, properties forty years or older (built before 1971) were considered so that the report’s findings will be valid through 2021.

¹ Charlene Roise, Shawn Rounds, and Cynthia de Miranda, “Minneapolis-Saint Paul Airport Reconnaissance/ Intensive-level Survey (for Long-term Comprehensive Plan Alternative Environmental Document): The Built Environment,” August 1995, 51-52, prepared by Hess, Roise and Company for the Metropolitan Airports Commission and HNTB.

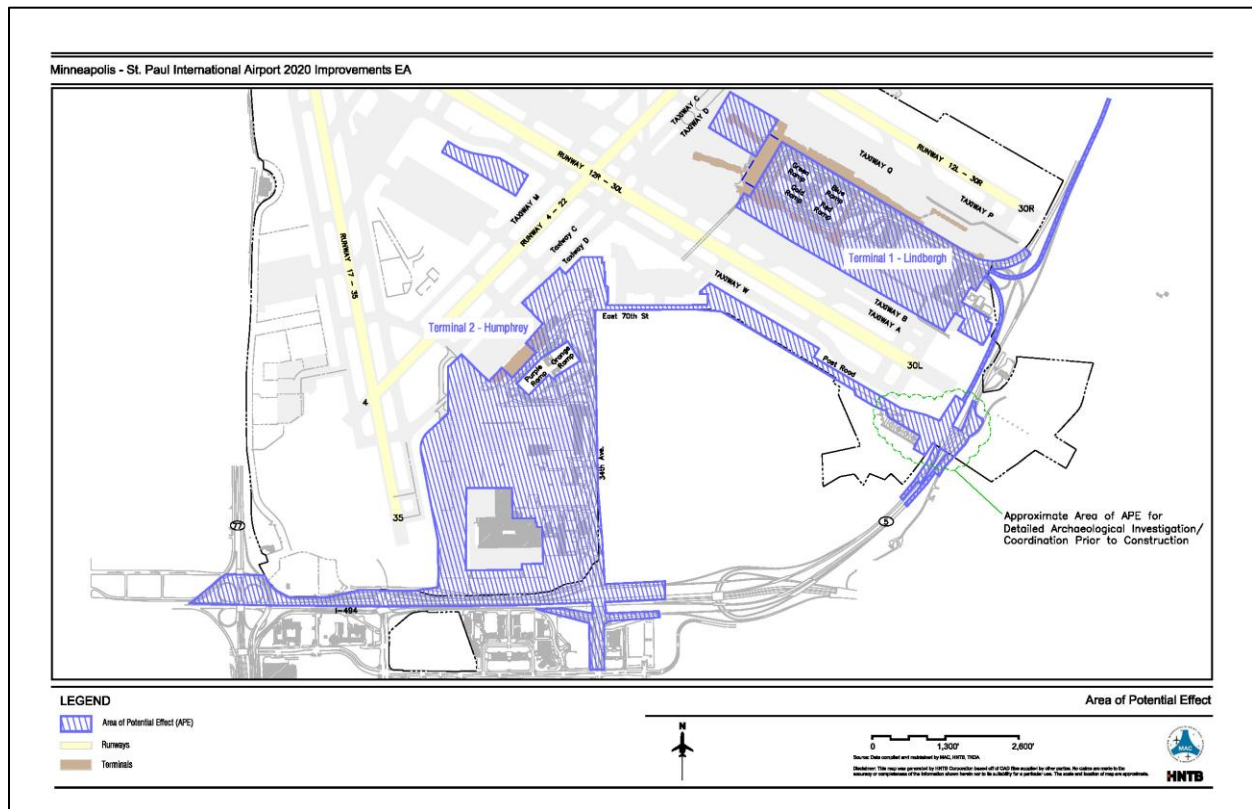
² Mary Ann Heidemann, Manager, Government Programs and Compliance for the Minnesota State Historic Preservation Office, to Kandice Krull, Environmental Protection Specialist at the Minneapolis Airport District Office of the Federal Aviation Administration, February 8, 2011.

METHODOLOGY

Hess Roise initially adopted the APE for above-ground resources that had been established by the FAA and SHPO. As planning for the project progressed, the scope of construction grew slightly larger, so the APE was revised to include the area that had been added. A map showing the final APE for this study is below.

Research for the period since the airport's construction was primarily conducted in research files that Hess Roise had compiled during earlier studies. Additional information on land use in the nineteenth and early twentieth centuries was obtained from maps of the era. Photographs in the collections of the Minnesota Historical Society provided insights into the evolution of the airport complex as a whole, as well as specific properties. Aerial photographs of current conditions were compared to aerials and maps showing the airport in the 1990s. This was extremely helpful in eliminating areas within the APE that had experienced significant change in the last two decades and were thus highly unlikely to have historical significance at this time.

A windshield survey of areas accessible from public roads verified conclusions that were developed during the research phase. Because no properties appeared to have National Register potential, no inventory forms were prepared.

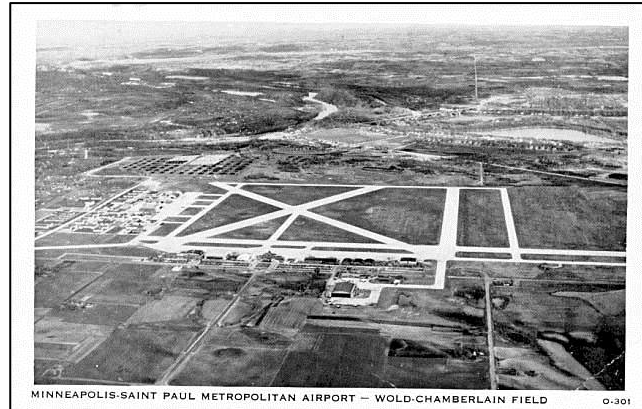


MSP HISTORY: AN OVERVIEW

“Like work on a farm, the development of an airport never may be considered as actually done. The improvements and incorporation of refinements in the existing plant will just about go on forever.”³

The airport has evolved continuously since the 1910s, when pilots began landing in the middle of a concrete oval that investors had built for racing cars. The dream of creating a race to rival the Indy 500 failed after only a few years, but the track’s visibility from the air and the relatively smooth surface on the circuit’s interior made it a handy destination for early aviators. Soon entrepreneurs had started businesses to serve the needs of the planes and their occupants. The Minneapolis Park Board became manager of the nascent Minneapolis Municipal Airport, and the concrete track was gradually removed as the airport evolved. It was christened Wold-Chamberlain Field in honor of two local pilots who perished in World War I. A terminal/administration building and a series of hangars were constructed along Thirty-fourth Avenue in the 1930s and 1940s.

The Metropolitan Airports Commission, established by the state legislature in 1943, took over the airport’s operation from the Minneapolis Park Board. The introduction of jet aircraft for commercial travel in the 1950s forced reconstruction of airports across the country. In 1959, *American Aviation* reported that “only 23 [airports] have runways of sufficient length to meet projected traffic needs and 44 lack adequate terminal facilities.” To adapt to the new jet age, Minneapolis would “add \$29 million to the \$11 million already expended on Wold Chamberlain International Airport. Construction plans call for an \$18-million



Much of the land around the airport remained undeveloped until years after World War II.

Above: A postcard from about 1948, looking east. The terminal and hangars are along Thirty-fourth Avenue, which runs horizontally near the center of the image. A decade later, Lindbergh Terminal would be developed at the southeast (upper right) corner of the airfield.

Below: Looking south at land west of the airport in a November 1949 photograph from the Minneapolis Star Journal. Thirty-fourth Avenue is to the left. All of the property in the foreground and mid-ground is now part of the airport.

*(Both photographs:
Minnesota Historical Society Collections)*



³ C. H. Gale, “Last Year’s Airport Construction Projects,” *Aviation*, February 15, 1930, 323-326.

overhaul base for Northwest Airlines, an \$8.5-million terminal, a 9,600-ft. runway, plus extension of the present 6,500-ft. runway to 9,000 ft.” By this time, it was officially called the Minneapolis-Saint Paul International Airport. Lindbergh Terminal, the airport’s most public face, officially opened in January 1962.⁴

Reorienting the airport away from Thirty-fourth Avenue to the new terminal to the southeast was the most profound overhaul the facility has experienced, and its physical evolution has continued almost nonstop ever since. In 1971, for example, the Metropolitan Airports Commission announced the “completion of vastly expanded facilities for international air service” involving “a 1-1/2 million dollar expansion of the Green Concourse.” During this same time, most of the freight services were removed from Lindbergh Terminal and a tunnel was completed to “Cargo City” at the southwest corner of the airport property.⁵

In addition to the ongoing changes at the airport, the property is ringed by major transportation corridors that have also experienced numerous transitions. One was Trunk Highway 5 to the south, which extended southwest from Fort Snelling and curved to an east-west alignment just west of Thirty-fourth Avenue. Interstate 494 adopted much of the route of Highway 5 in the 1960s, although it diverged to the southeast at Thirty-fourth Avenue to cross the Minnesota River rather than swinging northeast towards Fort Snelling and the Mississippi. A recent upgrade to the intersection at Twenty-fourth Avenue was part of a major overhaul of the route from Interstate 394 to the Minnesota River bridge.⁶

⁴ Mel Sokol, “Where Airports Stand for Jets,” *American Aviation* 22 (May 1959).

⁵ Minneapolis-Saint Paul Metropolitan Airports Commission, *1971 Annual Report* (Saint Paul: the Commission, 1971), 8-10.

⁶ BRW, “I-494 Reconstruction, Minnesota River to I-394, Cultural Resources Investigation, Phase 1, Technical Report Volume I,” January 1992, Figure VIII.1f, prepared for the Minnesota Department of Transportation.



*Above left: Lindbergh Terminal under construction in 1960.
Above right: Looking southeast at the new terminal in about 1965. The Fort Snelling parade ground is visible in the upper right-hand corner.*

*Below left: The headquarters and maintenance base of Northwest Airlines was directly south of the terminal, stretching along the west side of the terminal access road. The once massive facility is shown in this circa 1960 photograph. The lower office building is now gone and only a section of the maintenance base remains.
(Marty Nordstrom, photographer)*

Below right: The south facade of the North Central Airlines hangar as it appeared in 1976. This hangar, which parallels Interstate 494 west of Thirty-fourth Avenue, is used by Delta Airlines today, but it has been greatly altered by additions to the east, north, and west. The hangar is not in the APE, but it is physically connected to buildings that are in the APE. (Steve Plattner, photographer)

(All photographs: Minnesota Historical Society Collections)



FINDINGS

When the airport was evaluated in 1995, many of the jet-age facilities were far from fifty years old, the usual threshold for National Register eligibility. Today, these facilities are on the verge of that boundary, but their integrity has been even more substantially compromised since 1995. The Lindbergh Terminal has lost the concrete canopy that stretched along the passenger drop-off zone on the second floor, as well as experiencing many other alterations including additions to concourses and parking structures and the installation of people-movers and other new equipment. Large sections of the Northwest Airlines Maintenance Base are no longer intact and a new post office facility has changed the relationship between the base and the terminal. The last traces of the original Humphrey terminal have been replaced by a totally new terminal facility, which opened in 2001.⁷

Because of the integrity issues associated with the jet-aged airport's three main facilities, related roadways, runways, and ancillary buildings were not considered in the 1995 study. A reconnaissance assessment of these features today leads to the conclusion that they do not have National Register potential either individually or as a district. The mid-century cargo area west of Thirty-fourth Avenue has been overhauled in recent years, in part because of changes to the terminals and maintenance base. The same is true of the internal roadway system and associated landscaping. In addition, a substantial rehabilitation of Interstate 494 brought major changes to that corridor. (The southern eastern edge of the MSP APE is in the I-494 corridor and was evaluated as part of the Section 106 review for the freeway's rehabilitation.) The introduction of a north-south runway (Runway 17-35) along the west side of the airport property led to alterations in both the runways and service facilities. One notable example is an island of freight facilities that is completely surrounded by runways. "Cargo Road" has tunnels beneath the runways for vehicular access to these facilities.

CONCLUSION

The airport is constantly undergoing alterations to provide state-of-the-art service. These changes have compromised the integrity of the facilities to such an extent that they will not qualify for the National Register even though some are on the verge of being fifty years old. None of the newer facilities appear to be of exceptional importance.

⁷ Barbara Kulvelis to author, e-mail, November 17, 2011.

Attachment 7:

Preliminary Archaeological Assessment

ARCHAEOLOGICAL ASSESSMENT: EXPANSION OF TERMINALS 1 AND 2, MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT

SHPO Number: 2011-1049

COMMENTS ON RESULTS OF RECORDS/LITERATURES SEARCH AND VISUAL RECONNAISSANCE

Introduction

Archaeological Research Services (ARS) has completed a Phase IA-level archaeological assessment of the areas that will be impacted by the proposed expansion of Terminals I and II.

For archaeological resources, the Area of Potential Effect (APE) is limited to areas where a proposed undertaking will cause physical ground disturbance. As required at the Phase IA level, pertinent literature and cultural resource records were reviewed and a visual reconnaissance conducted in order to establish whether any parts of the APE:

- already have been cleared by prior archaeological survey;
- can be considered too disturbed by prior development to retain any archaeological potential;
- appear undisturbed enough to warrant further archaeological review prior to development.

Considering that development plans still are being developed and that all of the APE currently is in actively use, no efforts were made to conduct full scale Phase I-level archaeological testing at this time .

Previous Investigations Within/Adjacent to the APE

Between 1992 and 1995, ARS conducted several reconnaissance and intensive-level surveys of the Minneapolis-Saint Paul International Airport in connection with the development of a long-term comprehensive plan for this facility (Harrison, 1996). Of a number of areas studied, only one included parts of the current APE, i.e. an area which was bounded, on the northeast and southeast, by Post Road and MN State Highway 5 (TH 5), and, on the west/southwest, by what was then still a largely natural, deeply eroded ravine, which since has been quite extensively widened and modified by the “Metropolitan Airports Commission (MAC) Drainage Improvement Project”.

Located along the Minnesota River upper bluff zone which is known to have attracted Native American prehistoric and historic use, this area was considered to have high archaeological potential. Testing conducted by ARS along the ravine proved positive in one location which

produced a projectile point common to the so-called Late Archaic-Early Woodland periods (approximately 1500 B.C. - A.D. 500). Classified as an isolated findspot (the Cantonment Site), the area proved to be located outside the airport project boundary.

The area was also known to have been an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century. As shown in maps and aerial photographs from the 1930s to early 1960s, the upland northeast of the ravine featured a number of buildings used by the military until the area was vacated for the construction of the new airport. By the time of the 1992 survey, that same area had been completely redeveloped, featuring -- as it still does -- a fuel farm, a taxi station with associated parking and a gas station/convenience store which together cover most of the land between the ravine and Post Road. No further testing was done at the time but the area was documented, for the long-term comprehensive plan, as one with considerable Native American as well as historic Euro-American archaeological potential.

Phase I and II archaeological investigations were also conducted for the above-mentioned MAC drainage improvement project (Perkl et al 2001). While a major part of that effort focused on the ravine west/southwest of Post Road and the fuel farm/taxi station/gas station complex, it also encompassed the rest of the area between the Fort Snelling National Cemetery and TH 5/I-494, including a corridor for proposed stormwater culverts that continues west along the northern side of the I-494 right-of-way and takes in most of the southern edge of the Terminal 2 expansion APE. The survey identified two precontact period Native American archaeological sites on high ground immediately adjacent to the ravine: 21HE316 and 21HE317, both of them habitation sites with evidence from different phases of the Woodland period (approximately 500 B.C. to A.D. 1600). Along with the above-mentioned Cantonment Site findspot and Native American evidence identified along the upper bluff to the immediate east/northeast of the airport property as well as at old Fort Snelling, they verify the high archaeological potential of the Minnesota River bluff zone (Harrison 1996).

In 1995, archaeological Phase I testing was also conducted by ARS as part of a cultural resources survey for the Air Force Reserve Environmental Division (Science Applications International Corporation, 1995). One of the investigated properties lies very close to the current APE and encompasses the former Fort Snelling Officers' Club, which is located on the upper bluff due east/southeast of TH 5 and northeast of the road that provides access from the Post Road/TH 5 interchange to the valley and Fort Snelling State Park. Most of the area proved to have been quite extensively disturbed by landscaping and recent land use and neither Native American nor more recent historical archaeological evidence was identified in spite of quite intensive test coverage.

Conclusions and Recommendations

The combined survey coverage provided by the above-described investigations, along with earlier reviews conducted for MnDOT along I-494 and TH 5 (Perkl et al. 2001), have included most segments of the current APE that are part of the archaeologically sensitive Minnesota River “upper bluff zone”.

However, one segment that still may need further review is the one northwest of the Post Road/ TH 5 interchange, i.e the area where established and ongoing use of the fuel farm, taxi station and gas station/convenience store complex so far has prevented archaeological testing. A fairly sizeable portion of this area includes parts of the perimeter of the large ravine that was modified by the MAC Drainage Improvement Project. As previously mentioned, Native American archaeological sites have already been recorded in the immediate vicinity of the ravine and more evidence could exist further in from its eastern edge beneath and between the buildings. As described earlier, the entire area was also an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century, with a number of buildings still in use by the military until the early 1960s when the area was vacated for airport construction.

According to recent comments provided by a historian who has done extensive research about Ft Snelling and the "upper bluff" area, most of the significant buildings at the military training and induction camp were located some distance east of the ravine and primarily to the east of what is now Post Road (Stephen Osman, 2011). As for the historic significance of activities associated with the camp, he notes that “Most men and women who passed through the Induction Center and later Separation Point were only there for a few days and so were not actually trained in that area. It was mainly used for processing prior to moving to other posts for training.”

This information would suggest that historic archaeological evidence may be of minor concern, should MSP expansion plans call for rerouting and widening of Post Road. However, should plans also call for a westward relocation of the gas station towards the edge of the ravine, there is a strong possibility that this would adversely impact Native American archaeological evidence. Once the APE for future expansion plans has been more precisely defined along with information regarding past disturbance and original topography, it should be fairly easy to assess, with the help of soil coring, whether any archaeological evidence is likely to be present and well enough preserved to be significant.

Visual inspection of the rest of the APE, along with the results of the records search conducted for this project by Hess, Roise and Company (Roise 2011), clearly indicate that decades of construction and landscaping have caused deep and far-reaching disturbance around Terminals I and II as well as the intersection of I-494 and 34th Avenue. Consequently, the proposed expansion of the terminals and associated access roads should not have an adverse effect on archaeological resources

References

Harrison, Christina

1996 *The Archaeological Resources of Minneapolis-St. Paul International Airport with Vicinity: Summary Report on the 1992 - 1995 Investigations*. Archaeological Research Services, Minneapolis.

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Perkl, Bradley E., James Lindbeck, Scott Buskey and Barbara Mitchell

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Addendum to
**ARCHAEOLOGICAL ASSESSMENT: EXPANSION OF TERMINALS 1 AND 2,
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT**

SHPO Number: 2011-1049

**COMMENTS ON RESULTS OF RECORDS/LITERATURES SEARCH AND VISUAL
RECONNAISSANCE**

Introduction

In the fall of 2011, Archaeological Research Services (ARS) completed a Phase IA-level archaeological assessment of areas that would be impacted by a proposed expansion of Terminals I and II. For archaeological resources, the Area of Potential Effect (APE) was defined as areas where a proposed undertaking would cause physical ground disturbance. As required at the Phase IA level, pertinent literature and cultural resource records were reviewed and a visual reconnaissance conducted in order to establish whether any parts of the APE:

- already had been cleared by prior archaeological survey;
- could be considered too disturbed by prior development to retain any archaeological potential;
- appeared undisturbed enough to warrant further archaeological review prior to development.

Results proved largely negative but one area was identified as having archaeological potential. Considering, however, that development plans still were being developed and that all of the APE currently was in active use, no efforts were made to conduct full scale Phase I-level archaeological testing at this time.

In the early summer of 2012, following an expansion of the project APE, ARS was asked to conduct a supplementary Phase IA review of the added areas. The review was conducted in late June, with negative results. Comments on these negative findings have been added to the original text which, for ease of reference, will be repeated below, largely in its original wording.

Previous Investigations Within/Adjacent to the APE

Between 1992 and 1995, ARS conducted several reconnaissance and intensive-level surveys of the Minneapolis-Saint Paul International Airport (MSP) in connection with the development of a long-term comprehensive plan for this facility (Harrison, 1996). Of a number of areas studied, only one included parts of the current APE, i.e. an area which was bounded, on the northeast and southeast, by Post Road and MN State Highway 5 (TH 5), and, on the west/southwest, by what was then still a largely natural, deeply eroded ravine, which since has been quite extensively widened and modified by the “Metropolitan Airports Commission (MAC) Drainage Improvement Project”.

Located along the Minnesota River upper bluff zone which is known to have attracted Native American prehistoric and historic use, this area was considered to have high archaeological potential. Testing conducted by ARS along the ravine proved positive in one location which produced a projectile point common to the so-called Late Archaic-Early Woodland periods (approximately 1500 B.C. - A.D. 500). Classified as an isolated findspot (the Cantonment Site), the area proved to be located outside the airport project boundary.

The area was also known to have been an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century. As shown in maps and aerial photographs from the 1930s to early 1960s, the upland northeast of the ravine featured a number of buildings used by the military until the area was vacated for the construction of the new airport. By the time of the 1992 survey, that same area had been completely redeveloped, featuring -- as it still does -- a fuel farm, a taxi station with associated parking and a gas station/convenience store which together cover most of the land between the ravine and Post Road. No further testing was done at the time but the area was documented, for the long-term comprehensive plan, as one with considerable Native American as well as historic Euro-American archaeological potential.

Phase I and II archaeological investigations were also conducted for the above-mentioned MAC drainage improvement project (Perkl et al 2001). While a major part of that effort focused on the ravine west/southwest of Post Road and the fuel farm/taxi station/gas station complex, it also encompassed the rest of the area between the Fort Snelling National Cemetery and TH 5/I-494, including a corridor for proposed stormwater culverts that continues west along the northern side of the I-494 right-of-way and takes in most of the southern edge of the Terminal 2 expansion APE. The survey identified two precontact period Native American archaeological sites on high ground immediately adjacent to the ravine: 21HE316 and 21HE317, both of them habitation sites with evidence from different phases of the Woodland period (approximately 500 B.C. to A.D. 1600). Along with the above-mentioned Cantonment Site findspot and Native American evidence identified along the upper bluff to the immediate east/northeast of the airport property as well as at old Fort Snelling, they verify the high archaeological potential of the Minnesota River bluff zone (Harrison 1996).

In 1995, archaeological Phase I testing was also conducted by ARS as part of a cultural resources survey for the Air Force Reserve Environmental Division (Science Applications International Corporation, 1995). One of the investigated properties lies very close to the current APE and encompasses the former Fort Snelling Officers' Club, which is located on the upper bluff due east/southeast of TH 5 and northeast of the road that provides access from the Post Road/TH 5 interchange to the valley and Fort Snelling State Park. Most of the area proved to have been quite extensively disturbed by landscaping and recent land use and neither Native American nor more recent historical archaeological evidence was identified in spite of quite intensive test coverage.

2011 Phase IA Review: Conclusions and Recommendations

The combined survey coverage provided by the above-described investigations, along with earlier reviews conducted for MnDOT along I-494 and TH 5 (Perkl et al. 2001), have already covered most of the archaeologically sensitive Minnesota River “upper bluff zone” that falls within the APE for the proposed airport expansion. At the time of the 2011 Phase 1A survey, the only segment that seemed likely to warrant further review was located northwest of the Post Road/TH 5 interchange, in an area where established and ongoing use of the fuel farm, taxi station and gas station/convenience store complex so far has prevented archaeological testing. A fairly sizeable portion of this area includes parts of the perimeter of the large ravine that was modified by the MAC Drainage Improvement Project. As previously mentioned, Native American archaeological sites have already been recorded in the immediate vicinity of the ravine and more evidence could exist further in from its eastern edge beneath and between the buildings. As described earlier, the entire area was also an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century, with a number of buildings still in use by the military until the early 1960s when the area was vacated for airport construction.

According to recent comments provided by a historian who has done extensive research about Ft Snelling and the "upper bluff" area, most of the significant buildings at the military training and induction camp were located some distance east of the ravine and primarily to the east of what is now Post Road (Stephen Osman, 2011). As for the historic significance of activities associated with the camp, he notes that “Most men and women who passed through the Induction Center and later Separation Point were only there for a few days and so were not actually trained in that area. It was mainly used for processing prior to moving to other posts for training.”

This information would suggest that historic archaeological evidence may be of minor concern, should MSP expansion plans call for rerouting and widening of Post Road. However, should plans also call for a westward relocation of the gas station towards the edge of the ravine, there would be a strong possibility that this could adversely impact Native American archaeological evidence. Consequently, ARS recommended that if any development of this kind was contemplated, it should be assessed, with the help of soil coring, whether any archaeological evidence was likely to be present and well enough preserved to be significant.

Visual inspection of the rest of the APE, along with the results of the records search conducted for this project by Hess, Roise and Company (Roise 2011), clearly indicated that decades of construction and landscaping had caused deep and far-reaching disturbance around Terminals 1 and 2 as well as the intersection of I-494/TH 5 and 34th Avenue. Consequently, the proposed expansion of the terminals and associated access roads, as shown in Figure 1, should not have an adverse effect on archaeological resources.

June of 2012 Phase IA Review: Conclusions and Recommendations.

The APE for current expansion plans is shown in Figure 2. At the southeastern end of Post Road, it delineates the area recommended for archaeological review. In addition to the parcel northwest of the Post Road/TH 5 interchange, the APE now includes a fairly small wooded area that is located southeast of TH 5 and appears to be a fairly undisturbed remnant of the original bluff top, i.e. an area with considerable archaeological potential.

Further northwest along Post Road, the APE has now been considerably widened along the northeastern side of the road but will only affect an area that already appears to have been much disturbed by road and taxiway construction.

Around Terminal 1, visual review indicated that the entire APE already has been deeply impacted by building construction and by the landscaping for roads that provide access from/exit to TH 5. The same is true of the Terminal 2 complex west of 34th Avenue. Proposed road improvements at the 34th Avenue/I-494 intersection will only impact lands already disturbed by road construction and extensive landscaping. Proposed improvements along the northern side of I-494/TH 5 will only impact a corridor that already was investigated as part of the MAC Drainage Improvement Project, all with negative results (Perkl 2001).

The archaeologically sensitive area at TH 5/Post Road still appears to be the only one that warrants further review. Even as further amended and somewhat expanded, the rest of the APE appears to lack archaeological potential.

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Science Applications International Corporation (SAIC)

1995 *Cultural Resources Survey Report: Minneapolis-St. Paul International Airport Air Reserve Station, Minneapolis, Minnesota*. SAIC, Boise, Idaho.

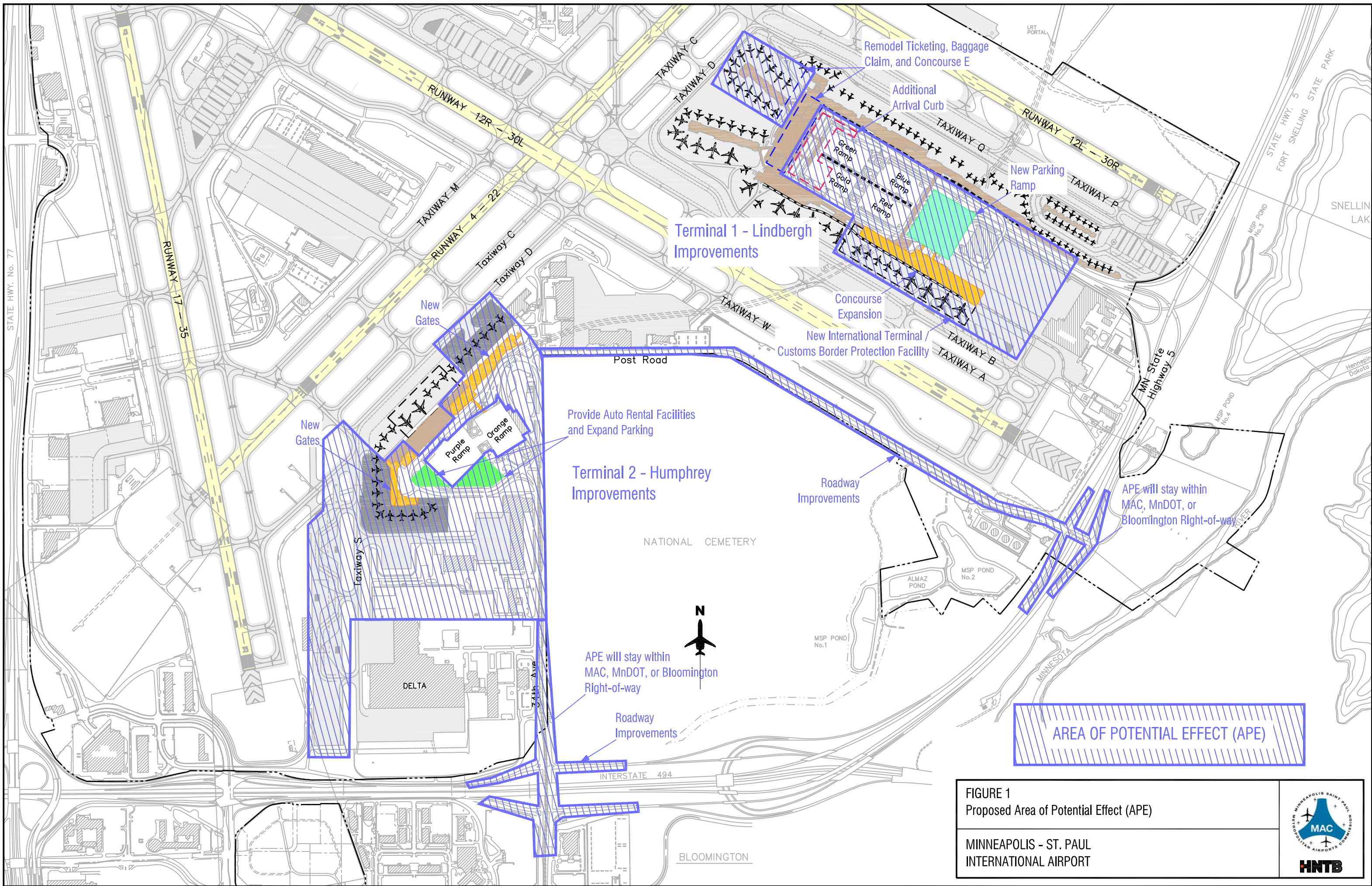
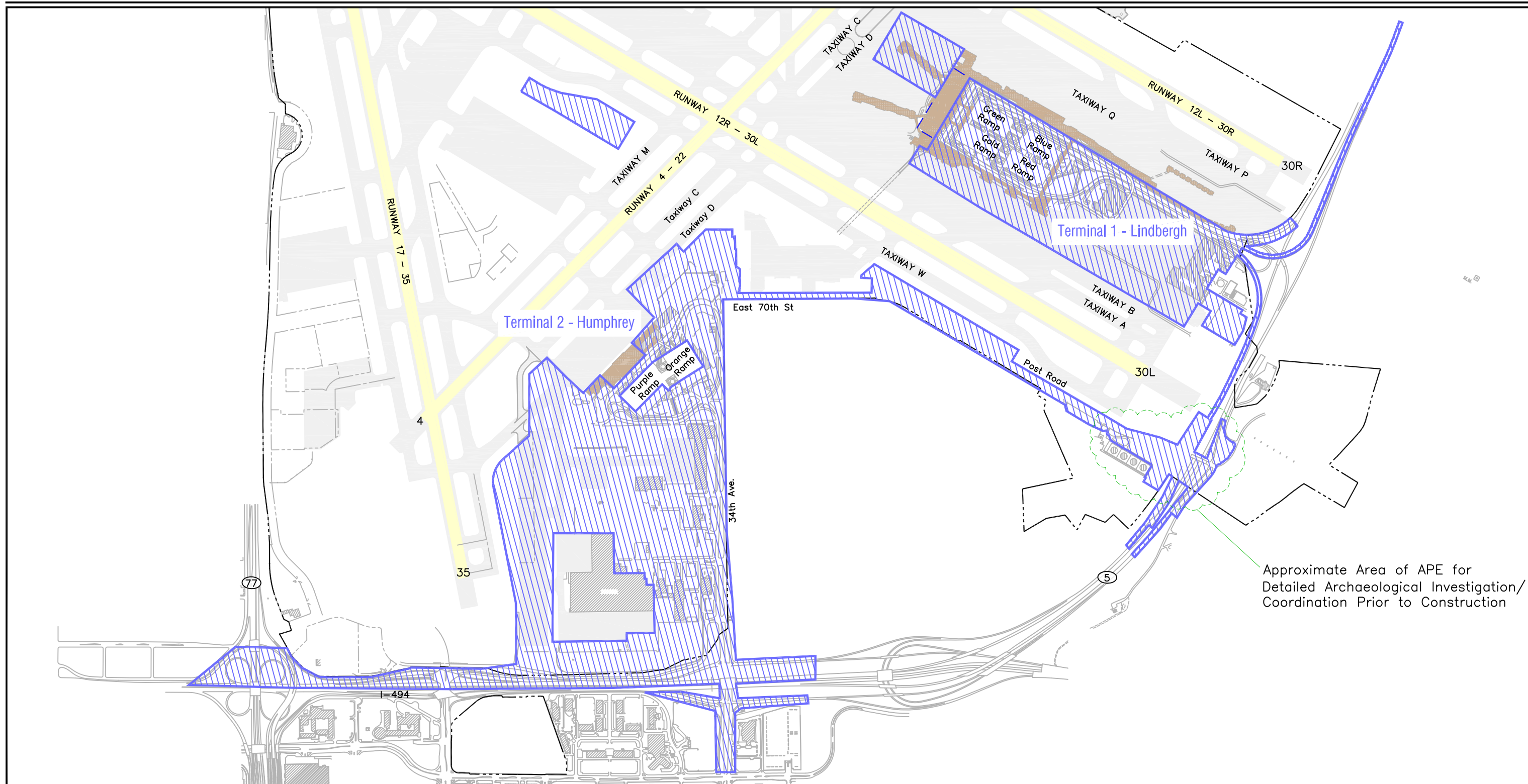


FIGURE 1
Proposed Area of Potential Effect (APE)

MINNEAPOLIS - ST. PAUL
INTERNATIONAL AIRPORT





LEGEND




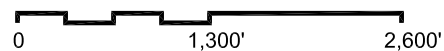
-  Area of Potential Effect (APE)
-  Runways
-  Terminals

Figure 2 Area of Potential Effect



Source: Data compiled and maintained by MAC, HNTB, TKDA

Disclaimer: This map was generated by HNTB Corporation based off of CAD files supplied by other parties. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of map are approximate.



Attachment 8:

Determination of Effect for the Minneapolis-St Paul
International Airport for 2020 Improvement Project –
Phase I *and associated correspondence*



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 24, 2012

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 Minneapolis-St Paul International Airport for 2020
Improvement Project – Phase I

Dear Ms. Heidemann:

The Federal Aviation Administration (FAA) determined that a Section 106 finding of a *No Historic Properties Affected* is applicable for Phase I of the 2020 Improvement Project at the Minneapolis-St Paul International Airport. The project has been divided into two phases for Section 106 purposes only. Please see the attached finding for more information on the phases. The FAA respectfully requests the Minnesota State Historic Preservation Office 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 used to determine the potential effects of the proposed project 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
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-253-4639

Enclosure: No Historic Properties Affected Finding
Draft EA

Cc: Roy Fuhrmann, Metropolitan Airports Commission



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 24, 2012

Mr. Jim Anderson, Tribal Council Chairperson
Mendota Mdewakanton Dakota Community
340 River Road
PO Box 50835
Mendota, MN 55150

Re: Minneapolis-St Paul International Airport 2020 Improvement Project

Dear Mr. Anderson:

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, notified you of a proposed project at the Minneapolis-St Paul International Airport (MSP) in a letter dated January 13, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP.

The Section 106 finding for Phase I and the Draft EA are included with this letter. The FAA decided to separate the proposed 2020 Improvement Project into two phases for Section 106 purposes. A description of the phases is included in the Section 106 finding for Phase I. Phase I resulted in a No Historic Properties Affected finding. There is a potential for archaeological resources within the area included with Phase II. However, detailed design is needed before any additional archaeological investigations can be completed. The design will not be completed until after the completion of the NEPA process. Therefore, the FAA decided to separate the project into two separate phases to let the more pertinent construction move forward while allowing the FAA to complete their requirements under Section 106.

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter reinitiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 253-4639
Kandice.Krull@faa.gov

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes or resources are identified during Phase II. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-253-4639 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Andrew J. Peek, Acting Manager
Minneapolis Airports District Office
(612) 253-4610

Enclosures: Phase I Section 106 Finding
Draft EA

Cc: Nick Anderson, Historian/Cultural
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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 24, 2012

Mr. Jim Jones
Director Cultural Affairs
State Of Minnesota Indian Affairs Council
3801 Bemidji Ave Ste 5
Bemidji MN, 56601

Re: Minneapolis-St Paul International Airport 2020 Improvement Project

Dear Mr. Jones:

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, notified you of a proposed project at the Minneapolis-St Paul International Airport (MSP) in a letter dated January 13, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP.

The Section 106 finding for Phase I and the Draft EA are included with this letter. The FAA decided to separate the proposed 2020 Improvement Project into two phases for Section 106 purposes. A description of the phases is included in the Section 106 finding for Phase I. Phase I resulted in a No Historic Properties Affected finding. There is a potential for archaeological resources within the area included with Phase II. However, detailed design is needed before any additional archaeological investigations can be completed. The design will not be completed until after the completion of the NEPA process. Therefore, the FAA decided to separate the project into two separate phases to let the more pertinent construction move forward while allowing the FAA to complete their requirements under Section 106.

The FAA is reinitiating formal Section 106 consultation with the State of Minnesota Indian Affairs Council (Council) because the Council acts as a liaison between the State of Minnesota and the 11 tribal Governments within the state. The FAA is thus seeking the Council's input on concerns that uniquely or significantly affect the Tribes related to the proposed Airport improvements. Early identification of Tribal concerns will allow the FAA and MAC to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 253-4639
Kandice.Krull@faa.gov

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes or resources are identified during Phase II. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-253-4639 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Andrew J. Peek, Acting Manager
Minneapolis Airports District Office
(612) 253-4610

Enclosures: Phase I Section 106 Finding
Draft EA

Cc: Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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 24, 2012

Chairman Stanley R. Crooks
Shakopee Mdewakanton Sioux Business Council
2330 Sioux Trail NW
Prior Lake, MN 55372

Re: Minneapolis-St Paul International Airport 2020 Improvement Project

Dear Mr. Crooks:

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, notified you of a proposed project at the Minneapolis-St Paul International Airport (MSP) in a letter dated January 13, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP.

The Section 106 finding for Phase I and the Draft EA are included with this letter. The FAA decided to separate the proposed 2020 Improvement Project into two phases for Section 106 purposes. A description of the phases is included in the Section 106 finding for Phase I. Phase I resulted in a No Historic Properties Affected finding. There is a potential for archaeological resources within the area included with Phase II. However, detailed design is needed before any additional archaeological investigations can be completed. The design will not be completed until after the completion of the NEPA process. Therefore, the FAA decided to separate the project into two separate phases to let the more pertinent construction move forward while allowing the FAA to complete their requirements under Section 106.

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter reinitiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes or resources are identified during Phase II. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-253-4639 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Andrew J. Peek, Acting Manager
Minneapolis Airports District Office
(612) 253-4610

Enclosures: Phase I Section 106 Finding
Draft EA

Cc: Leonard Wabasha, Director of Cultural Resources
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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 24, 2012

Mr. Johnny Johnson, Tribal Council President
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

Re: Minneapolis-St Paul International Airport 2020 Improvement Project

Dear Mr. Johnson:

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, notified you of a proposed project at the Minneapolis-St Paul International Airport (MSP) in a letter dated January 13, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP.

The Section 106 finding for Phase I and the Draft EA are included with this letter. The FAA decided to separate the proposed 2020 Improvement Project into two phases for Section 106 purposes. A description of the phases is included in the Section 106 finding for Phase I. Phase I resulted in a No Historic Properties Affected finding. There is a potential for archaeological resources within the area included with Phase II. However, detailed design is needed before any additional archaeological investigations can be completed. The design will not be completed until after the completion of the NEPA process. Therefore, the FAA decided to separate the project into two separate phases to let the more pertinent construction move forward while allowing the FAA to complete their requirements under Section 106.

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter reinitiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 253-4639
Kandice.Krull@faa.gov

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes or resources are identified during Phase II. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-253-4639 or by email at Kandice.Krull@faa.gov.

Sincerely:

Original Signed By

Andrew J. Peek, Acting Manager
Minneapolis Airports District Office
(612) 253-4610

Enclosures: Phase I Section 106 Finding
Draft EA

Cc: Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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 24, 2012

Tribal Council President
Lower Sioux Indian Community
39527 Res. Highway 1
PO Box 308
Morton, MN 56270

Re: Minneapolis-St Paul International Airport 2020 Improvement Project

Dear Tribal Council President:

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, notified you of a proposed project at the Minneapolis-St Paul International Airport (MSP) in a letter dated January 13, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP.

The Section 106 finding for Phase I and the Draft EA are included with this letter. The FAA decided to separate the proposed 2020 Improvement Project into two phases for Section 106 purposes. A description of the phases is included in the Section 106 finding for Phase I. Phase I resulted in a No Historic Properties Affected finding. There is a potential for archaeological resources within the area included with Phase II. However, detailed design is needed before any additional archaeological investigations can be completed. The design will not be completed until after the completion of the NEPA process. Therefore, the FAA decided to separate the project into two separate phases to let the more pertinent construction move forward while allowing the FAA to complete their requirements under Section 106.

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Ms. Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 253-4639
Kandice.Krull@faa.gov

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Sincerely:

Original Signed By

Andrew J. Peek, Acting Manager
Minneapolis Airports District Office
(612) 253-4610

Enclosures: Phase I Section 106 Finding
Draft EA

Cc: Anthony Morse, THPO
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office

**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
PROPOSED 2020 IMPROVEMENT PROJECT for the
MINNEAPOLIS/SAINT PAUL INTERNATIONAL AIRPORT**

1. DESCRIPTION OF THE UNDERTAKING

The Minneapolis/Saint Paul International Airport (MSP) is a large commercial service airport managed and operated by the Metropolitan Airports Commission (MAC). To accommodate the expected demand forecasted for MSP, the MAC is proposing various improvement projects for MSP (terminal and landside) and the regional roadway system. Appendix C includes a summary of the proposed projects.

This finding includes the following (Phase I for Section 106 purposes):

- Terminal 1-Lindbergh Improvements
 - Expand and remodel of Concourse G
 - Remodel and reconfigure terminal lobby
 - Reconfigure and expand baggage claim area
 - Remodel of Concourse E
 - Expand arrivals curb and relocate commercial ground transportation center
 - Construct a new parking ramp
- Expand Terminal 2-Humphrey including terminal curb
- Expand parking ramp and construct new parking ramp for Terminal 2
- Roadway Improvements
 - Reconstruct the 34th Avenue South interchange at I-494
 - Add a lane to northbound 34th Avenue South
 - Improve the East 72nd Street and 34th Avenue South intersection
 - Reconfigures the 34th Avenue South/East 70th Street and Humphrey Drive/East 70th Street intersections
 - Construct a dual lane exit from eastbound I-494 to 34th Avenue South
 - Construct a dual lane exit from westbound I-494 to 24th Avenue South
 - Improve auxiliary lane on westbound I-494 between 24th Avenue South and the exit to southbound Trunk Highway 77
- Airside Improvements
 - Relocate Runway 30L deicing pad
 - Relocate airfield service road
 - Extend Airport Operations Area tunnel and A Street
 - Relocate Concourse G fuel main line
 - Expand Terminal 2 apron
 - Construct Remain Overnight aircraft apron
 - Demolish Building F
 - Relocate run-up pad
 - Demolish and relocate Delta Air Lines Flight Kitchen
 - Relocate ground support equipment facility

A separate finding will be issued for the proposed improvements to the Trunk Highway 5 and Post Road interchange (Phase II). This area was identified as having potential for containing archaeological resources. However, additional studies cannot be completed until additional design is completed to accurately identify the Area of Potential Effect. The Section 106 process will be completed for this portion of the project after the NEPA process is completed and prior to any construction in the area. However, the FAA and MAC will have flexibility to consider alternatives outside the preferred alternative approved in the EA if resources are identified. If an alternative is selected that is different from what was approved in the EA, the FAA and MAC will complete additional work, as required, to comply with the National Environmental Policy Act.

2. AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is the area within which an undertaking may affect a historic property or cultural resource, either directly or indirectly. The APE for the proposed project includes areas affected by ground disturbance activities. Though the proposed project may cause changes in noise around MSP, the noise impacts do not exceed the threshold for significance. In addition, the proposed improvements will not change the viewshed for properties around MSP. For these reasons, the APE was limited to areas of potential disturbance.

The SHPO concurred with the proposed APE on February 8th, 2011 (Appendix B) and agreed with the FAA's assertion that the APE should not include the area that would be impacted by noise unless the noise impacts would be significant. The SHPO also confirmed that the visual impacts to historic resources would be minimal and thus need not be considered in defining the extent of the APE.

The APE was revised after the limits of construction were expanded with the inclusion of additional roadway projects. On October 19, 2011 the FAA sent a letter to the SHPO requesting concurrence with the revised APE. The SHPO concurred with the revised APE on November 16, 2011 (Appendix B).

In June of 2012, additional roadway improvements were included with the proposed project to satisfy Federal Highway Administration requirements. The proposed APE was revised to include these roadway improvements. The current APE and previous APEs are included in Appendix A. The improvements included in this finding are labeled as Phase I.

3. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Archaeological Resources Services completed a Phase IA-level Archaeological Assessment (Appendix D) for the proposed improvements at MSP. The assessment included a literature and cultural resource records review and a visual reconnaissance to determine if any parts of the APE warranted further archaeological review. The assessment identified one area around the Trunk Highway 5 and Post Road interchange that warranted further review. This area is included in Phase II of the proposed project. No archaeological resources were identified within the APE for Phase I and no additional work is recommended at this time for Phase I.

Hess, Roise and Company completed a Reconnaissance Assessment (Appendix E) for the proposed improvements at MSP. The assessment included a literature review and a windshield survey to verify conclusions reached during the literature review. The assessment found that MSP is constantly undergoing alterations and these changes have compromised the integrity of facilities to such an extent that they do not qualify for the National Register of Historic Places (NRHP). Therefore, there are no resources within the Phase I APE that are listed on or eligible for listing on the NRHP.

4. BASIS FOR FINDING

The Phase IA Archaeological Assessment and the Reconnaissance Assessment did not identify any NRHP listed or eligible-for-listing resources within the APE for Phase I. In addition, the area included within the APE for Phase I has been heavily disturbed through previous projects. If any construction activity results in the advertent discovery of a cultural resource, construction will halt until the SHPO and the FAA are notified.

The FAA has therefore determined that a finding of *No Historic Properties Affected* is appropriate for Phase I of the proposed improvement project. The FAA respectfully requests that the SHPO provide written concurrence with this Section 106 finding.


5. SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the FAA has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required. The FAA respectfully requests the Minnesota State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected"

APPENDIX

- Appendix A: APE
- Appendix B: Previous APEs and Correspondence
- Appendix C: Proposed Project Description and Figure
- Appendix D: Phase IA Archaeological Assessment
- Appendix E: Reconnaissance Assessment

Approved By:

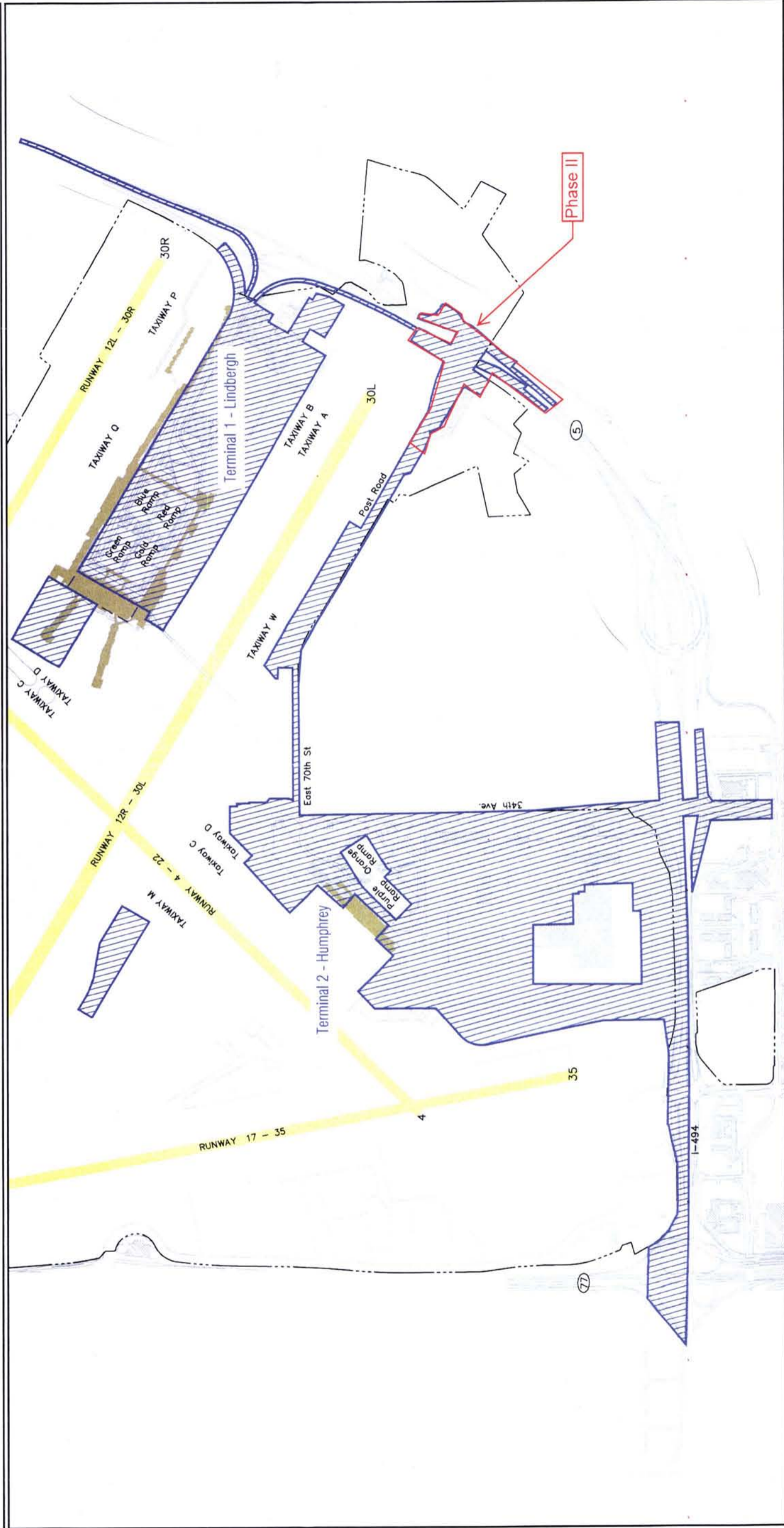


Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration (FAA)

August 21, 2012

Date

Appendix A



LEGEND

-  Area of Potential Effect
-  Runways
-  Terminals



Area of Potential Effect



HNTB

Source: Data compiled and maintained by MAC, HNTB, TKDA
 Disclaimer: This map was generated by HNTB Corporation based on CAD files supplied by other parties. No claims are made to the accuracy or completeness of this information shown herein nor to its suitability for a particular use. The scale and location of map are approximate.

Appendix B



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

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

January 6, 2011

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

Dear Ms. Heidemann:

This letter is to initiate formal Section 106 consultation in accordance with 36 CFR Part 800 for an undertaking at the Minneapolis-St. Paul International Airport (MSP) as well as to request concurrence with the proposed area of potential effect (APE).

As recommended in 36 CFR Section 800.8, the Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC) intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. The Section 106 process will be completed as part of developing the EA.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

The FAA proposes to restrict the Area of Potential Effect (APE) to the limits of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL

65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of historic properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

Based on the information provided, the FAA respectfully requests your written concurrence with the proposed APE. If you have any questions or require additional information, please do not hesitate to contact me.

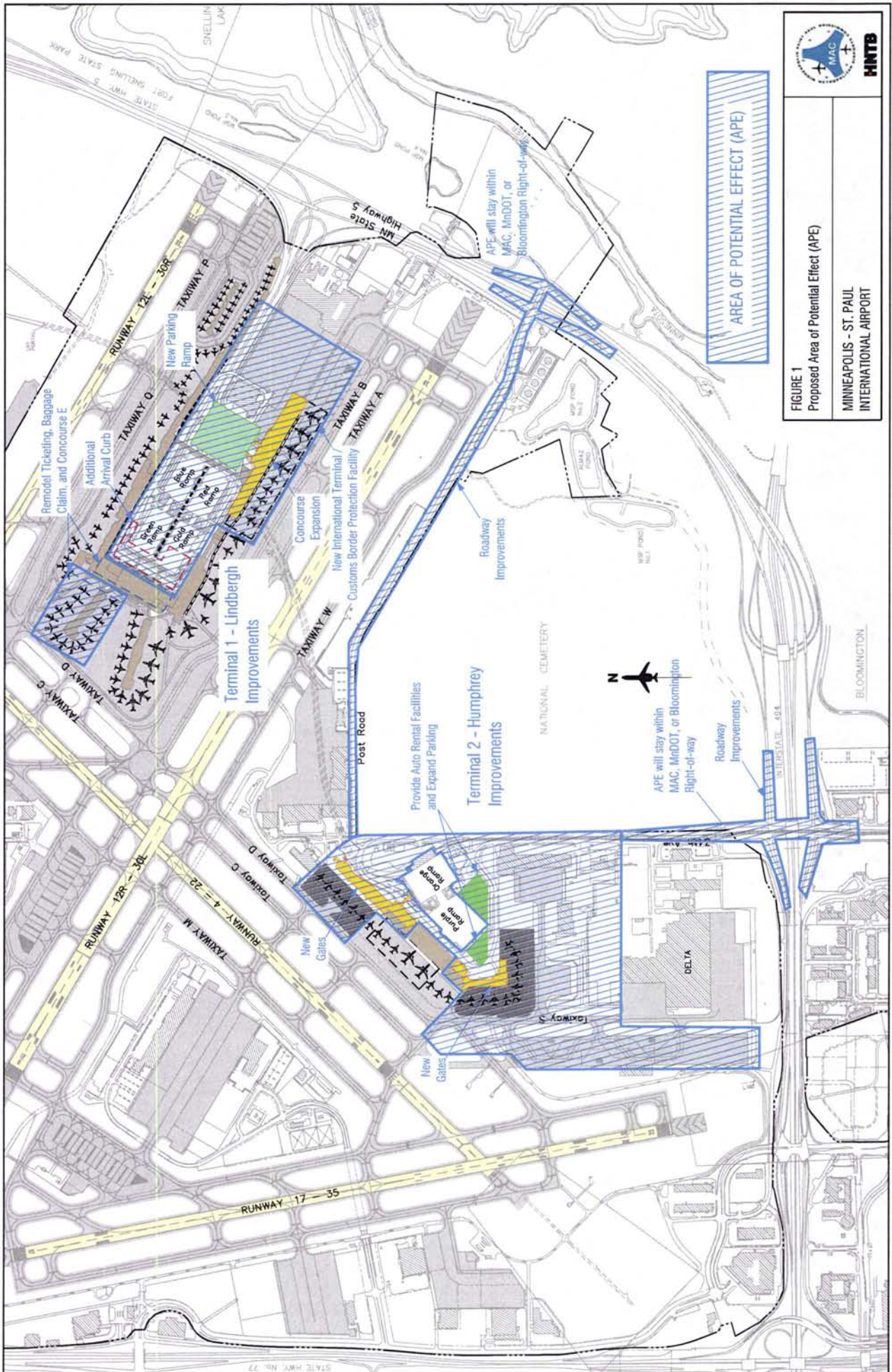
Sincerely,



Original Signed By

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

Enclosure: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC





FIGURE 1
Proposed Area of Potential Effect (APE)
MINNEAPOLIS - ST. PAUL
INTERNATIONAL AIRPORT



STATE HISTORIC PRESERVATION OFFICE

February 8, 2011

Kandice Krull
Environmental Protection Specialist
FAA-Minneapolis Airport District Office
6020 28th Ave. South, Room 102
Minneapolis MN 55450

RE: Expansion of Terminals 1 and 2, Minneapolis-St. Paul International Airport
Minneapolis, Hennepin County
SHPO Number: 2011-1049

Dear Kandice:

Thank you for the opportunity to comment on the above project. It 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 (36CFR800).

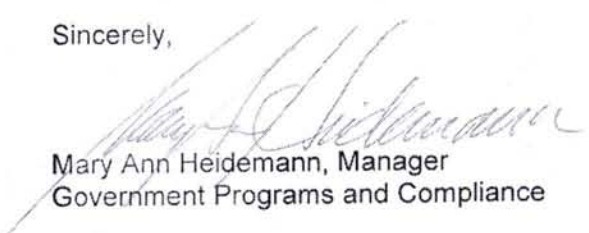
We have reviewed the proposed plans for terminal, gate and parking expansions at the Minneapolis-St. Paul International Airport that you submitted for this project. Although the proposed expansions would add or enlarge some visual features on the airport landscape, the proximity of new construction to existing development, and the height limits on airport structures, would make any additional visual impacts on nearby historical properties minimal.

Therefore, **we concur with your proposed designation of the Area of Potential Effect (APE), to include just the land areas located within the limits of construction proposed for this expansion project.**

We understand that if substantial noise increases result from the proposed terminal, gate and parking expansions, as well as any additional enplanements associated with proposed expansion, the APE may be enlarged based on increased noise impacts, at a later stage of project development.

Please contact me at (651) 259-3456 if you have any questions regarding our review.

Sincerely,


Mary Ann Heidemann, Manager
Government Programs and Compliance



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

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

October 19, 2011

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

Dear Ms. Heidemann:

This letter is to request concurrence with the proposed revised area of potential effect (APE) for Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update project at the Minneapolis-St Paul International Airport (MSP).

The Federal Aviation Administration initiated the Section 106 process for the undertaking via a letter to the Minnesota Historical Society (State Historic Preservation Office (SHPO)) on January 6, 2011. As explained in that letter, the FAA and the Metropolitan Airports Commission (MAC) are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of the National Environmental Policy Act as well as the Minnesota Environmental Review Program. The Section 106 process is being completed as part of developing the EA.

Concurrent with the initiation of the Section 106 process, the FAA requested that the SHPO review the APE. The proposed APE was limited to the area that would be disturbed by construction. In correspondence dated February 8, 2011, the SHPO concurred with the proposed APE.

In the process of further defining the alternatives for the EA, it was determined that the limits of construction would exceed the area included in the original APE. Therefore, the FAA proposes to revise the APE to encompass the expanded limits of construction (Figure 1). The FAA continues to endorse an APE that is bounded by the limits of construction for this undertaking. Although analysis is not complete, preliminary information indicates that the change in noise exposure over noise sensitive areas will be small and less than FAA's criteria to be considered significant (i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB). Therefore, it is expected that the undertaking, when compared to the no action alternative, will not impact the character or use of historic properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

Based on the information provided, the FAA respectfully requests your written concurrence with the proposed revised APE. If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

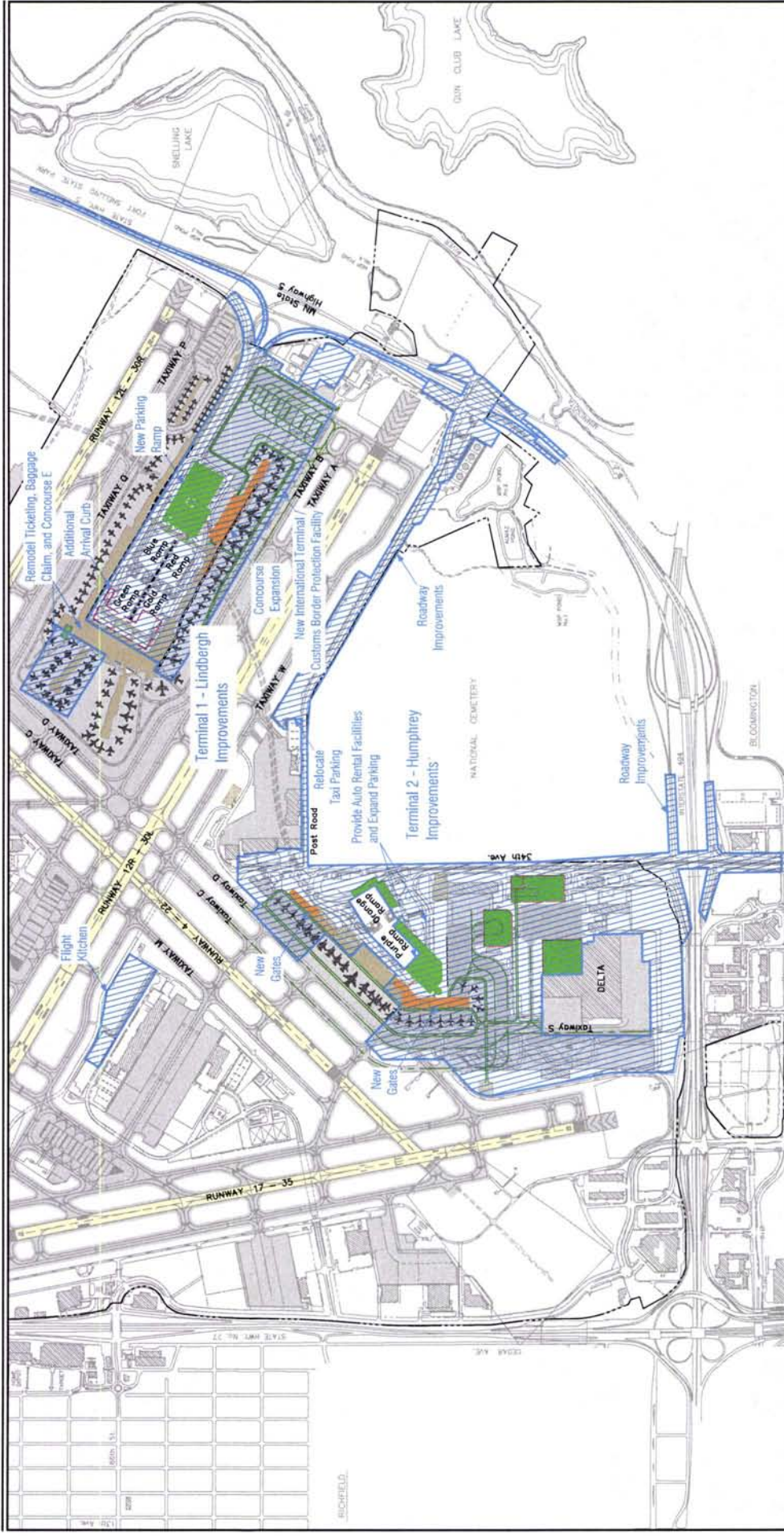
Kandice Krull
Environmental Protection Specialist
FAA - Minneapolis Airport District Office
612-713-4362

Enclosure: Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC

FIGURE 1

Minneapolis - St. Paul International Airport 2020 Improvements EA



September, 2011

Area of Potential Effect



LEGEND
Area of Potential Effect

Source: Data compiled and prepared by MAC, HNTB, TIGA
Disclaimer: This map was prepared by HNTB Corporation based on all CAD files supplied by other parties. No liability is made to the accuracy or completeness of the information shown here nor to its suitability for particular use. The scale and location of map are approximate.



STATE HISTORIC PRESERVATION OFFICE

November 16, 2011

Ms. Kandice Krull
Environmental Protection Specialist
FAA-Minneapolis Airport District Office
6020 28th Ave. South, Room 102
Minneapolis MN 55450

RE: Expansion of Terminals I and 2, Minneapolis-St. Paul International Airport
Minneapolis, Hennepin County
SHPO Number: 2011-1049 Revised APE

Dear Kandice:

Thank you for the opportunity to comment on revisions to the above project. The revisions have 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 (36CFR800).

We concur with your proposed expansion of the Area of Potential Effect (APE) to include the enlarged construction footprint now proposed for this airport expansion project.

As previously noted, we understand that if substantial noise increases result from the proposed terminal, gate and parking expansions, as well as any additional enplanements associated with proposed expansion, the APE may be enlarged based those increases, at a later stage of project development.

Please contact me at (651) 259-3456 if you have any questions regarding our review.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Mary Ann Heidemann'.

Mary Ann Heidemann, Manager
Government Programs and Compliance



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

January 13, 2011

Mr. Gable Prescott, Tribal Council President
Lower Sioux Indian Community
39527 Res. Highway 1
PO Box 308
Morton, MN 56270

Dear Mr. Prescott:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request.

Sincerely:

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Anthony Morse, THPO
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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

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

January 13, 2011

Chairman Stanley R. Crooks
Shakopee Mdewakanton Sioux Business Council
2330 Sioux Trail NW
Prior Lake, MN 55372

Dear Mr. Crooks:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed

by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Steven J. Obenauer, Manager
 Minneapolis Airports District Office
 (612) 713-4355

Enclosures: Agency Informational Document
 Figure 1, Proposed Area of Potential Effect

Cc: Leonard Wabasha, Director of Cultural Resources
 Roy Fuhrmann, Director of Environment, MAC
 Mary Ann Heidemann, State Historic Preservation Office



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

January 13, 2011

Mr. Jim Jones
Director Cultural Affairs
State Of Minnesota Indian Affairs Council
3801 Bemidji Ave Ste 5
Bemidji MN, 56601

Dear Mr. Jones:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

The FAA is initiating formal Section 106 consultation with the State of Minnesota Indian Affairs Council (Council) because the Council acts as a liaison between the State of Minnesota and the 11 tribal Governments within the state. The FAA is thus seeking the Council's input on concerns that uniquely or significantly affect the Tribes related to the proposed Airport improvements. Early identification of Tribal concerns will allow the FAA and MAC to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined.

As recommended in 36 CFR Section 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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

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

January 13, 2011

Mr. Curtis LaClaire, Tribal Council Chairperson
Mendota Mdewakanton Dakota Community
1324 Sibley Memorial Hwy
PO Box 50835
Mendota, MN 55150

Dear Mr. LaClaire:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request.

Sincerely:

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Jim Anderson, Historian/Cultural
Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office



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

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

January 13, 2011

Ms. Victoria Winfrey, Tribal Council President
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

Dear Ms. Winfrey:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC), in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 and implementing regulations 36 Code of Federal Regulations (CFR) Part 800, wishes to notify you of a proposed project at the Minneapolis-St Paul International Airport (MSP).

In compliance with Section 106 of the National Historic Preservation Act of 1966 as well as with NEPA, this letter initiates consultation with your tribal government. In accordance with 36 CFR § 800.2(c), you are hereby invited to be a consulting party to help identify historic properties potentially affected by the undertaking; assess its effect; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. If you would like to become a consulting party, would like to receive additional information regarding this project, or would like to provide comments, please contact:

Kandice Krull
Environmental Protection Specialist
FAA – Minneapolis Airports District Office
6020 28th Avenue South, Room 102
Minneapolis, MN 55450
(612) 713-4362
Kandice.Krull@faa.gov

As recommended in 36 CFR § 800.8, the FAA and the MAC intend to integrate the Section 106 process with the National Environmental Policy Act (NEPA) environmental review process. The FAA and the MAC are preparing an environmental assessment (EA) to evaluate and disclose the potential environmental impacts of proposed development at MSP. The EA is being prepared to fulfill the requirements of NEPA as well as the Minnesota Environmental Review Program. As part of the EA process, archaeological and historical/architectural identification studies and various environmental studies will be completed to determine the type of resources located in the project area and to assess the project's effect upon these resources.

The undertaking consists of Phases I and II of the 2030 Long Term Comprehensive Plan (LTCP) Update for MSP. Phases I and II include terminal and landside improvements needed

by the year 2020 to meet expected demand and provide acceptable levels of service at MSP facilities. Phase I consists of expanding Terminal 2-Humphrey and relocating all non-SkyTeam airlines (all airlines except Delta Air Lines and its alliance partners) to Terminal 2-Humphrey. Phase II provides for modernization and expansion of Terminal 1-Lindbergh including a new international arrivals facility. More information regarding the undertaking and the anticipated environmental analysis is provided in the enclosed Agency Informational Document.

As per historical aspects of this project, it is the FAA's finding that the Area of Potential Effect (APE) for the project includes the areas of construction for the undertaking. The proposed APE, which is entirely within existing Airport property or existing road right-of-way, is illustrated in the enclosed Figure 1. It is acknowledged that the undertaking may result in a change in the use of the runways which in turn may result in a difference between the No Action and Proposed Action noise exposure contours. However, the difference in noise exposure over noise sensitive areas is anticipated to be small and less than FAA's criteria to be considered significant i.e. the difference between the noise exposure level resulting from the undertaking and the no action alternative over noise sensitive areas exposed to DNL 65 dB or greater is likely to be less than DNL 1.5 dB. Therefore, it is expected that the undertaking when compared to the no action alternative would not impact the character or use of cultural properties outside the area disturbed by construction. If, during the course of conducting the noise analysis, it is determined that there would be a significant difference in the noise exposure the FAA will propose a revised APE that includes the DNL 65 dB contour.

We would appreciate your response within 30 days of receipt of this letter. If no response is provided, we will assume you do not have an interest or will not be providing information regarding this project. In addition, if we do not receive your response within 30 days, you will not receive any further information on the project unless the scope of work changes. However, if you need an extension to respond, a reasonable amount will be granted upon request. If you have any questions about the enclosed documents, please do not hesitate to contact Kandice Krull at 612-713-4362 or by email at Kandice.Krull@faa.gov.

Sincerely:

Steven J. Obenauer, Manager
Minneapolis Airports District Office
(612) 713-4355

Enclosures: Agency Informational Document
Figure 1, Proposed Area of Potential Effect

Cc: Roy Fuhrmann, Director of Environment, MAC
Mary Ann Heidemann, State Historic Preservation Office

Appendix C

**Minneapolis-St. Paul International Airport
2020 Improvements Draft EA**

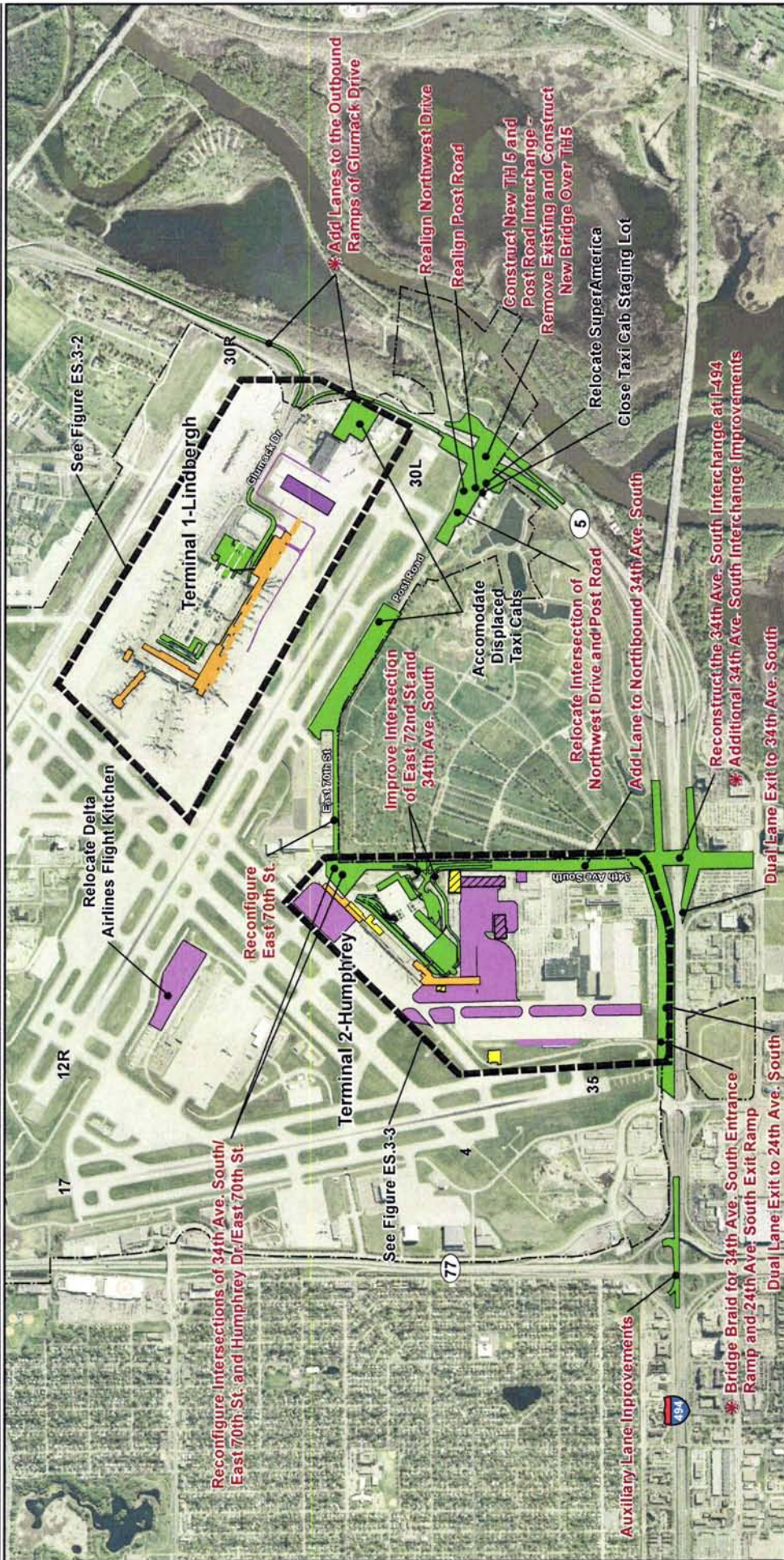
Table ES.3.3

Sponsor's Preferred Alternative	
Terminal 1-Lindbergh	Terminal 2-Humphrey
<ul style="list-style-type: none"> ● Terminal <ul style="list-style-type: none"> - Expand and remodel Concourse G <ul style="list-style-type: none"> ▪ Construct new International Facility ▪ Install new Concourse G tram - Remodel and reconfigure the terminal lobby - Reconfigure and expand baggage claim area - Remodel Concourse E ● Landside / Roadway <ul style="list-style-type: none"> - Expand terminal arrivals curb and relocate commercial ground transportation center (GTC) - Construct a new parking ramp <ul style="list-style-type: none"> ▪ Relocate portions of Glumack Drive ▪ Extend underground hub tram tunnel <p align="center">After 2020</p> <ul style="list-style-type: none"> - Add dual lane exits to the outbound ramps from Glumack Drive to Trunk Highway (TH) 5 	<ul style="list-style-type: none"> ● Terminal <ul style="list-style-type: none"> - Expand terminal ● Landside / Roadway <p align="center">Before 2020</p> <ul style="list-style-type: none"> - Expand terminal curb - Expand existing and construct new parking ramps - Reconstruct 34th Avenue South interchange at I-494 - Add lane to Northbound 34th Avenue South - Improve intersection of East 72nd Street and 34th Avenue South - Reconfigure the intersections of 34th Avenue South / East 70th Street and Humphrey Drive / East 70th Street - Reconfigure East 70th Street - Construct a new Trunk Highway (TH) 5 and Post Road Interchange <ul style="list-style-type: none"> ▪ Remove existing and construct new bridge over TH 5 ▪ Realign Post Road and Northwest Drive ▪ Relocate the intersection of Northwest Drive and Post Road ▪ Relocate SuperAmerica ▪ Close taxi cab staging lot and accommodate displaced taxi cabs <p align="center">After 2020</p> <ul style="list-style-type: none"> - Construct a dual lane exit from eastbound I-494 to 34th Avenue South - Construct a dual lane exit from westbound I-494 to 24th Avenue South - Construct auxiliary lane improvement on westbound I-494 between 24th Avenue South and the exit to southbound TH 77 <p align="center">After 2020</p> <ul style="list-style-type: none"> - Construct bridge braid for 34th Avenue South entrance ramp to westbound I-494 and exit ramp to 24th Avenue South from westbound I-494 - Additional expansion of the 34th Avenue South interchange at I-494
<ul style="list-style-type: none"> ● Airside <ul style="list-style-type: none"> - Relocate Runway 30L deicing pad - Relocate airfield service road - Extend Airport Operations Area tunnel and A Street - Relocate Concourse G Fuel Main Line 	<ul style="list-style-type: none"> ● Airside <ul style="list-style-type: none"> - Expand terminal apron - Construct Remain Overnight (RON) aircraft apron <ul style="list-style-type: none"> ▪ Construct new taxiway ▪ Demolish Building F - Relocate run-up pad - Demolish and relocate Delta Air Lines Flight Kitchen - Relocate ground support equipment facility

Phase II

FIGURE ES.3-1

Minneapolis-St. Paul International Airport 2020 Improvements EA



Sponsor's Preferred Alternative

LEGEND

- Proposed Terminal Projects
- Proposed Landside/Roadway Projects
- Proposed Airside Projects
- * Planned Post 2020
- Projects that are Underway
- Remove and/or Relocate
- MAC Property

Source: Minneapolis-St. Paul International Airport
 Disclaimer: This map was prepared by HNTB Corporation using GIS Geographic Information System software. No warranty is made to the accuracy or completeness of the information depicted hereon for any particular use. The user of this product of all project data are responsible.



Appendix D

Addendum to
**ARCHAEOLOGICAL ASSESSMENT: EXPANSION OF TERMINALS 1 AND 2,
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT**

SHPO Number: 2011-1049

**COMMENTS ON RESULTS OF RECORDS/LITERATURES SEARCH AND VISUAL
RECONNAISSANCE**

Introduction

In the fall of 2011, Archaeological Research Services (ARS) completed a Phase IA-level archaeological assessment of areas that would be impacted by a proposed expansion of Terminals I and II. For archaeological resources, the Area of Potential Effect (APE) was defined as areas where a proposed undertaking would cause physical ground disturbance. As required at the Phase IA level, pertinent literature and cultural resource records were reviewed and a visual reconnaissance conducted in order to establish whether any parts of the APE:

- already had been cleared by prior archaeological survey;
- could be considered too disturbed by prior development to retain any archaeological potential;
- appeared undisturbed enough to warrant further archaeological review prior to development.

Results proved largely negative but one area was identified as having archaeological potential. Considering, however, that development plans still were being developed and that all of the APE currently was in active use, no efforts were made to conduct full scale Phase I-level archaeological testing at this time.

In the early summer of 2012, following an expansion of the project APE, ARS was asked to conduct a supplementary Phase IA review of the added areas. The review was conducted in late June, with negative results. Comments on these negative findings have been added to the original text which, for ease of reference, will be repeated below, largely in its original wording.

Previous Investigations Within/Adjacent to the APE

Between 1992 and 1995, ARS conducted several reconnaissance and intensive-level surveys of the Minneapolis-Saint Paul International Airport (MSP) in connection with the development of a long-term comprehensive plan for this facility (Harrison, 1996). Of a number of areas studied, only one included parts of the current APE, i.e. an area which was bounded, on the northeast and southeast, by Post Road and MN State Highway 5 (TH 5), and, on the west/southwest, by what was then still a largely natural, deeply eroded ravine, which since has been quite extensively widened and modified by the "Metropolitan Airports Commission (MAC) Drainage Improvement Project".

Located along the Minnesota River upper bluff zone which is known to have attracted Native American prehistoric and historic use, this area was considered to have high archaeological potential. Testing conducted by ARS along the ravine proved positive in one location which produced a projectile point common to the so-called Late Archaic-Early Woodland periods (approximately 1500 B.C. - A.D. 500). Classified as an isolated findspot (the Cantonment Site), the area proved to be located outside the airport project boundary.

The area was also known to have been an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century. As shown in maps and aerial photographs from the 1930s to early 1960s, the upland northeast of the ravine featured a number of buildings used by the military until the area was vacated for the construction of the new airport. By the time of the 1992 survey, that same area had been completely redeveloped, featuring -- as it still does -- a fuel farm, a taxi station with associated parking and a gas station/convenience store which together cover most of the land between the ravine and Post Road. No further testing was done at the time but the area was documented, for the long-term comprehensive plan, as one with considerable Native American as well as historic Euro-American archaeological potential.

Phase I and II archaeological investigations were also conducted for the above-mentioned MAC drainage improvement project (Perkl et al 2001). While a major part of that effort focused on the ravine west/southwest of Post Road and the fuel farm/taxi station/gas station complex, it also encompassed the rest of the area between the Fort Snelling National Cemetery and TH 5/I-494, including a corridor for proposed stormwater culverts that continues west along the northern side of the I-494 right-of-way and takes in most of the southern edge of the Terminal 2 expansion APE. The survey identified two precontact period Native American archaeological sites on high ground immediately adjacent to the ravine: 21HE316 and 21HE317, both of them habitation sites with evidence from different phases of the Woodland period (approximately 500 B.C. to A.D. 1600). Along with the above-mentioned Cantonment Site findspot and Native American evidence identified along the upper bluff to the immediate east/northeast of the airport property as well as at old Fort Snelling, they verify the high archaeological potential of the Minnesota River bluff zone (Harrison 1996).

In 1995, archaeological Phase I testing was also conducted by ARS as part of a cultural resources survey for the Air Force Reserve Environmental Division (Science Applications International Corporation, 1995). One of the investigated properties lies very close to the current APE and encompasses the former Fort Snelling Officers' Club, which is located on the upper bluff due east/southeast of TH 5 and northeast of the road that provides access from the Post Road/TH 5 interchange to the valley and Fort Snelling State Park. Most of the area proved to have been quite extensively disturbed by landscaping and recent land use and neither Native American nor more recent historical archaeological evidence was identified in spite of quite intensive test coverage.

2011 Phase IA Review: Conclusions and Recommendations

The combined survey coverage provided by the above-described investigations, along with earlier reviews conducted for MnDOT along I-494 and TH 5 (Perkl et al. 2001), have already covered most of the archaeologically sensitive Minnesota River “upper bluff zone” that falls within the APE for the proposed airport expansion. At the time of the 2011 Phase IA survey, the only segment that seemed likely to warrant further review was located northwest of the Post Road/TH 5 interchange, in an area where established and ongoing use of the fuel farm, taxi station and gas station/convenience store complex so far has prevented archaeological testing. A fairly sizeable portion of this area includes parts of the perimeter of the large ravine that was modified by the MAC Drainage Improvement Project. As previously mentioned, Native American archaeological sites have already been recorded in the immediate vicinity of the ravine and more evidence could exist further in from its eastern edge beneath and between the buildings. As described earlier, the entire area was also an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century, with a number of buildings still in use by the military until the early 1960s when the area was vacated for airport construction.

According to recent comments provided by a historian who has done extensive research about Ft Snelling and the "upper bluff" area, most of the significant buildings at the military training and induction camp were located some distance east of the ravine and primarily to the east of what is now Post Road (Stephen Osman, 2011). As for the historic significance of activities associated with the camp, he notes that “Most men and women who passed through the Induction Center and later Separation Point were only there for a few days and so were not actually trained in that area. It was mainly used for processing prior to moving to other posts for training.”

This information would suggest that historic archaeological evidence may be of minor concern, should MSP expansion plans call for rerouting and widening of Post Road. However, should plans also call for a westward relocation of the gas station towards the edge of the ravine, there would be a strong possibility that this could adversely impact Native American archaeological evidence. Consequently, ARS recommended that if any development of this kind was contemplated, it should be assessed, with the help of soil coring, whether any archaeological evidence was likely to be present and well enough preserved to be significant.

Visual inspection of the rest of the APE, along with the results of the records search conducted for this project by Hess, Roise and Company (Roise 2011), clearly indicated that decades of construction and landscaping had caused deep and far-reaching disturbance around Terminals 1 and 2 as well as the intersection of I-494/TH 5 and 34th Avenue. Consequently, the proposed expansion of the terminals and associated access roads, as shown in Figure 1, should not have an adverse effect on archaeological resources.

June of 2012 Phase IA Review: Conclusions and Recommendations.

The APE for current expansion plans is shown in Figure 2. At the southeastern end of Post Road, it delineates the area recommended for archaeological review. In addition to the parcel northwest of the Post Road/TH 5 interchange, the APE now includes a fairly small wooded area that is located southeast of TH 5 and appears to be a fairly undisturbed remnant of the original bluff top, i.e. an area with considerable archaeological potential.

Further northwest along Post Road, the APE has now been considerably widened along the northeastern side of the road but will only affect an area that already appears to have been much disturbed by road and taxiway construction.

Around Terminal 1, visual review indicated that the entire APE already has been deeply impacted by building construction and by the landscaping for roads that provide access from/exit to TH 5. The same is true of the Terminal 2 complex west of 34th Avenue. Proposed road improvements at the 34th Avenue/I-494 intersection will only impact lands already disturbed by road construction and extensive landscaping. Proposed improvements along the northern side of I-494/TH 5 will only impact a corridor that already was investigated as part of the MAC Drainage Improvement Project, all with negative results (Perkl 2001).

The archaeologically sensitive area at TH 5/Post Road still appears to be the only one that warrants further review. Even as further amended and somewhat expanded, the rest of the APE appears to lack archaeological potential.

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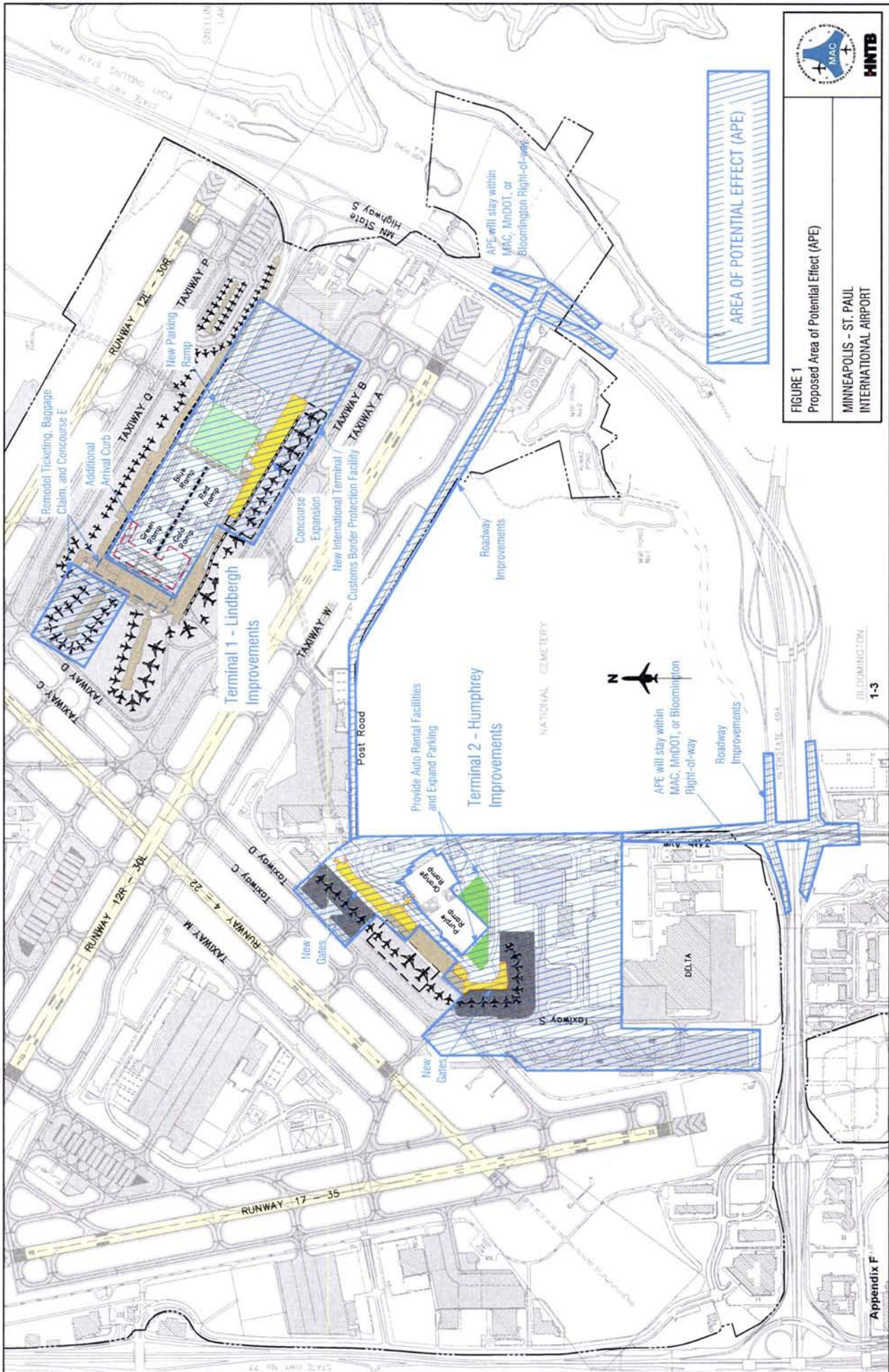
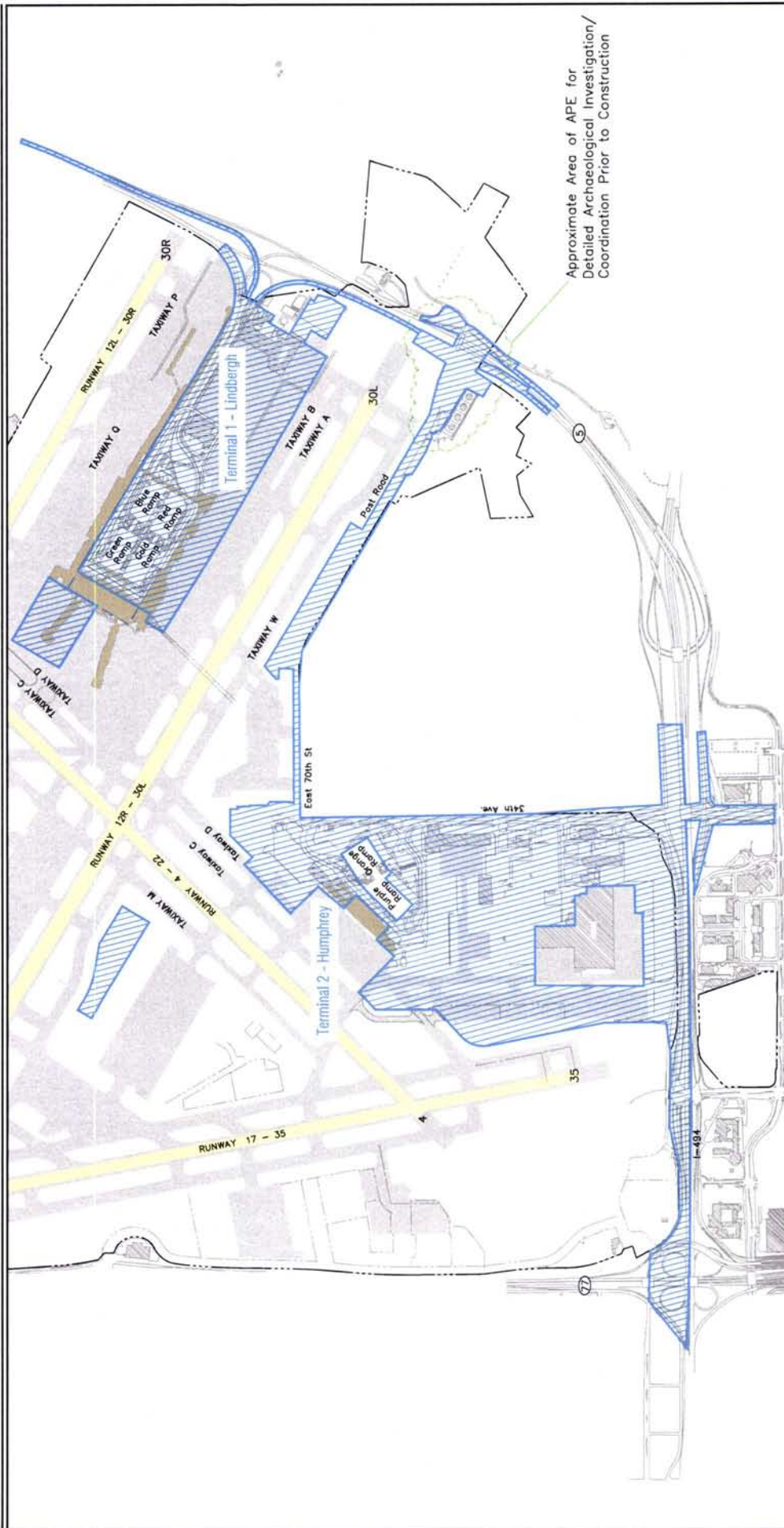


FIGURE 1
 Proposed Area of Potential Effect (APE)
 MINNEAPOLIS - ST. PAUL
 INTERNATIONAL AIRPORT



1-3

Appendix F



Approximate Area of APE for Detailed Archaeological Investigation/Coordination Prior to Construction

Figure 2 Area of Potential Effect

LEGEND

- Area of Potential Effect (APE)
- Runways
- Terminals

0 1,300' 2,600'

Source: Data compiled and updated by HNTB, HNTB, TSOA
 Disclaimer: This map was prepared by HNTB. Coordinates based on GCS NAD 83. No other data was used. The accuracy or completeness of the information shown herein is not the responsibility of HNTB. The scale and location of map are approximate.

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HNTB

**ARCHAEOLOGICAL ASSESSMENT: EXPANSION OF TERMINALS 1 AND 2,
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT**

SHPO Number: 2011-1049

**COMMENTS ON RESULTS OF RECORDS/LITERATURES SEARCH AND VISUAL
RECONNAISSANCE**

Introduction

Archaeological Research Services (ARS) has completed a Phase IA-level archaeological assessment of the areas that will be impacted by the proposed expansion of Terminals I and II.

For archaeological resources, the Area of Potential Effect (APE) is limited to areas where a proposed undertaking will cause physical ground disturbance. As required at the Phase IA level, pertinent literature and cultural resource records were reviewed and a visual reconnaissance conducted in order to establish whether any parts of the APE:

- already have been cleared by prior archaeological survey;
- can be considered too disturbed by prior development to retain any archaeological potential;
- appear undisturbed enough to warrant further archaeological review prior to development.

Considering that development plans still are being developed and that all of the APE currently is in actively use, no efforts were made to conduct full scale Phase I-level archaeological testing at this time .

Previous Investigations Within/Adjacent to the APE

Between 1992 and 1995, ARS conducted several reconnaissance and intensive-level surveys of the Minneapolis-Saint Paul International Airport in connection with the development of a long-term comprehensive plan for this facility (Harrison, 1996). Of a number of areas studied, only one included parts of the current APE, i.e. an area which was bounded, on the northeast and southeast, by Post Road and MN State Highway 5 (TH 5), and, on the west/southwest, by what was then still a largely natural, deeply eroded ravine, which since has been quite extensively widened and modified by the "Metropolitan Airports Commission (MAC) Drainage Improvement Project".

Located along the Minnesota River upper bluff zone which is known to have attracted Native American prehistoric and historic use, this area was considered to have high archaeological potential. Testing conducted by ARS along the ravine proved positive in one location which

produced a projectile point common to the so-called Late Archaic-Early Woodland periods (approximately 1500 B.C. - A.D. 500). Classified as an isolated findspot (the Cantonment Site), the area proved to be located outside the airport project boundary.

The area was also known to have been an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century. As shown in maps and aerial photographs from the 1930s to early 1960s, the upland northeast of the ravine featured a number of buildings used by the military until the area was vacated for the construction of the new airport. By the time of the 1992 survey, that same area had been completely redeveloped, featuring -- as it still does -- a fuel farm, a taxi station with associated parking and a gas station/convenience store which together cover most of the land between the ravine and Post Road. No further testing was done at the time but the area was documented, for the long-term comprehensive plan, as one with considerable Native American as well as historic Euro-American archaeological potential.

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Conclusions and Recommendations

The combined survey coverage provided by the above-described investigations, along with earlier reviews conducted for MnDOT along I-494 and TH 5 (Perkl et al. 2001), have included most segments of the current APE that are part of the archaeologically sensitive Minnesota River "upper bluff zone".

However, one segment that still may need further review is the one northwest of the Post Road/ TH 5 interchange, i.e. the area where established and ongoing use of the fuel farm, taxi station and gas station/convenience store complex so far has prevented archaeological testing. A fairly sizeable portion of this area includes parts of the perimeter of the large ravine that was modified by the MAC Drainage Improvement Project. As previously mentioned, Native American archaeological sites have already been recorded in the immediate vicinity of the ravine and more evidence could exist further in from its eastern edge beneath and between the buildings. As described earlier, the entire area was also an actively used part of the Fort Snelling military induction and training center during the first half of the 20th century, with a number of buildings still in use by the military until the early 1960s when the area was vacated for airport construction.

According to recent comments provided by a historian who has done extensive research about Ft Snelling and the "upper bluff" area, most of the significant buildings at the military training and induction camp were located some distance east of the ravine and primarily to the east of what is now Post Road (Stephen Osman, 2011). As for the historic significance of activities associated with the camp, he notes that "Most men and women who passed through the Induction Center and later Separation Point were only there for a few days and so were not actually trained in that area. It was mainly used for processing prior to moving to other posts for training."

This information would suggest that historic archaeological evidence may be of minor concern, should MSP expansion plans call for rerouting and widening of Post Road. However, should plans also call for a westward relocation of the gas station towards the edge of the ravine, there is a strong possibility that this would adversely impact Native American archaeological evidence. Once the APE for future expansion plans has been more precisely defined along with information regarding past disturbance and original topography, it should be fairly easy to assess, with the help of soil coring, whether any archaeological evidence is likely to be present and well enough preserved to be significant.

Visual inspection of the rest of the APE, along with the results of the records search conducted for this project by Hess, Roise and Company (Roise 2011), clearly indicate that decades of construction and landscaping have caused deep and far-reaching disturbance around Terminals I and II as well as the intersection of I-494 and 34th Avenue. Consequently, the proposed expansion of the terminals and associated access roads should not have an adverse effect on archaeological resources

References

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Appendix E



*Minneapolis-Saint Paul International Airport Terminal—circa 1960
(Saint Paul Area Chamber of Commerce photograph—Minnesota Historical Society Collections)*

**RECONNAISSANCE ASSESSMENT—
EXPANSION OF TERMINALS 1 AND 2
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT
SHPO NUMBER: 2011-1049**

**PREPARED BY
CHARLENE ROISE
HESS, ROISE AND COMPANY
100 NORTH FIRST STREET
MINNEAPOLIS, MINNESOTA 55401**

JULY 2012

INTRODUCTION

Hess Roise completed reconnaissance and intensive-level inventories of the Minneapolis-Saint Paul International Airport between 1992 and 1995 as part of an environmental assessment related to the development of a long-term comprehensive plan for the facility. The final report for the project was issued in August 1995. Only one area, the Original Wold-Chamberlain Terminal Historic District, was identified as eligible for the National Register. Located along Thirty-fourth Avenue near the north end of the airport, the district had four contributing buildings: three hangars and the 1930 Administration Building, which held the passenger terminal. The district and the contributing buildings were documented for the Historic American Buildings Survey (HABS No. MN-158) prior to their demolition to accommodate changing needs at the airport.

Roadways, runways, and ancillary buildings were not considered in the 1995 study. It did, however, include the Charles Lindbergh Terminal (now Terminal 1), the Northwest Airlines Maintenance Base, and the Hubert H. Humphrey Terminal (now Terminal 2) even though these buildings were not yet fifty years old, a standard benchmark for National Register eligibility. The report concluded: “Both the Lindbergh Terminal and the Northwest Airlines Maintenance Base are of historical interest. Substantial alterations to both properties, however, dilute their physical integrity. At this time, neither appears to meet the test of exceptional importance required for National Register listing of properties less than fifty years old. The Hubert H. Humphrey Terminal has been remodeled several times, destroying the structure’s physical integrity.”¹

The present study has been undertaken in anticipation of expansions to Terminals 1 and 2. In addition to construction in and around the terminals, Buildings F and G, the Flight Kitchen, and the Terminal B Hangar Complex might be removed as part of the project. The Area of Potential Effect (APE) was established as a result of consultation between Kandice Krull, Environmental Protection Specialist at the Minneapolis Airport District Office of the Federal Aviation Administration, and Mary Ann Heidemann, Manager, Government Programs and Compliance for the Minnesota State Historic Preservation Office. In a February 8, 2011 letter, Heidemann agreed with the APE Krull had proposed, which included “just the land areas located within the limits of construction proposed for this expansion project.” Heidemann noted that “although the proposed expansions would add or enlarge some visual features on the airport landscape, the proximity of new construction to existing development, and the height limits on airport structures, would make any additional visual impacts on nearby historical properties minimal.” Subsequently, the APE was slightly expanded.²

Properties must typically be fifty years old to qualify for the National Register. To ensure that the following assessment is not obsolete within a year, properties forty years or older (built before 1971) were considered so that the report’s findings will be valid through 2021.

¹ Charlene Roise, Shawn Rounds, and Cynthia de Miranda, “Minneapolis-Saint Paul Airport Reconnaissance/ Intensive-level Survey (for Long-term Comprehensive Plan Alternative Environmental Document): The Built Environment,” August 1995, 51-52, prepared by Hess, Roise and Company for the Metropolitan Airports Commission and HNTB.

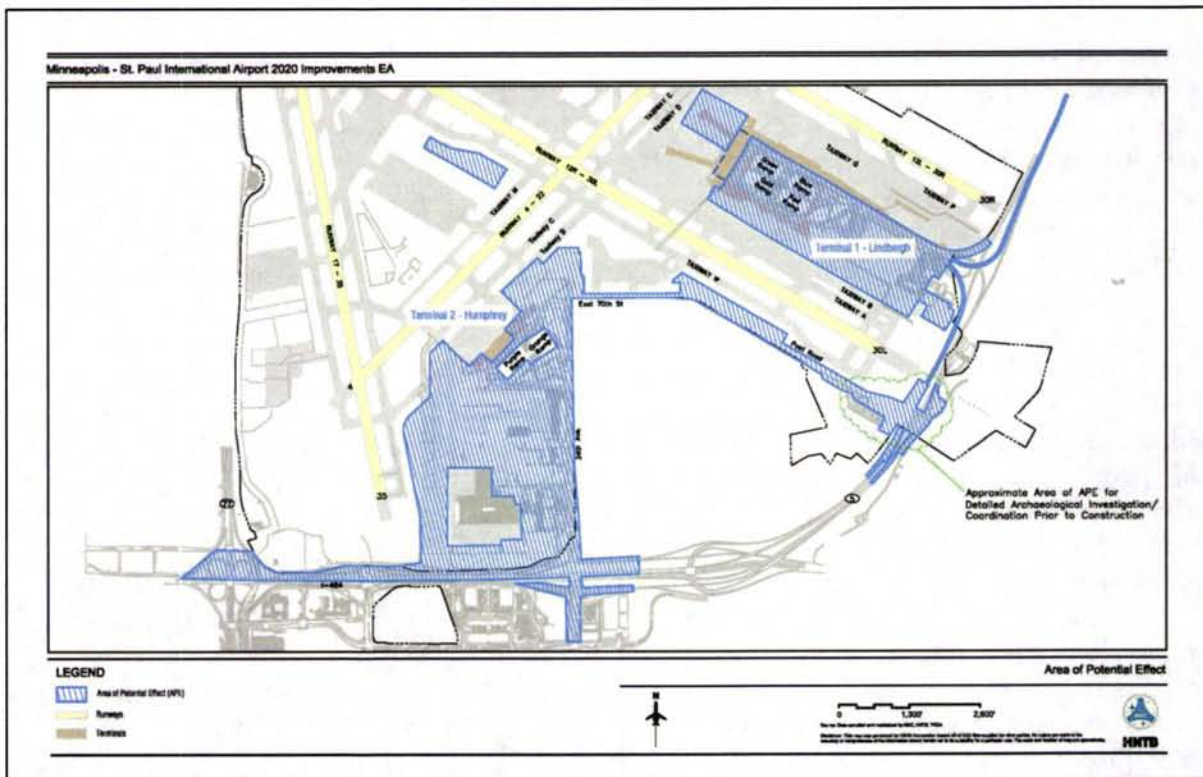
² Mary Ann Heidemann, Manager, Government Programs and Compliance for the Minnesota State Historic Preservation Office, to Kandice Krull, Environmental Protection Specialist at the Minneapolis Airport District Office of the Federal Aviation Administration, February 8, 2011.

METHODOLOGY

Hess Roise initially adopted the APE for above-ground resources that had been established by the FAA and SHPO. As planning for the project progressed, the scope of construction grew slightly larger, so the APE was revised to include the area that had been added. A map showing the final APE for this study is below.

Research for the period since the airport's construction was primarily conducted in research files that Hess Roise had compiled during earlier studies. Additional information on land use in the nineteenth and early twentieth centuries was obtained from maps of the era. Photographs in the collections of the Minnesota Historical Society provided insights into the evolution of the airport complex as a whole, as well as specific properties. Aerial photographs of current conditions were compared to aerials and maps showing the airport in the 1990s. This was extremely helpful in eliminating areas within the APE that had experienced significant change in the last two decades and were thus highly unlikely to have historical significance at this time.

A windshield survey of areas accessible from public roads verified conclusions that were developed during the research phase. Because no properties appeared to have National Register potential, no inventory forms were prepared.



MSP HISTORY: AN OVERVIEW

*"Like work on a farm, the development of an airport never may be considered as actually done. The improvements and incorporation of refinements in the existing plant will just about go on forever."*³

The airport has evolved continuously since the 1910s, when pilots began landing in the middle of a concrete oval that investors had built for racing cars. The dream of creating a race to rival the Indy 500 failed after only a few years, but the track's visibility from the air and the relatively smooth surface on the circuit's interior made it a handy destination for early aviators. Soon entrepreneurs had started businesses to serve the needs of the planes and their occupants. The Minneapolis Park Board became manager of the nascent Minneapolis Municipal Airport, and the concrete track was gradually removed as the airport evolved. It was christened Wold-Chamberlain Field in honor of two local pilots who perished in World War I. A terminal/administration building and a series of hangars were constructed along Thirty-fourth Avenue in the 1930s and 1940s.

The Metropolitan Airports Commission, established by the state legislature in 1943, took over the airport's operation from the Minneapolis Park Board. The introduction of jet aircraft for commercial travel in the 1950s forced reconstruction of airports across the country. In 1959, *American Aviation* reported that "only 23 [airports] have runways of sufficient length to meet projected traffic needs and 44 lack adequate terminal facilities." To adapt to the new jet age, Minneapolis would "add \$29 million to the \$11 million already expended on Wold Chamberlain International Airport. Construction plans call for an \$18-million



Much of the land around the airport remained undeveloped until years after World War II.

Above: A postcard from about 1948, looking east. The terminal and hangars are along Thirty-fourth Avenue, which runs horizontally near the center of the image. A decade later, Lindbergh Terminal would be developed at the southeast (upper right) corner of the airfield.

Below: Looking south at land west of the airport in a November 1949 photograph from the Minneapolis Star Journal. Thirty-fourth Avenue is to the left. All of the property in the foreground and mid-ground is now part of the airport.

*(Both photographs:
Minnesota Historical Society Collections)*



³ C. H. Gale, "Last Year's Airport Construction Projects," *Aviation*, February 15, 1930, 323-326.

overhaul base for Northwest Airlines, an \$8.5-million terminal, a 9,600-ft. runway, plus extension of the present 6,500-ft. runway to 9,000 ft.” By this time, it was officially called the Minneapolis-Saint Paul International Airport. Lindbergh Terminal, the airport’s most public face, officially opened in January 1962.⁴

Reorienting the airport away from Thirty-fourth Avenue to the new terminal to the southeast was the most profound overhaul the facility has experienced, and its physical evolution has continued almost nonstop ever since. In 1971, for example, the Metropolitan Airports Commission announced the “completion of vastly expanded facilities for international air service” involving “a 1-1/2 million dollar expansion of the Green Concourse.” During this same time, most of the freight services were removed from Lindbergh Terminal and a tunnel was completed to “Cargo City” at the southwest corner of the airport property.⁵

In addition to the ongoing changes at the airport, the property is ringed by major transportation corridors that have also experienced numerous transitions. One was Trunk Highway 5 to the south, which extended southwest from Fort Snelling and curved to an east-west alignment just west of Thirty-fourth Avenue. Interstate 494 adopted much of the route of Highway 5 in the 1960s, although it diverged to the southeast at Thirty-fourth Avenue to cross the Minnesota River rather than swinging northeast towards Fort Snelling and the Mississippi. A recent upgrade to the intersection at Twenty-fourth Avenue was part of a major overhaul of the route from Interstate 394 to the Minnesota River bridge.⁶

⁴ Mel Sokol, “Where Airports Stand for Jets,” *American Aviation* 22 (May 1959).

⁵ Minneapolis-Saint Paul Metropolitan Airports Commission, *1971 Annual Report* (Saint Paul: the Commission, 1971), 8-10.

⁶ BRW, “I-494 Reconstruction, Minnesota River to I-394, Cultural Resources Investigation, Phase 1, Technical Report Volume I,” January 1992, Figure VIII.1f, prepared for the Minnesota Department of Transportation.



*Above left: Lindbergh Terminal under construction in 1960.
Above right: Looking southeast at the new terminal in about 1965. The Fort Snelling parade ground is visible in the upper right-hand corner.*

Below left: The headquarters and maintenance base of Northwest Airlines was directly south of the terminal, stretching along the west side of the terminal access road. The once massive facility is shown in this circa 1960 photograph. The lower office building is now gone and only a section of the maintenance base remains.

(Marty Nordstrom, photographer)

Below right: The south facade of the North Central Airlines hangar as it appeared in 1976. This hangar, which parallels Interstate 494 west of Thirty-fourth Avenue, is used by Delta Airlines today, but it has been greatly altered by additions to the east, north, and west. The hangar is not in the APE, but it is physically connected to buildings that are in the APE. (Steve Plattner, photographer)

(All photographs: Minnesota Historical Society Collections)



FINDINGS

When the airport was evaluated in 1995, many of the jet-age facilities were far from fifty years old, the usual threshold for National Register eligibility. Today, these facilities are on the verge of that boundary, but their integrity has been even more substantially compromised since 1995. The Lindbergh Terminal has lost the concrete canopy that stretched along the passenger drop-off zone on the second floor, as well as experiencing many other alterations including additions to concourses and parking structures and the installation of people-movers and other new equipment. Large sections of the Northwest Airlines Maintenance Base are no longer intact and a new post office facility has changed the relationship between the base and the terminal. The last traces of the original Humphrey terminal have been replaced by a totally new terminal facility, which opened in 2001.⁷

Because of the integrity issues associated with the jet-aged airport's three main facilities, related roadways, runways, and ancillary buildings were not considered in the 1995 study. A reconnaissance assessment of these features today leads to the conclusion that they do not have National Register potential either individually or as a district. The mid-century cargo area west of Thirty-fourth Avenue has been overhauled in recent years, in part because of changes to the terminals and maintenance base. The same is true of the internal roadway system and associated landscaping. In addition, a substantial rehabilitation of Interstate 494 brought major changes to that corridor. (The southern eastern edge of the MSP APE is in the I-494 corridor and was evaluated as part of the Section 106 review for the freeway's rehabilitation.) The introduction of a north-south runway (Runway 17-35) along the west side of the airport property led to alterations in both the runways and service facilities. One notable example is an island of freight facilities that is completely surrounded by runways. "Cargo Road" has tunnels beneath the runways for vehicular access to these facilities.

CONCLUSION

The airport is constantly undergoing alterations to provide state-of-the-art service. These changes have compromised the integrity of the facilities to such an extent that they will not qualify for the National Register even though some are on the verge of being fifty years old. None of the newer facilities appear to be of exceptional importance.

⁷ Barbara Kulvelis to author, e-mail, November 17, 2011.



*Minneapolis-Saint Paul International Airport Terminal—circa 1960
(Saint Paul Area Chamber of Commerce photograph—Minnesota Historical Society Collections)*

**RECONNAISSANCE ASSESSMENT—
EXPANSION OF TERMINALS 1 AND 2
MINNEAPOLIS-SAINT PAUL INTERNATIONAL AIRPORT
SHPO NUMBER: 2011-1049**

**PREPARED BY
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MINNEAPOLIS, MINNESOTA 55401**

NOVEMBER 2011

Appendix F

6-1

Attachment 6

INTRODUCTION

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National Register guidelines require properties to be at least fifty years old unless they are “exceptionally important.” To ensure that the following assessment is not obsolete within a year, properties forty years or older (built before 1971) were considered so that the report’s findings will be valid through 2021.

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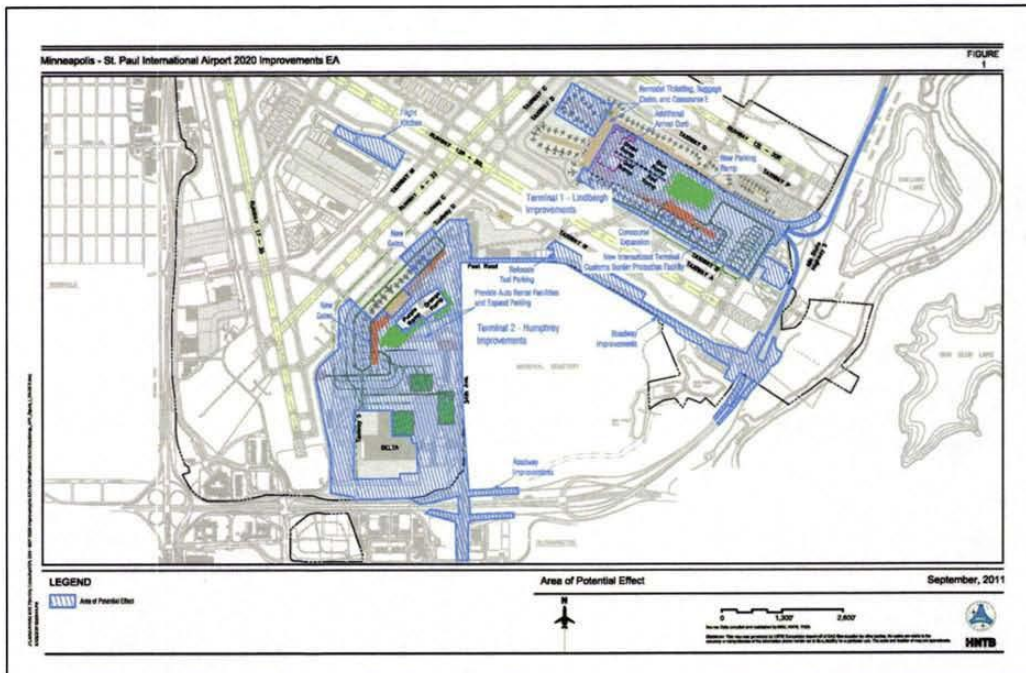
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METHODOLOGY

Hess Roise adopted the APE that had been established by the FAA and SHPO. A map showing the APE is below.

Research for the period since the airport's construction was primarily conducted in research files that Hess Roise had compiled during earlier studies. Additional information on land use in the nineteenth and early twentieth centuries was obtained from maps of the era. Photographs in the collections of the Minnesota Historical Society provided insights into the evolution of the airport complex as a whole, as well as specific properties. Aerial photographs of current conditions were compared to aerials and maps showing the airport in the 1990s. This was extremely helpful in eliminating areas within the APE that had experienced significant change in the last two decades and were thus highly unlikely to have historical significance at this time.

A windshield survey of areas accessible from public roads verified conclusions that were developed during the research phase. Because no properties appeared to have National Register potential, no inventory forms were prepared.



Reconnaissance Assessment—Expansion of MSP Airport Terminals 1 and 2—Page 2

MSP HISTORY: AN OVERVIEW

“Like work on a farm, the development of an airport never may be considered as actually done. The improvements and incorporation of refinements in the existing plant will just about go on forever.”³

The airport has evolved continuously since the 1910s, when pilots began landing in the middle of a concrete oval that investors had built for racing cars. The dream of creating a race to rival the Indy 500 failed after only a few years, but the track’s visibility from the air and the relatively smooth surface on the circuit’s interior made it a handy destination for early aviators. Soon entrepreneurs had started businesses to serve the needs of the planes and their occupants. The Minneapolis Park Board became manager of the nascent Minneapolis Municipal Airport, and the concrete track was gradually removed as the airport evolved. It was christened Wold-Chamberlain Field in honor of two local pilots who perished in World War I. A terminal/administration building and a series of hangars were constructed along Thirty-fourth Avenue in the 1930s and 1940s.

The Metropolitan Airports Commission, established by the state legislature in 1943, took over the airport’s operation from the Minneapolis Park Board. The introduction of jet aircraft for commercial travel in the 1950s forced reconstruction of airports across the country. In 1959, *American Aviation* reported that “only 23 [airports] have runways of sufficient length to meet projected traffic needs and 44 lack adequate terminal facilities.” To adapt to the new jet age, Minneapolis would “add \$29 million to the \$11 million already expended on Wold Chamberlain International Airport. Construction plans call for an \$18-million



Much of the land around the airport remained undeveloped until years after World War II.

Above: A postcard from about 1948, looking east. The terminal and hangars are along Thirty-fourth Avenue, which runs horizontally near the center of the image. A decade later, Lindbergh Terminal would be developed at the southeast (upper right) corner of the airfield.

Below: Looking south at land west of the airport in a November 1949 photograph from the Minneapolis Star Journal. Thirty-fourth Avenue is to the left. All of the property in the foreground and mid-ground is now part of the airport.

*(Both photographs:
Minnesota Historical Society Collections)*



³ C. H. Gale, “Last Year’s Airport Construction Projects,” *Aviation*, February 15, 1930, 323-326.

overhaul base for Northwest Airlines, an \$8.5-million terminal, a 9,600-ft. runway, plus extension of the present 6,500-ft. runway to 9,000 ft.” By this time, it was officially called the Minneapolis-Saint Paul International Airport. Lindbergh Terminal, the airport’s most public face, officially opened in January 1962.⁴

Reorienting the airport away from Thirty-fourth Avenue to the new terminal to the southeast was the most profound overhaul the facility has experienced, and its physical evolution has continued almost nonstop ever since. In 1971, for example, the Metropolitan Airports Commission announced the “completion of vastly expanded facilities for international air service” involving “a 1-1/2 million dollar expansion of the Green Concourse.” During this same time, most of the freight services were removed from Lindbergh Terminal and a tunnel was completed to “Cargo City” at the southwest corner of the airport property.⁵

In addition to the ongoing changes at the airport, the property is ringed by major transportation corridors that have also experienced numerous transitions. One was Trunk Highway 5 to the south, which extended southwest from Fort Snelling and curved to an east-west alignment just west of Thirty-fourth Avenue. Interstate 494 adopted much of the route of Highway 5 in the 1960s, although it diverged to the southeast at Thirty-fourth Avenue to cross the Minnesota River rather than swinging northeast towards Fort Snelling and the Mississippi. A recent upgrade to the intersection at Twenty-fourth Avenue was part of a major overhaul of the route from Interstate 394 to the Minnesota River bridge.⁶

⁴ Mel Sokol, “Where Airports Stand for Jets,” *American Aviation* 22 (May 1959).

⁵ Minneapolis-Saint Paul Metropolitan Airports Commission, *1971 Annual Report* (Saint Paul: the Commission, 1971), 8-10.

⁶ BRW, “I-494 Reconstruction, Minnesota River to I-394, Cultural Resources Investigation, Phase 1, Technical Report Volume I,” January 1992, Figure VIII.1f, prepared for the Minnesota Department of Transportation.



Above left: Lindbergh Terminal under construction in 1960.

Above right: Looking southeast at the new terminal in about 1965. The Fort Snelling parade ground is visible in the upper right-hand corner.

Below left: The headquarters and maintenance base of Northwest Airlines was directly south of the terminal, stretching along the west side of the terminal access road. The once massive facility is shown in this circa 1960 photograph. The lower office building is now gone and only a section of the maintenance base remains.

(Marty Nordstrom, photographer)

Below right: The south facade of the North Central Airlines hangar as it appeared in 1976. This hangar, which parallels Interstate 494 west of Thirty-fourth Avenue, is used by Delta Airlines today, but it has been greatly altered by additions to the east, north, and west. The hangar is not in the APE, but it is physically connected to buildings that are in the APE. (Steve Plattner, photographer)

(All photographs: Minnesota Historical Society Collections)



FINDINGS

When the airport was evaluated in 1995, many of the jet-age facilities were far from fifty years old, the usual threshold for National Register eligibility. Today, these facilities are on the verge of that boundary, but their integrity has been even more substantially compromised since 1995. The Lindbergh Terminal has lost the concrete canopy that stretched along the passenger drop-off zone on the second floor, as well as experiencing many other alterations including additions to concourses and parking structures and the installation of people-movers and other new equipment. Large sections of the Northwest Airlines Maintenance Base are no longer intact and a new post office facility has changed the relationship between the base and the terminal. The last traces of the original Humphrey terminal have been replaced by a totally new terminal facility, which opened in 2001.⁷

Because of the integrity issues associated with the jet-aged airport's three main facilities, related roadways, runways, and ancillary buildings were not considered in the 1995 study. A reconnaissance assessment of these features today leads to the conclusion that they do not have National Register potential either individually or as a district. The mid-century cargo area west of Thirty-fourth Avenue has been overhauled in recent years, in part because of changes to the terminals and maintenance base. The same is true of the internal roadway system and associated landscaping. In addition, a substantial rehabilitation of Interstate 494 brought major changes to that corridor. The introduction of a north-south runway (Runway 17-35) along the west side of the airport property led to alterations in both the runways and service facilities. One notable example is an island of freight facilities that is completely surrounded by runways. "Cargo Road" has tunnels beneath the runways for vehicular access to these facilities.

CONCLUSION

The airport is constantly undergoing alterations to provide state-of-the-art service. These changes have compromised the integrity of the facilities to such an extent that they will not qualify for the National Register even though some are on the verge of being fifty years old. None of the newer facilities appear to be of exceptional importance.

⁷ Barbara Kulvelis to author, e-mail, November 17, 2011.

Attachment 9:

Letter to FAA from SHPO concurring with Phase I



STATE HISTORIC PRESERVATION OFFICE

October 3, 2012

Ms. Kandice Krull
Environmental Protection Specialist
FAA-Minneapolis Airport District Office
6020 28th Ave. South, Room 102
Minneapolis MN 55450

RE: Expansion of Terminals I and 2, Minneapolis-St. Paul International Airport
Minneapolis, Hennepin County
SHPO Number: 2011-1049 Phase I Review

Dear Kandice:

Thank you for the opportunity to comment further on Phase I of the above project. The Phase I project 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 (36CFR800).

Our archaeologist has reviewed the archaeological assessment submitted for this project, and agrees that no archaeological resources are known to exist or are likely to exist within the APE for Phase I. Nor is any additional archaeological work warranted for this phase. In terms of visual effects on above-ground cultural resources, we stated earlier that visual effects will be minimal and incremental, and will not substantially change the existing setting. Therefore, based on the information provided, **we concur with your finding that no historic properties will be affected by Phase I of the proposed undertaking.**

As previously noted, we understand that if substantial noise increases result from the proposed terminal, gate and parking expansions or additional enplanements are associated with the proposed expansion, the APE may be enlarged based those increases, at a later stage of Phase I project development. Further, we will want to review Phase II, with additional consulting parties, before that aspect of the project is finalized.

Please contact me at (651) 259-3456 if you have any questions regarding our review.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mary Ann Heidemann', written over a light blue horizontal line.

Mary Ann Heidemann, Manager
Government Programs and Compliance

