

**Maritime Administration**  
**Finding of No Significant Impact**

**For the Carbide Dock Port Rehabilitation  
&  
E. Easterday Avenue Reconstruction  
Sault Ste. Marie, Michigan**

This Finding of No Significant Impact (FONSI) and the accompanying Environmental Assessment (EA) are submitted pursuant to NEPA, 42 U.S. C. 4332 (2)(ca).

The Maritime Administration has determined that this project, for which Alternative 1 has been selected, will have no significant effect on the human or natural environment, individually or cumulatively, under normal conditions. The project is located within the City of Sault Ste. Marie, Michigan and consists of rehabilitating the Carbide Dock Port facility back to a working port and reconstruction of E. Easterday Avenue to accommodate land transportation for the port. Rehabilitation of the Carbide Dock facility is comprised of 1,100 linear feet of dock structure and would maintain the current footprint. Other site improvements include the cargo storage area that will be graded and paved to improve site drainage. The reconstruction of E. Easterday Avenue is comprised of 6,000 feet of roadway reconstruction as well as utility upgrades along the entire length in the existing City right-of-way. These improvements to City infrastructure are much needed for the health, safety, and general welfare of the community. Through appropriate mitigation measures and soil erosion and sedimentation best management practices for construction, the project will have no significant impacts on the environment.

The Maritime Administration has determined that the EA adequately and accurately discusses the environmental issues and effects of the proposed action and specifies appropriate mitigation measures and standard conditions of approval in order to minimize environmental effects. Therefore, a FONSI is warranted, and preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969 (Public Law 91-190), is not required.



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Office of Environment Reviewer

6/24/20

Date

*Michael C. Carter*

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Associate Administrator for Environment and Compliance

6/24/20

Date



City of Sault Ste. Marie, Michigan

**City of Sault Ste. Marie  
Carbide Dock Port Rehabilitation  
&  
E. Easterday Avenue Reconstruction  
Final Environmental Assessment**

June 2020

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## **List of Acronyms**

AADT	Annual Average Daily Traffic
BMP	Best Management Practices
BUILD	Better Utilizing Investments to Leverage Development
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CIP	Cast in Place
CZMA	Coastal Zone Management Act
DEQ	Michigan Department of Environmental Quality
EA	Environmental Assessment
EGLE	Michigan Department of Environment, Great Lakes, and Energy
EIS	Environmental Impact Statement
EO	Executive Order
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
I-	Interstate
LF	Linear Feet
MARAD	Maritime Administration
MBTA	Migratory Bird Treaty Act
MIOSHA	Michigan Occupational Safety and Health Administration
NAA	No-Action Alternative
NCA	Noise Control Act
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NREPA	Natural Resources and Environmental Protection Act
OGL	Office of the Great Lakes
OSHA	Occupational Safety and Health Administration
PASER	Pavement Surface Evaluation and Rating
RCRA	Resource Conservation and Recovery Act
ROW	Right of Way
SESC	Soil Erosion and Sedimentation Control
SHPO	State Historic Preservations Officer
SWPPP	Storm Water Pollution Prevention Plan
THPO	Tribal Historic Preservation Officer
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish & Wildlife Service



## **1 Introduction**

The City of Sault Ste. Marie, Michigan is proposing to rehabilitate the existing Carbide Dock and reconstruct the roadway along E. Easterday Avenue. Funding for the project has been awarded through the United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant program.

This Environmental Assessment (EA) is prepared in accordance with the following: U.S. Department of Transportation (DOT) Order 5610.1C, "Procedures for Considering Environmental Impacts"; MARAD Maritime Administration Order 600-1, dated July 23, 1985; and the National Environmental Policy Act of 1969 (NEPA), as implemented by the Council on Environmental Quality (CEQ) regulations found in Code of Federal Regulations (CFR) Title 40, Parts 1500 to 1508 (40 CFR §§ 1500 – 1508).

### ***1.1 Project Location and Description***

The proposed project is located within the City of Sault Ste. Marie, Michigan and consists of the Carbide Dock Rehabilitation and E. Easterday Avenue Reconstruction. They are both located in the northeastern section of the City of Sault Ste. Marie, Michigan. Project maps are included in Attachment 1.

The Carbide Dock is located on the St. Mary's River just beyond the lower approaches to the Soo Locks in the City of Sault Ste. Marie. Access to the site is via E. Portage Avenue. This component of the project includes rehabilitation of an aging dock structure.

E. Easterday Avenue runs from I-75 Business Spur (Ashmun Street) to Spruce Street, which intersects with Ord Street and connects to I-75 Business Spur (E. Portage Avenue.) It has a National Functional Classification as a minor arterial and is designated by the City as a Truck Route subject to seasonal load restrictions. This component of the project includes reconstruction of the road and replacement of utilities.

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## **2 Purpose and Need**

The purpose of the proposed action is to rehabilitate the existing Carbide Dock Port to make it a usable docking and material storage facility again. Through the use of the BUILD Grant, the City will be able to rehabilitate the Carbide Dock back into a functioning port facility and public recreation area. It will also keep E. Easterday Avenue classified as a designated truck route, which is the most direct truck route from the Carbide Dock Port to the I-75 Expressway.

In 2016, the City undertook a Waterfront Redevelopment Study that was done in conjunction with and funded in part by; MDEQ, OGL & NOAA. As part of this study the Carbide Dock had a structural analysis done of its current state. The study also included an analysis of rehabilitation options. The structural analysis conclusions of the dock led to its restricted use. The front piles are deteriorated to the extent that no amount of vertical or horizontal

load can safely be sustained by the concrete portion of the dock. The structural analysis report also advised against any mooring adjacent to the concrete wall. The rehabilitation options included; Demo the existing structure and replace with a marine sheet pile bulkhead wall; Demo the existing structure and replace with an open cell sheet pile bulkhead wall; Partial demo the existing structure and replace some of the sheet pile and construct new CIP concrete wall and deck; Demo the existing structure and replace with a revetted embankment. The option that maintains the current footprint, be the least disruptive to the area, and would maintain the historical look of the dock would be the third option. For this assessment the dock rehabilitation component review will be based on this third option.

In order to best serve the residents of the City, the aging infrastructure of road, water, and sewer needs to be upgraded. The utilities associated with the reconstruction of E. Easterday Avenue are an essential component that needs to be repaired in order for the road to be maintained as a truck route and to the livelihood and productivity of the community. All are currently in poor condition.

The majority of E. Easterday Avenue has a PASER Rating of 2 (Very Poor) or 3 (Poor) on a rating scale of 1 – 10, with 1 being failed and 10 being excellent. This poor condition is jeopardizing the roads designation as a Truck Route. The City water and sewer utilities are also in poor condition as they date back to the early 1900's and there have been frequent failures associated with service laterals.

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### **3 Alternatives Considered**

#### **3.1 Proposed Action (Preferred Alternative)**

The Carbide Dock rehabilitation component is comprised of rehabilitation of an existing 1,100 linear foot dock structure. From the discussion in *Purpose and Need*, the option that would maintain the current footprint, would be the least disruptive to the area, and would maintain the historical look of the dock is the third option, which is indicated in the cited study. The structure work will consist of driving new steel piles to augment the existing wood piles with a new CIP concrete cap and retaining wall. Approximately 250 linear feet of the existing dock will be removed and the shoreline will be revetted with mooring dolphins installed in place of the dock structure. The footprint in the water will not be increasing. During construction, measures will be taken to minimize turbidity and maximize water quality. There may be some short term noise impacts from driving piles but the nearest resident is 700-1,000 feet away. The cargo storage area will be paved and drainage improvements included. This will help with drainage and mitigate erosion from the site. Other minor utility work for lighting, water and sewer, and site improvements including fencing and driveway will be constructed. This portion is within the Coastal Zone Management area and will be permitted as outlined in *Section 5.7 Water Resources*.

The road reconstruction component consists of the following:

- Approximately 6,000 linear feet of roadway reconstruction including drainage improvements, concrete curb and gutter, road base, and pavement.
- Geometric reconstruction of two all-way stop intersections into urban roundabouts.
- Approximately 6,000 linear feet of water main replacement including service lines and appurtenances.
- Approximately 5,000 linear feet of sanitary sewer replacement including service lines and appurtenances.
- Approximately 1,000 linear feet of road resurfacing and minor drainage improvements.

The road reconstruction, roundabout construction, water main, and sanitary sewer main would most likely be done concurrently along with any other pertinent utilities in the roadway that need to be relocated or replaced. The road would be constructed so it meets the requirements of an all season truck route. The construction of these improvements will be done within the current roadway and right-of-way footprint. Soil erosion and sedimentation control along with dust control measures will be implemented. There will be short term noise impacts during construction. Permitting required for this work will be in place prior to construction.

### **3.2 No-Action Alternative**

Under the No-Action Alternative (NAA), no rehabilitation of the dock or reconstruction of the roads would be completed. Along with the economic impact of not having a functioning port, the recreational impact to the public would also be felt by not being able to utilize Alford Park's riverfront access. If E. Easterday Ave. is not reconstructed, it may no longer be classified as a Truck Route and would cause heavy truck traffic to go through the heart of Sault Ste. Marie's downtown district. The aging utilities would also further deteriorate and cause disruptions in service to the public with costly emergency repairs.

### **3.3 Other Action Alternative**

There were no further alternatives that were considered and/or dismissed that met the stated Purpose and Need for the project.

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## **4 Resources Not Considered**

Based on the scope of the proposed action and the location of the project work areas some resources have been removed from further consideration for analysis. These resources are expected to be unaffected or the effect would be *de minimis* under the proposed action. A summary of the resources removed from further consideration for analysis include the following:

### **4.1 Groundwater**

The proposed project does not have the possibility of direct or indirect contamination of a sole or principal source aquifer, a recharge zone for such an aquifer, or a related

streamflow source zone that has been designated or for which a petition for designation is being processed, nor does the proposed project involve the drilling of any wells, therefore no further analysis is warranted.

#### **4.2 Wetlands**

No wetlands exist in the proposed project extent, therefore the project does not have any direct or indirect impacts to regulated wetlands and further analysis is not warranted.

#### **4.3 Floodplains**

The project is not within a defined FEMA Flood Plain; therefore no further analysis is warranted.

### **5 Affected Environment and Potential Impacts**

This section describes the affected environments and environmental consequences of the proposed action and the NAA on physical resources at the sites.

The area of potential effects is the Carbide Dock property between E. Portage Avenue and the St. Mary's River, the existing E. Easterday Avenue road right-of-way, and their adjacent properties. The adjacent properties are a mix of residential, local business, and light industrial. Alford Park is directly adjacent to the Carbide Dock property and is a City park.

#### **5.1 Geology, Soils, and Seismicity**

The USDA Natural Resources Conservation Service (NRCS) Soil Resource Report for the project location classifies the soils as primarily as Urban land-Udorthents complex, nearly level (93.2%) and Waiska sandy loam, 0-6% slopes (6.8%).

The topography of the Carbide Dock varies from the water's edge at approximately 580 ft. up to 600 ft. above mean sea level, with an average ground surface elevation of approximately 590 ft. above mean sea level. The northern border of the Site is the bank of the St. Mary's River, and the remainder of the Site is generally flat. The topography of E. Easterday Avenue varies from 600 ft. to 630 ft. above mean sea level, along the roughly 6,000 ft. from Ashmun Street to E. Portage Avenue.

For the Carbide Dock, some site work will be done to regrade and resurface portions of the material and cargo storage areas. This will include some minor earthwork, but overall will benefit the site conditions with improved drainage and other improvements. Existing surface water flow information will be used during the design development and construction to control surface water run-off to prevent erosion and sediment from leaving the sites.

According to the USGS, the potential for seismic activity for the sites are low.

Under the NAA, normal occurrences of soil erosion would be expected if the Carbide Dock Site is not further developed. This alternative would not result in significant impacts to geology, soils, or seismicity.

## **5.2 Air Quality**

The proposed project is not located in a non-attainment or maintenance area. A minor increase in vehicle exhaust emissions and dust would be anticipated at both the Carbide Dock and E. Easterday Avenue sites during construction due to the construction vehicles and equipment. These would be short term and no net increase to truck traffic on the road or ship traffic at the dock is anticipated once construction is complete. Therefore, long term air quality conditions would remain similar to existing conditions.

The City would work closely with local and state regulators to ensure all applicable regulations are met and to secure the necessary permits required for construction, as indicated in *Sections 5.15 Mitigation Measures and 6 Agency Coordination, Public Involvement, and Permits* for both the Carbide Dock and E. Easterday Avenue sites. In order to minimize any emissions, best management practices would be developed, maintained and implemented during construction as part of the soil erosion and sediment control plan to prevent/reduce the surface and air transport of dust during construction.

The City does not foresee any permits needed for the long-term operation for either the Carbide Dock or E. Easterday Avenue sites. Overall emissions are not anticipated to be effected. In addition, long-term soil erosion and sediment control measures will be in place after construction to prevent/reduce the surface and air transport of dust, therefore the long-term air quality conditions should be better or similar to existing conditions.

Under the NAA, impacts to air quality would not change from current conditions.

## **5.3 Hazardous Materials and Waste Management**

The existing and proposed use will not generate any hazardous waste. Any hazardous materials required for construction such as fuel would be managed according to all applicable local, state, and federal laws and regulations.

Provisions would be implemented during construction to minimize any potential for impacts. If any hazardous materials/wastes would be discovered during the excavation process, the material would be removed and managed and disposed of properly. In addition, confirmatory sampling would be conducted to ensure the area has been remediated.

Under the NAA, impacts from hazardous materials and waste management would not change from current conditions.

#### **5.4 Noise and Vibration**

Concerns about unwanted noise or noise pollution can impact the environment and people. Noise becomes unwanted when it either interferes with normal activities such as sleeping and conversation, or disrupts or diminishes one's quality of life. Persistent and escalating sources of sound can often be considered an annoyance. This "annoyance" can have major consequences to one's overall health.

Current noise and vibration at the two project locales is generated by existing traffic and operations. A minor increase in noise and vibration would be anticipated during construction due to construction vehicles and equipment. There could be some negative noise impacts associated with the construction of the project at both the Carbide Dock and E. Easterday Avenue sites as a result of the construction vehicles and equipment required for the work. Large pieces of equipment and trucks would be needed for the delivery of materials and associated construction at both sites. The Carbide Dock will also have noise and vibration associated with pile driving. These would be short term during the construction period. These impacts would be limited to the surrounding property owners, which include residential and commercial structures and businesses in the construction influence area. The work would need to comply with the City Noise Ordinance and be limited to daytime hours; therefore, it would not impact surrounding residential areas during their evening and night schedules. Short-term impacts to fish and wildlife are covered in *Section 5.8 Fish and Wildlife*. No long-term impacts are anticipated. No net increases to noise and vibration are anticipated once construction is complete.

Under the NAA, impacts from noise and vibration would not change from current conditions.

#### **5.5 Climate Change and Energy**

There could be a potential for short-term impacts due to an increase in vehicle exhaust emissions from the equipment that would be needed during construction resulting in an increase in greenhouse gasses (GHG). All applicable rules and regulations would be followed in order to prevent or reduce air emissions that could impact the climate. The short-term negative impacts due to an increase in potential GHG emissions are anticipated to be minimal. No long-term impacts are anticipated.

Under the NAA, impacts to climate change and energy would not change from current conditions.

#### **5.6 Public Services and Utilities**

Both the Carbide Dock and E. Easterday Avenue sites are served by a variety of public services and utilities. For both sites, relocation and upgrading of public utilities are planned. These currently include but are not limited to sanitary sewer, storm sewer, and water mains, which are City owned. Other utilities that have the potential to be upgraded are electrical (Cloverland Electric), fiber optic for phone and internet (ATT, Charter, PFN), and gas (DTE). The City would work closely with the utility companies

to obtain any required construction permits and to ensure efficient construction coordination. Short term impacts would be expected to be minor disruptions during the replacement of the utilities. No long-term impacts to public services or utilities are anticipated; however a net benefit is expected due to the installation of upgraded utilities that being the replacement life will be 50 to 100 years.

Under the NAA, the condition of the aging infrastructure of the dock, road, and utilities would continue to degrade and be costly to the City in repairs.

## **5.7 Water Resources**

This section describes the affected water resources and possible impacts that the proposed project will have on them.

### **5.7.1 Surface Water and Waters of the US**

The City's municipal water system draws water from the St. Mary's River upriver, beyond the Soo Locks, which is treated before entering the City's water mains. The proposed project would not cause any concern of affecting the operation of the City's water distribution system.

The project does not intersect any federally designated national wild and scenic rivers or state designated rivers.

The Carbide Dock portion of the project is directly adjacent to the St. Mary's River, which is a commercially navigable river and is in a coastal zone management area as designated by the United States Army Corps of Engineers (USACE) and the Michigan Department of Environment, Great Lakes and Energy (EGLE). A Coastal Zone Management Act (CZMA) Federal Consistency letter is attached.

There are no other surface waters along the extent of the project. Short-term impacts to the river could include storm water discharge and the possibility of working from the water on the seawall. No long-term impacts are anticipated.

Under the NAA, impacts to surface waters and waters of the US would not change from current conditions.

### **5.7.2 Water Quality**

The project does not lie within a Total Maximum Daily Load (TMDL) Area. Current TMDL information can be found online through EGLE. The project's storm water will be discharged into surface waters of the state, the St. Mary's River, and proper BMPs and implementation of SESC/SWPPP prior to construction, during construction, and post-construction will significantly reduce any short term impacts to surface water and will be used to meet the goals of TMDL pollutants. The proposed project does not have any long-term impacts to water quality.

Under the NAA, impacts to water quality would not change from current conditions.

### **5.8 Fish and Wildlife**

The St. Mary's River is a marine habitat, but is not in an area with any Essential Fish Habitat (EFH), according to the National Oceanic Atmospheric Administration (NOAA). Species that are present in the St. Mary's River/Lake Huron waters are bass, lake sturgeon, muskellunge, northern pike, panfish & other species, salmon, smelt, trout, walleye, and yellow perch. Short-term impacts to fish would most likely be associated with the vibrations of the construction for the seawall. This would most likely scare any species of fish away from the proposed activity.

The Carbide Dock site is mostly a gravel lot with maintained grass as the only vegetation. Along E. Easterday Avenue there are trees and maintained grass. The types of wildlife may include birds, mice, raccoons, squirrels, various insects, etc. Some wildlife may be disturbed during the construction of the proposed project. The noise associated with the construction would likely scare any wildlife near the project to areas of similar habitat in the adjacent vicinity. Best management practices are discussed in *Section 5.15 Mitigation Measures* that would minimize potential impacts to fish and wildlife habitats. No long-term impacts to fish and wildlife are anticipated.

Under the NAA, impacts to fish and wildlife would not change from current conditions.

### **5.9 Threatened & Endangered Species**

The USFWS was consulted regarding threatened, endangered, proposed, and candidate species within and around the project location. The consultation process was completed through the USFWS, Midwest, Section 7 website. Based on the results of the consultation process, the proposed project does not include any critical habitat for the listed species and activities are unlikely to affect any listed species. The breeding season for eagles would most likely coincide with construction activities, but there is not any eagle roosting habitat in the project area. As a result of the no-effect determination through the consultation process, a formal biological assessment is not required. The correspondence with USFWS is provided in Attachment 4.

As stated above in fish and wildlife, the project is not in an essential fish habitat. Consultation was done through the NOAA Fisheries website and no threatened or endangered marine species are present. The correspondence with NOAA Fisheries is attached.

Under the Migratory Bird Treaty Act (MBTA), there are known species that migrate through the region. Due to the existing use of both components of the project, no impacts are anticipated on any listed species.



Under the NAA, impacts to threatened and endangered species would not change from current conditions.

#### **5.10 Cultural Resources**

The Carbide Dock component of the project includes a historical property, but it is not on the registry. The Edison Sault Power House was completed in 1902 and is a historically significant building. The east end of the structure terminates at Alford Park and the seawall. Consideration will be taken during design engineering to ensure no adverse effects are caused on the structure. No archaeological resources or other high probability areas were identified and construction activities would be confined to the existing areas that have been previously disturbed. Consultation with the State Historic Preservation Officer (SHPO) for this component resulted in a determination of “*No Adverse Effect*” on historic properties.

For the E. Easterday Avenue component of the project, no archaeological resources or high probability areas were identified and construction activities would be confined to the existing areas that have been previously disturbed. No archaeological resources are known or anticipated to be present, and consultation with SHPO resulted in a determination of “*No Historic Properties Affected.*”

Consultation letters were sent to the 12 federally recognized Tribes in Michigan. Sault Ste. Marie has two of these Tribes in the immediate area, The Sault Tribe of Chippewa Indians and The Bay Mills Indian Community. A letter of support from The Sault Tribe of Chippewa Indians is included in Attachment 4 along with the SHPO response letters and the consultation letters that were sent to the Tribes.

Under the NAA, impacts to cultural resources would not change from current conditions.

#### **5.11 Environmental Justice**

Chippewa County's 38,023 residents have a higher poverty rate (17%) compared to Michigan's (14.1%) and the nation's (11.8%). Chippewa County residents have a 9% unemployment rate compared with lower levels for Michigan as a whole (4.1%). Approximately 28.8% of Chippewa County residents are minority, whereas 22% of Michigan's and 28% of the nation's population are minorities. Poverty and minority data for county, state and nation is from the US Census Bureau. Unemployment data is from US Census Bureau. Of significance, per capita income of Chippewa County residents (\$21,958) is below state (\$28,938) and national levels (\$31,177.)

The Carbide Dock component is located at an existing industrial site that is owned by the City and would not result in a change from current conditions. There would be no residential displacements or takings.

The E. Easterday Avenue component is primarily located in a residential area with a mix of business and light industrial. Construction activities would take place in the

existing right-of-way and there would be no residential displacements or takings. No adverse effects are anticipated on the residents.

Under the NAA, impacts to environmental justice would not change from current conditions.

#### **5.12 Traffic**

The annual average daily traffic (AADT) for the section of I-75 Business Spur/E. Portage Avenue which is a main point of access to both components of the project was 4,054 (all traffic) in 2017. The commercial AADT for this section was 307, which is included in the total AADT. This is a state designated trucking route with no seasonal limitations. Short-term impacts would be the addition of construction vehicles on the route during both components of the project. No long-term impacts are anticipated.

The current and projected Level of Service for E. Easterday Avenue is A; Free Flow traffic. This is a City designated truck route and due to the current condition, has had seasonal limitations implemented during the spring thaw. The reconstruction of E. Easterday Avenue would cause traffic disruptions as a detour would be implemented to keep traffic from the area, with the exception of local traffic for access to some residences. Short-term impacts would be the loss of on-street parking during construction and diverting thru traffic to a detour. All existing parking will be restored upon completion. Long-term benefits would be the construction of two single lane roundabouts at two existing 4-way stop intersections as well as restoring the route to an all season truck route. Current truck traffic on this route is not expected to change from existing conditions, which consist of stockpiled material deliveries from the Carbide Dock along with regular thru traffic for business deliveries. No new traffic is projected post-construction. All construction activity will take place in existing City right-of-way and currently no easements or right-of-way acquisition is planned.

Under the NAA, impacts to traffic would be a continuing degradation of E. Easterday Avenue and would most likely cause the loss of the truck route classification.

#### **5.13 Public Health and Safety**

The workers safety regulations are mandated federally by OSHA and locally by MIOSHA. These regulations are meant to minimize conditions that are hazardous to workers and to promote safe working conditions for workers and the public.

During construction, detours would be implemented on the road work to minimize the interactions between workers and general public. Signage and barriers will be used on both components of the project to avoid unwarranted access to the proposed work sites.

Increased traffic of construction vehicles would likely occur during the construction period. It is not anticipated that the general public would experience any negative impacts to health as a result of construction of the proposed action. No impact to crime

and public safety is anticipated as a result of construction of the proposed action. With the construction of the roundabouts on E. Easterday Avenue, positive long-term traffic safety should be seen at those intersections.

Under the NAA, impacts to public health and safety would not change from current conditions.

#### **5.14      *Parks and Recreation Resources - Section 4(f)***

The Carbide Dock component of the project area encompasses a section of Alford Park, a public City park and recreation area. No part of this park area will be taken over for this project. The park will be preserved and enhanced. The plan is to rehabilitate the park as part of this project. Currently the park closed to the public due to safety concerns. The current seawall in this area has deteriorated to a point that has caused walkways to be undermined and parts of the park are experiencing sink holes caused by erosion from the loss of the seawall. Short term impacts during the development and construction of this project is the park will remained closed to the public. Long-term benefits of the development and construction of this project is that the reconstruction of the seawall will allow the rehabilitation of hazardous areas and allow the reopening of the park and use of the public waterfront recreation area.

Under the NAA, impacts to parks and recreation resources would see the continued closure of one of the City's public waterfront parks.

#### **5.15      *Mitigation Measures***

During design development, a Soil Erosion and Sediment Control Plan, or SESC would be developed to address the management of storm water and surface run-off in order to control erosion and prevent sedimentation from leaving both the Carbide Dock and E. Easterday Avenue sites. The SESC would include best management practices for during construction as well as post-construction. The SESC would require local and state approval.

Best management practices would be developed based upon the Site topography of both the Carbide Dock and E. Easterday Avenue and implemented during construction to prevent soils from eroding and dispersing off-site. The control measures would include a variety of best management practices such as silt fencing, filter socks, berms, wheel washing, etc. The Carbide Dock work will also have turbidity curtains placed for work in the St. Mary's river. The storm water control measures would be implemented based on the construction sequencing to achieve maximum efficiency.

BMPs will be developed, maintained, and implemented as part of these plans to help with reduced emissions, dust and noise control, water runoff quality, etc.

Best management practices would continue to be implemented throughout operation of the proposed project to address erosion and storm water management. Both the Carbide Dock and E. Easterday Avenue sites will have hard or vegetative surfaces

covering all areas disturbed by the constructed improvements so that post-construction BMPs will prevent any long-term impacts to soil.

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## **6 Agency Coordination, Public Involvement, and Permits**

Consultation letters were sent to SHPO/THPO and the responses are incorporated throughout this EA and are included in Attachment 4.

NEPA regulations do not require a formal public scoping process for EAs and none are anticipated for this project. MARAD will post the EA and FONSI on the agency's website once the documents are complete.

The general public and a variety of stakeholders were consulted via an online survey in 2016, an advertised open house, and meetings with commercial and government users of the Carbide Dock. The results of the public outreach indicated a strong desire to retain the facilities as public entities for public enjoyment and use as a commercial docking facility.

As is standard practice for roadwork in the City, a minimum of 4 informational/public input meetings will be held prior to the construction phase for E. Easterday Avenue. These will be publicly advertised and direct invitation to adjacent property owners.

Coordination with federal, local, and state regulators will be done to ensure all applicable regulations are met and to secure the necessary permits required for construction. The following permits will be acquired for the project:

- Joint Permit by the EGLE and USACE that covers permit requirements derived from the state and federal rules and regulations for construction activities where the land meets the water.
  - NPDES Permit from EGLE
  - Part 41 Wastewater Construction Permit from EGLE
  - Water main Construction Permit from EGLE
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## **7 Conclusions**

The No-Action Alternative would not achieve the project's main purpose of rehabilitating the Carbide Dock or the reconstruction of E. Easterday Avenue and has been eliminated. As noted in the sections above, the project would have no significant impacts on the environment and would also provide net benefits for the City of Sault Ste. Marie and its residents. Mitigation measures are not required, but through the implementation of SESC/SWPPP and BMPs during construction, any unforeseen impacts would be minimized.

## **8 List of Preparers**

The following were responsible for the preparation of the EA:

Tyler Perron, Staff Engineer, City of Sault Ste. Marie

David Boyle, P.E., Current City Engineer, City of Sault Ste. Marie

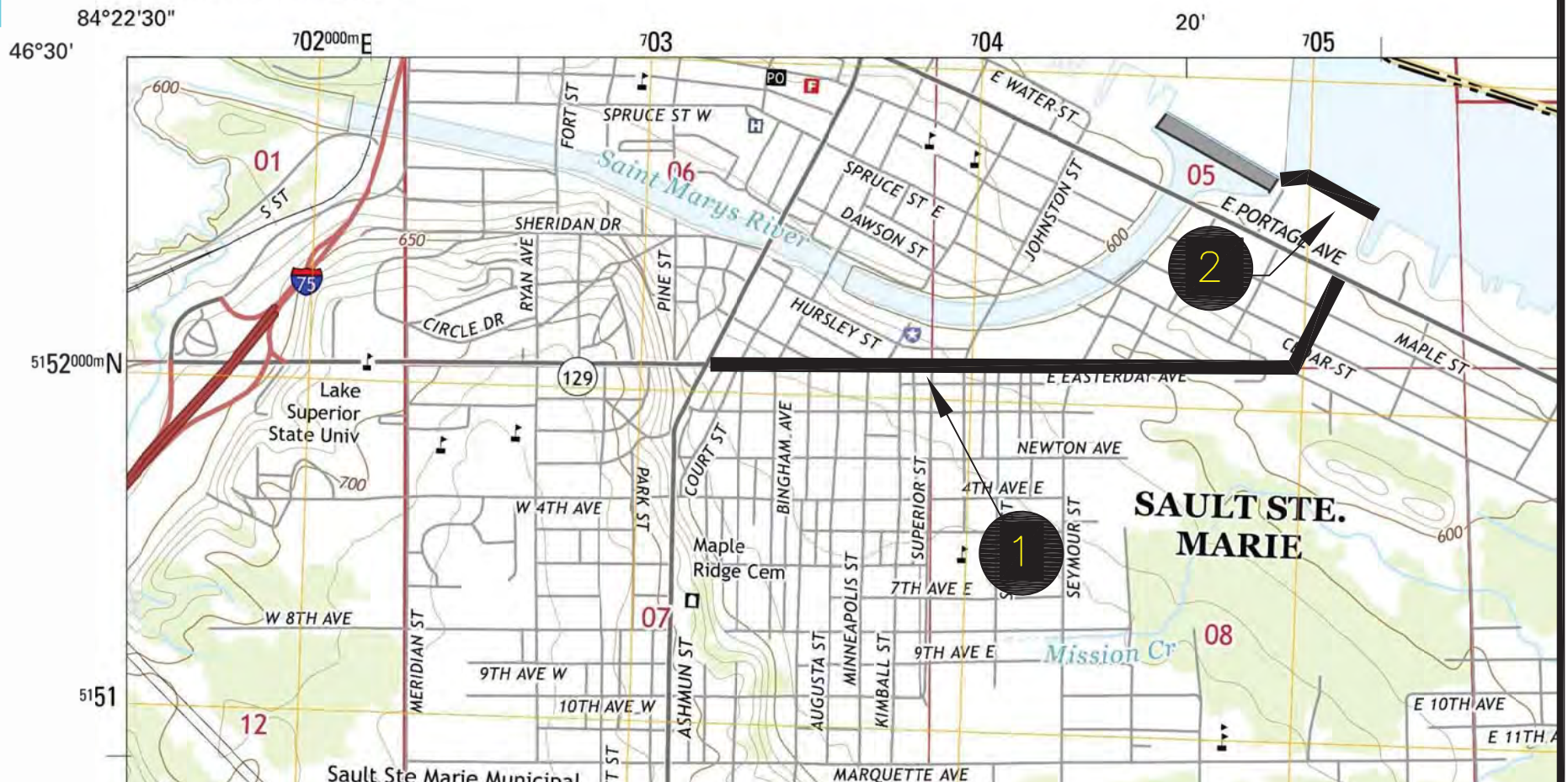
Linda Basista, P.E., Former City Engineer (Retired), City of Sault Ste. Marie

N



U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY

1. E. EASTERDAY AVE. RECONSTRUCTION
2. CARBIDE DOCK REHABILITATION



**CITY OF  
SAULT STE. MARIE, MI  
ENGINEERING DEPARTMENT**

225 E PORTAGE AVENUE  
SAULT STE. MARIE, MI 49783  
(906) 632-5730 FAX: (906) 635-5606

SUBJECT:

**BUILD GRANT  
E. EASTERDAY AVE. RECONSTRUCTION &  
CARBIDE DOCK REHABILITATION  
PROJECT LOCATION**

## REVISIONS

NO.	BY	DATE

DRAWN BY: T. PERRON

APPROVED: L. BASISTA

SCALE: NO SCALE

FILE: SHPO.LOCATION.DWG

DATE: 04/08/19

SHEET

1 OF 1





## Carbide Dock Port Rehabilitation APE



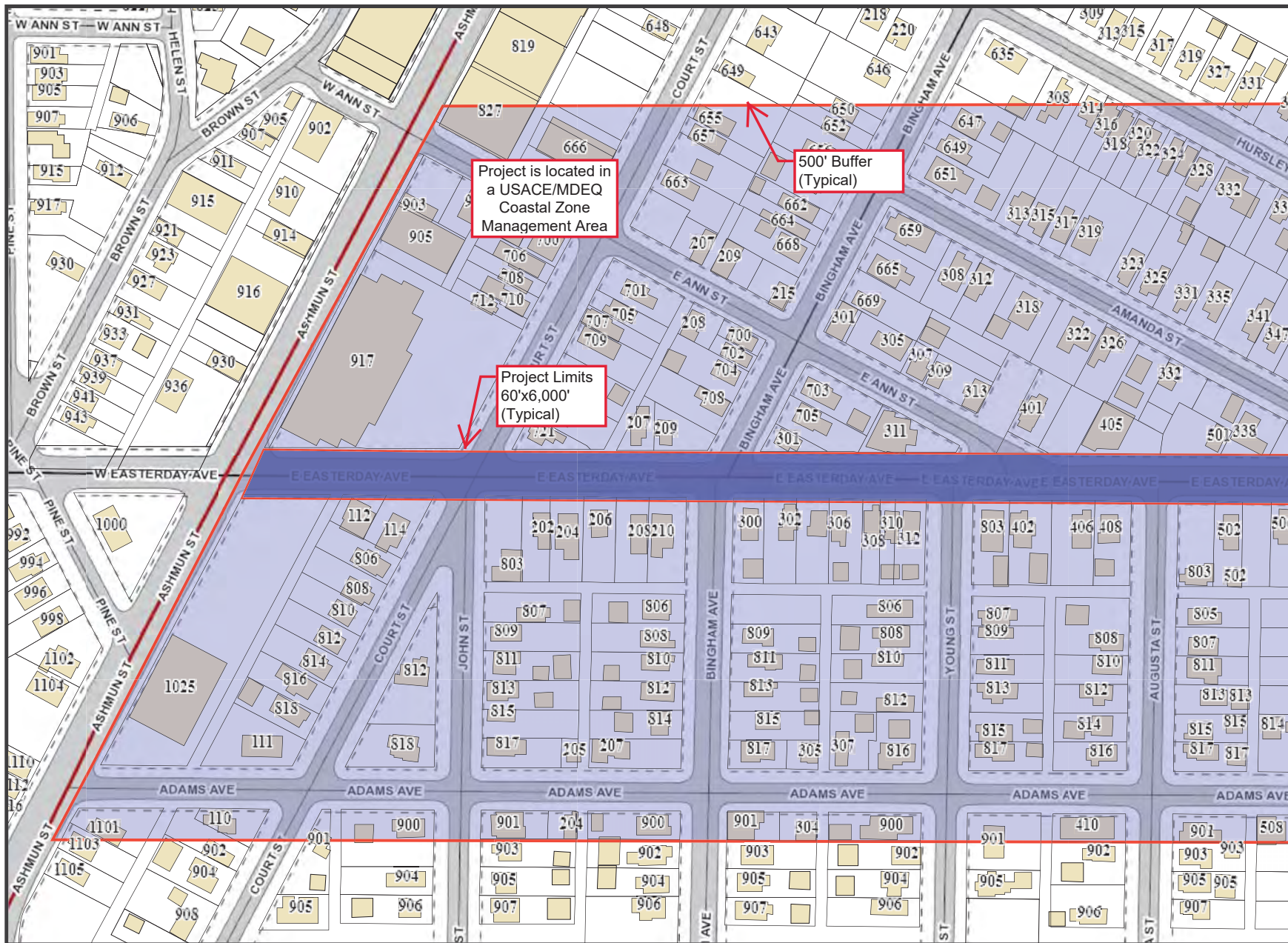
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03/27/2019 1:36 PM

100m  
300ft

powered by  
**FetchGIS**

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E. Easterday Ave.  
APE: Ashmun to Augusta



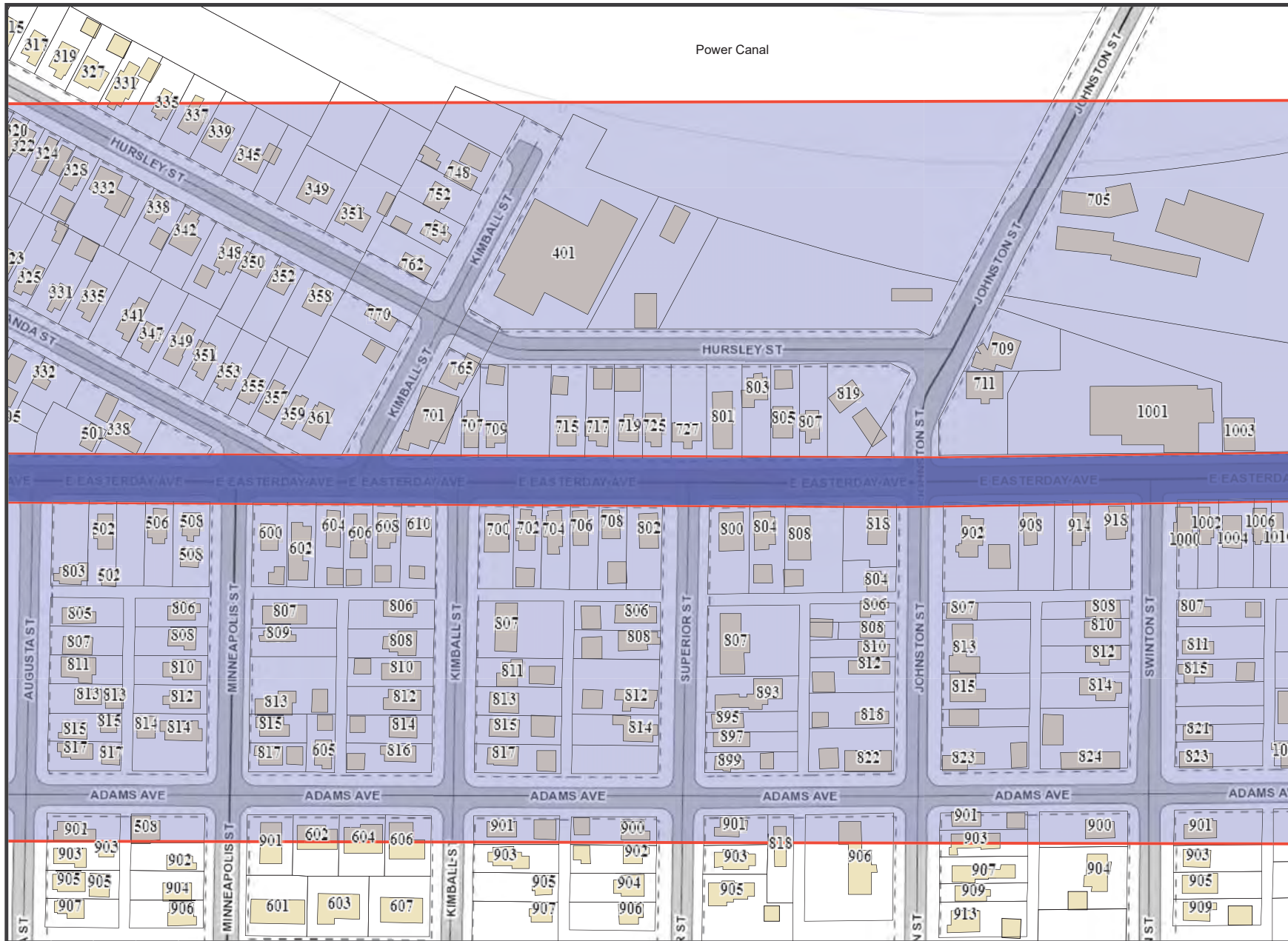
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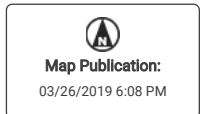
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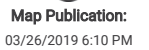
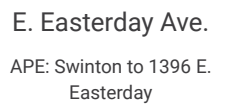


E. Easterday Ave.  
APE: Augusta to Swinton

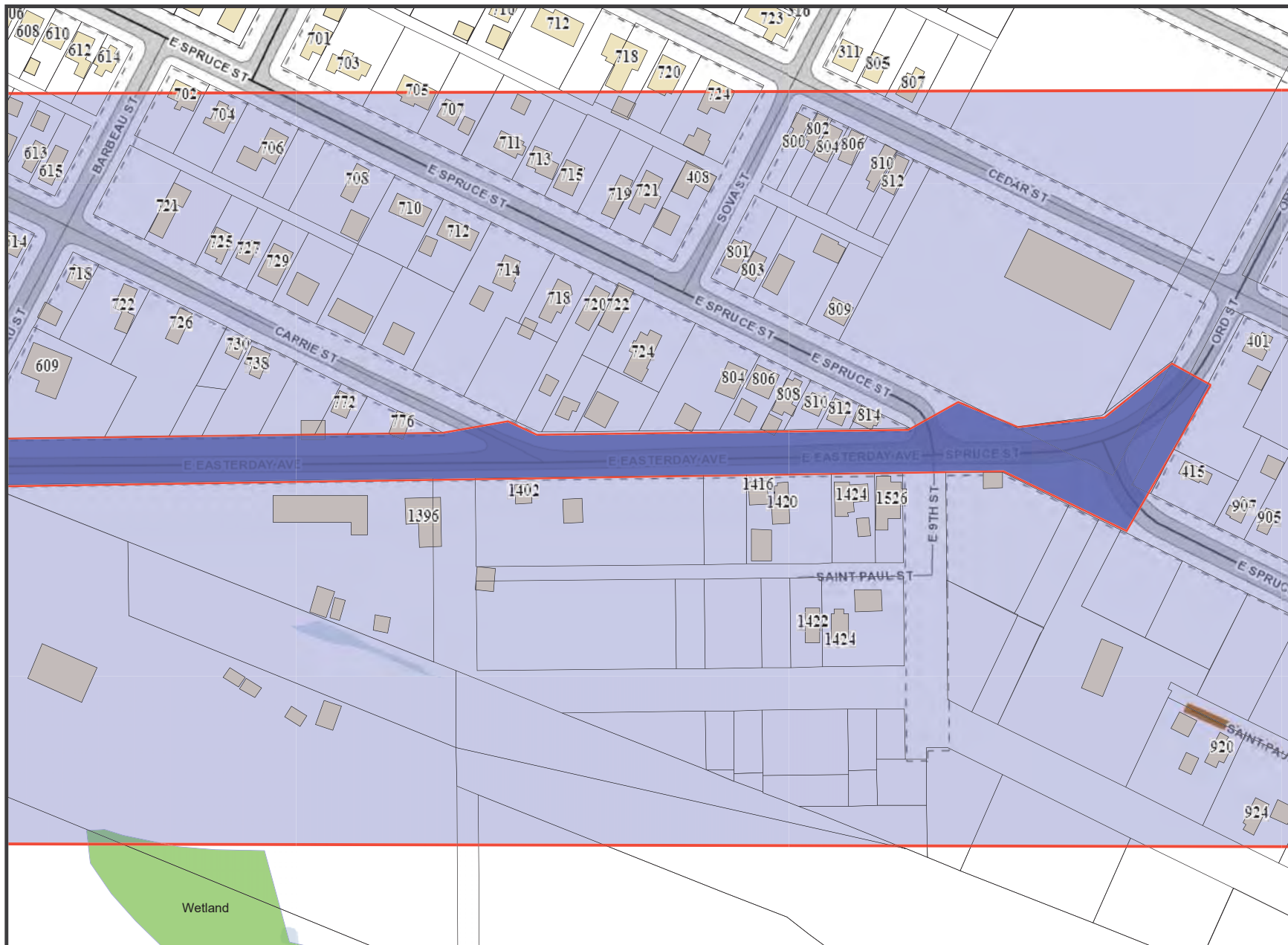


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**Disclaimer:** This map does not represent a survey or legal document and is provided on an "as is" basis. Sault St. Marie expresses no warranty for the information displayed on this map document.



**E. Easterday Ave.**  
APE: 1396 E. Easterday to  
Ord



**Map Publication:**  
03/26/2019 6:11 PM

40m  
100ft

powered by  
**FetchGIS**

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## ***Environmental Laws and Regulations***

This section contains a summary of environmental laws and regulations organized into sections to which they are most applicable.

### ***NEPA***

- National Environmental Policy Act of 1969, 42 USC §§ 4321 *et seq.*
- CEQ's Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500.2 (e))

### ***Geology and Soils***

- EO 12699 (Seismic Safety of Federal and Federally Assisted or Regulated New Building Construction)

### ***Air Quality***

- Clean Air Act (42 USC §7401 *et seq.* (1970))

### ***Hazardous Materials and Waste Management***

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 USC § 9601 *et seq.*)
- Resource Conservation and Recovery Act (RCRA) (42 USC ch. 82 § 6901 *et seq.*)
- Hazardous Materials Regulations (49 CFR parts 171 through 180)

### ***Noise and Vibration***

- Noise Control Act of 1972 (NCA) (42 USC §4901 *et seq.*)
- Quiet Communities Act of 1978

### ***Surface Water***

- NREPA, 1994 PA 451
- NREPA, Part 91 SESC
- NREPA, Part 31 Water Resources Protection

### ***Water Quality***

- Clean Water Act, Section 303(d)
- Clean Water Act, Section 401
- Clean Water Act, Section 402

### ***Wetlands***

- EO 11990 (Protection of Wetlands)

### ***Waters of the US***

- Clean Water Act (33 USC 1251 *et seq.*)
- Clean Water Act, Section 404
- Rivers and Harbors Act of 1899, Section 10

***Coastal Resources***

- Coastal Zone Management Act (CZMA)
- Coastal Barrier Resources Act (Public Law 97-348, 16 USC §§3501–3510; amended by the Coastal Barrier Improvement Act [Public Law 101-591])

***Floodplains***

- Criteria for Land Management and Use (44 CFR Part 60)
- Flood Control Act Amendment July 2014
- EO 11988 (Floodplain Management)

***Fish and Wildlife***

- Aquatic Nuisance Prevention and Control Act of 1990, as amended by the National Invasive Species Act of 1996, (16 USC § 4321 *et seq.*)

***Threatened and Endangered Species and Critical Habitat***

- Endangered Species Act (ESA), (16 USC § 1531 *et seq.*)

***Cultural Resources***

- National Historic Preservation Act (16 USC § 470), Section 106
- National Historic Preservation Act (16 USC § 470), Section 110

***Environmental Justice***

- EO 13045 (Protection of Children from Environmental Health Risks and Safety Risks)
- EO 12898 (Environmental Justice on Minority Populations and Low Income Populations)



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY  
STATE HISTORIC PRESERVATION OFFICE

GARY HEIDEL  
ACTING EXECUTIVE DIRECTOR

July 11, 2019

JEFF BALDWINSSON  
MARITIME ADMINISTRATION  
US DEPARTMENT OF TRANSPORTATION  
1200 NEW JERSEY AVE SE  
WASHINGTON, DC 20590

RE: ER19-664 E. Easterday Avenue Truck Route Reconstruction, Sec. 6, T47N, R1E,  
City of Sault Sainte Marie, Chippewa County (USDOT)

Dear Baldwinsson:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that no historic properties are affected within the area of potential effects of this undertaking.

This letter evidences the USDOT's compliance with 36 CFR § 800.4 "Identification of historic properties," and the fulfillment of the USDOT's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.4(d)(1) "No historic properties affected." **If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.**

We remind you that federal agency officials or their delegated authorities are required to involve the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties per 36 CFR § 800.2(d). The National Historic Preservation Act also requires that federal agencies consult with any Indian tribe and/or Tribal Historic Preservation Officer (THPO) that attach religious and cultural significance to historic properties that may be affected by the agency's undertakings per 36 CFR § 800.2(c)(2)(ii).

The State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking.

If you have any questions, please contact Brian Grennell, Cultural Resource Management Specialist, at 517-335-2721 or by email at GrennellB@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,



Brian G. Grennell  
Cultural Resource Management Specialist

for Brian D. Conway  
State Historic Preservation Officer

BGG:SAT:lrp

Copy: Linda K Basista, City of Sault Saint Marie



MICHIGAN ECONOMIC  
DEVELOPMENT CORPORATION

September 9, 2019

JEFF BALDVINSSON  
MARAD GRANT MANAGEMENT SPECIALIST  
MARITIME ADMINISTRATION  
US DEPARTMENT OF TRANSPORTATION  
1200 NEW JERSEY AVENUE SE  
WASHINGTON DC 20590

RE: ER19-665 Carbide Dock Port Rehabilitation MARAD Grant, Sec. 6, T47N, R1E, Sault Ste. Marie,  
Chippewa County (USDOT)

Dear Mr. Baldwinsson:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that the effects of the proposed undertaking do not meet the criteria of adverse effect [36 CFR § 800.5(a)(1)]. Therefore, the project will have no adverse effect [36 CFR § 800.5(b)] on historic properties within the area of potential effects for the above-cited undertaking.

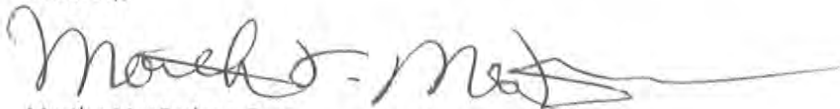
This letter evidences the USDOT's compliance with 36 CFR § 800.4 "Identification of historic properties" and 36 CFR § 800.5 "Assessment of adverse effects," and the fulfillment of the USDOT's responsibility to notify the SHPO, as a consulting party in the Section 106 process, under 36 CFR § 800.5(c) "Consulting party review." **If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.**

We remind you that federal agency officials or their delegated authorities are required to involve the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties per 36 CFR § 800.2(d). The National Historic Preservation Act also requires that federal agencies consult with any Indian tribe and/or Tribal Historic Preservation Officer (THPO) that attach religious and cultural significance to historic properties that may be affected by the agency's undertakings per 36 CFR § 800.2(c)(2)(ii).

Finally, the State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. Thank you for this opportunity to review and comment, and for your cooperation.

If you have any questions, please contact Brian Grennell, Cultural Resource Management Coordinator, at 517-335-2721 or by email at GrennellB@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.**

Sincerely,



Martha MacFarlane-Faes  
Deputy State Historic Preservation Officer

MMF:SAT:BGG

copy: Linda Batista, City of Sault Ste. Marie

STATE HISTORIC PRESERVATION OFFICE

300 North Washington Square | Lansing, MI 48913 | 888.522.0103



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF  
ENVIRONMENT, GREAT LAKES, AND ENERGY  
LANSING



LIESL EICHLER CLARK  
DIRECTOR

March 9, 2020

Tyler Perron  
Staff Engineer  
City of Sault Ste. Marie  
225 E. Portage Avenue  
Sault Ste. Marie, Michigan 49783  
*[Response sent via email]*

Dear Mr. Perron:

Subject: Federal Consistency Determination, Proposed Carbide Dock Port Rehabilitation and Truck Route Reconstruction with USDOT Funding, Sault Ste. Marie, Chippewa County, Michigan

Staff of the Water Resources Division has reviewed this phase of the project for consistency with Michigan's Coastal Management Program (MCMP), as required by Section 307 of the Coastal Zone Management Act, PL 92-583, as amended (CZMA). Thank you for providing the opportunity to review this proposed activity.

Our review indicates that portions of this project are located within Michigan's coastal management boundary and are subject to consistency requirements.

A determination of consistency with MCMP requires evaluation of a project to determine if it will have an adverse impact on coastal land or water uses or coastal resources. Projects are evaluated using the permitting criteria contained in the regulatory statutes administered by the Department of Environment, Great Lakes, and Energy. These statutes constitute the enforceable policies of the Coastal Management Program.

Provided all required permits are issued and complied with, no adverse impacts to coastal resources are anticipated from this project as described in the information you forwarded to our office. Issuance of all required permits will certify the activity for which the permits were issued as consistent with MCMP.

This consistency determination does not waive the need for permits that may be required under other federal, state or local statutes. Please call me if you have any questions regarding this review.

Sincerely,

Matt Smar  
Field Operations Support Section  
Water Resources Division  
517-284-5049



April 12, 2019

Paula Carrick  
Bay Mills Indian Community  
12140 W Lakeshore Drive  
Brimley, MI 49715

Dear Paula;

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to Spruce St. where it meets Ord St. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

After you have reviewed the information in the attached narrative, please let us know if you have any concerns regarding the project either from a cultural or environmental standpoint. Your input is important and will be entered into the official environmental review records.

Thank you!

Regards,

Tyler Perron, Staff Engineer  
tperron@saultcity.com  
City of Sault Ste. Marie Engineering Dept.



April 12, 2019

Kathy Brosmer  
Sault Tribe of Chippewa Indians  
Environmental Department  
523 Ashmun Street  
Sault Ste. Marie, MI 49783

Dear Kathy;

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to Spruce St. where it meets Ord St. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

After you have reviewed the information in the attached narrative, please let us know if you have any concerns regarding the project either from a cultural or environmental standpoint. Your input is important and will be entered into the official environmental review records.

Thank you!

Regards,

Tyler Perron, Staff Engineer  
tperron@saultcity.com  
City of Sault Ste. Marie Engineering Dept.



February 17, 2020

Cindy Winslow  
Grand Traverse Band of Ottawa & Chippewa Indians  
2605 North West Bay Shore Dr.  
Suttons Bay, MI 49682

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Cindy,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department



February 17, 2020

Earl Meshigaud  
Hannahville Indian Community  
N-14911 Hannahville B1 Rd.  
Wilson, MI 49896

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Earl,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

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Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department



February 17, 2020

Gary F. Loonsfoot, Jr.

Keweenaw Bay Indian Community of the Lake Superior Band of Chippewa Indians

16429 Bear Town Rd.

Baraga, MI 49908

SUBJECT: Notice and Opportunity to Comment

E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Gary,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer

City of Sault Ste. Marie Engineering Department



February 17, 2020

Daisy McGeshick  
Lac Vieux Desert Band of Lake Superior Chippewa Indians  
P.O. Box 249  
Watersmeet, MI 49969

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Daisy,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department





February 17, 2020

Jonnie J. Sam  
Little River Band of Ottawa Indians  
2608 Government Center Dr.  
Manistee, MI 49660

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Jonnie,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

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Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department



February 17, 2020

Melissa Wiatrolik  
Little Traverse Bay Bands of Odawa Indians  
7500 Odawa Cir.  
Harbor Springs, MI 49740

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Melissa,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

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Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department



February 17, 2020

Lakota Pochedley

Match-E-Be-Nash-She-Wish (Gun Lake) Band of Pottawatomi Indians

2872 Mission Dr.

Shelbyville, MI 49740

SUBJECT: Notice and Opportunity to Comment

E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Lakota,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer

City of Sault Ste. Marie Engineering Department



April 16, 2020

Tyler Perron  
Staff Engineer  
City of Sault Ste. Marie  
225 E. Portage Avenue  
Sault Ste. Marie, MI 49783  
tperron@saultcity.com

Re: THPO Response to consultation for Reconstruction of E. Easterday Avenue from Ashmun Street to E. Portage Avenue and improvements to the dock and seawall at the Carbide Dock Facility

Dear Mr. Perron:

As the Tribal Historic Preservation Officer (THPO), we have received your request for consultation regarding the proposed undertaking in Chippewa County, MI. At this time, we are not providing comments. We have not identified any information concerning the presence of any cultural resources significant to the Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians within the Area of Potential Effect (APE). This is not to say that such a site may not exist, just that this office does not have any available information of the area(s) at this time.

However, in the event that a discovery of artifacts, human remains, or funerary objects are found, we request to be notified within 10 days. At that time, the Tribe will determine if further consultation is necessary.

Sincerely,

Lakota Pochedley  
THPO  
2872 Mission Dr.  
Shelbyville, Michigan 49344  
Lakota.pochedley@glt-nsn.gov  
Phone: (269) 397-1780



February 17, 2020

Douglas Taylor  
Nottawaseppi Huron Band of the Potawatomi  
1485 Mno-Bmadzewen Way  
Fulton, MI 49052

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Douglas,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department

**From:** [Douglas Taylor](#)  
**To:** [Tyler Perron](#)  
**Subject:** RE: THPO Consultation - Comment E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation  
**Date:** Monday, February 17, 2020 4:54:35 PM  
**Attachments:** [image001.png](#)

---

Greetings,

Ref: E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Thank you for including the Nottawaseppi Huron Band of the Potawatomi in your consultation process. From the description of your proposed project, it does not appear as if any cultural or religious concerns of the Tribe's will be affected. We therefore have no objection to the project.

Very Respectfully  
Douglas R. Taylor

Douglas R. Taylor | Tribal Historic Preservation Officer (THPO)  
Pine Creek Indian Reservation  
1301 T Drive S, Fulton, MI 49052  
o: 269-704-8347 | c: 269-419-9434 | f: 269-729-5920  
[Douglas.Taylor@nhbpi.com](mailto:Douglas.Taylor@nhbpi.com) | [www.nhbpi.com](http://www.nhbpi.com)



*Please consider the environment before printing this email. This message has been prepared on resources owned by the Nottawaseppi Huron Band of the Potawatomi located in the State of Michigan. It is subject to the Electronic Communications Policy of Nottawaseppi Huron Band of the Potawatomi. This communication may contain confidential (including "protected health information" as defined by HIPAA) or legally privileged information intended for the sole use of the designated recipient(s). If you are not the intended recipient, please notify the sender immediately by reply e-mail and delete all copies of this communication and attachments without reading or saving them. If you are not the named addressee you are notified that disclosing, disseminating, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited*

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**From:** Tyler Perron <[tperron@saultcity.com](mailto:tperron@saultcity.com)>  
**Sent:** Monday, February 17, 2020 1:39 PM  
**To:** Douglas Taylor <[Douglas.Taylor@NHBPI.COM](mailto:Douglas.Taylor@NHBPI.COM)>  
**Subject:** THPO Consultation

Hi,

The City of Sault Ste. Marie was awarded funds under the US Department of Transportation (DOT) Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program for improvements to E. Easterday Avenue and the Carbide Dock Facility. The project is located in Sault Ste. Marie, MI. Attached is the proposed project description and maps.

The U.S. Department of Transportation Maritime Administration (MARAD) will conduct a review of this project to comply with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR Part 800. We would like to invite you to be a consulting party in this review to help identify historic properties in the project area that may have religious and cultural significance to your tribe, and if such properties exist, to help assess how the project might affect them. If the project might have an adverse effect, we would like to discuss possible ways to avoid, minimize or mitigate potential adverse effects.

If you have any additional questions or comments, please do not hesitate to ask.

Thank you,

**Tyler Perron**

Staff Engineer

City of Sault Ste. Marie

225 E. Portage Avenue

Sault Ste. Marie, MI 49783

Ph: (906) 632-5732



February 17, 2020

Matthew J.N. Bussler  
Pokagon Band of the Potawatomi Indians  
59291 Indian Lake Road/P.O. Box 180  
Dowagiac, MI 49047

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear Matthew,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department





City of Sault Ste. Marie, Michigan

February 17, 2020

William Johnson  
Saginaw Chippewa Indian Tribe of Michigan  
6650 East Broadway  
Mt. Pleasant, MI 48858

SUBJECT: Notice and Opportunity to Comment  
E. Easterday Avenue Reconstruction & Carbide Dock Rehabilitation

Dear William,

The City of Sault Ste. Marie is in the process of planning for a BUILD grant-funded public project for reconstruction of E. Easterday Ave. and rehabilitation of the Carbide Dock facility.

The specifics of the project are contained in the attached document; however, the general overview is that E. Easterday Ave. will be reconstructed from Ashmun St. to E. Portage Ave. This will also involve water and sewer utility reconstruction. The second part of the project is the rehabilitation of the seawall and dock at the Carbide Dock facility on E. Portage Ave.

This notice and opportunity to comment is being sent to you to fulfill Section 106 of the National Historic Preservation Act review process, which requires a federal agency or applicant to consult with THPOs and federally recognized Indian tribes. The purpose of this notice is to give you an opportunity to have your interests and concerns considered. Should you have any comments on potential impacts to known religious and/or culturally significant properties in the area of the proposed project please provide them to us within 30 days of this notice.

Thank you,

Tyler Perron, Staff Engineer  
City of Sault Ste. Marie Engineering Department

### ***Project Location***

The Carbide Dock is located on the St. Mary's River just beyond the lower approaches to the Soo Locks in the City of Sault Ste. Marie. Access to the site is via E. Portage Ave.

### ***Project Description***

- Rehabilitate the 1,100 LF dock/seawall structure along the St. Mary's River.
- Resurface the grounds for material and cargo offloading.
- Water runoff quality improvements.
- Other minor ancillary improvements.

### ***Area of Potential Effects (APE)***

The APE is the Carbide Dock property between E. Portage Ave. and the St. Mary's River, and its adjacent properties. They are a mix of residential, local business, and light industrial. Alford Park, a City Park, is in the APE and will benefit from the seawall reconstruction, as access to the water from the Park has been closed due to the unsafe conditions. Indirect areas of potential effects include noise, vibrations, and dust due to construction activities.

### ***Existing Conditions***

The Carbide Dock had a structural analysis done in 2016 and the conclusion led to its restricted use. The front piles are deteriorated to the extent that no amount of vertical or horizontal load can safely be sustained by the concrete portion of the dock. It also advised against any mooring adjacent to the concrete wall. Special provisions were made in 2017 so materials could still be offloaded from vessels and stockpiled 70 feet inland from the deteriorating dock. The portion of the dock in Alford Park has been fenced off and closed to the public.

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### ***Project Location***

E. Easterday Ave. runs from I-75 Business Spur/Ashmun St. to Spruce St., which intersects with Ord St. and connects to I-75 Business Spur/E Portage Ave. It has a National Functional Classification as a minor arterial and is designated by the City as a Truck Route subject to seasonal load restrictions.

### ***Project Description***

- Reconstruction of E. Easterday Ave. within the existing ROW, to include curb and gutter, sidewalks, and reconfiguration of 2 all-way-stop intersections into 2 roundabouts, approximately 6,000 feet.
- Water and sewer utility reconstruction.
- Any additional utility upgrades as seen necessary by utility companies.

### ***Area of Potential Effects (APE)***

The APE is the existing road Right-of-Way for E. Easterday Ave. and its cross street intersections. This will also include utility trenches to renew water and sewer service

leads onto private property adjacent to the ROW. Indirect areas of potential effects include noise, vibrations, dust, and temporary driveway access due to construction activities.

### ***Existing Conditions***

The majority of E. Easterday Ave. has a PASER Rating of 2 (Very Poor) or 3 (Poor) on a rating scale of 1 – 10, with 1 being failed and 10 being excellent. This poor condition is jeopardizing the roads designation as a Truck Route. The City water and sewer utilities are also in poor condition as they date back to the early 1900's. Multiple repairs have been made along both the water and sewer mains to keep them operational. There have also been more frequent failures associated with service laterals that require additional work to be undertaken in the traveled roadway.



**JULY 2, 2018**

**Office of the Secretary of Transportation  
Attn: The Honorable Elaine L. Chao, Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590**

**Aaron A. Payment,  
MPA, MEd, EdD**

*Ahneen\*, Secretary Chao:*

**Tribal Chairperson**

**Address:**

523 Ashmun St.  
Sault Ste. Marie,  
MI 49783

**Phone:**

906.440.5937

**Email**

[aaronpayment@saulttribe.net](mailto:aaronpayment@saulttribe.net)

**FaceBook**

‘Aaron Payment’

It is my pleasure to submit this letter of support of the Sault Ste. Marie Tribe of Chippewa Indians for the City of Sault Ste. Marie’s Carbide Dock Port – BUILD application (funding opportunity DTOS59-18-RA-BUILD1).

The Carbide Dock Port is a regulated facility as mandated by the U.S. Coast Guard Maritime Security Act. It previously met essential maritime needs for Great Lakes shipping and served as a refuge for vessels requiring emergency tie-ups. It was also the only facility immediately outside of the Soo Locks available for law enforcement agencies seeking to conduct vessel inspections or investigations.

Critically, the Carbide Dock Port could assume a vital role in the future construction of a new lock at the Soo Locks, a vital infrastructure asset through which an estimated 7,000 passages are made annually with over 80 million tons of materials valued at over \$500,000,000,000 serving a multitude of steel, automobile, agricultural, construction, and mining industries and supply chains.

More specifically, the Department of Homeland Security has stated that it is ‘hard to conceive of a single asset more consequential than the Poe Lock’, the lock through which larger vessels travel. As awareness and support builds for the construction of a new lock, it is of paramount importance to emphasize that the successful execution and implementation of such a project would depend upon factors such as the availability of a staging port.

The Carbide Dock Port would serve this function if it is reconstructed and placed back into functional use. The absence of such staging areas could result in time delays and higher costs for a Soo Locks project.

In specific regards to security interests, the Carbide Dock, if reconstructed, could serve as a vital emergency access and staging area for responding to catastrophes or hostile acts involving the International Bridge linking the U.S. and Canada, rail infrastructure linking the U.S. and Canada, and the Soo Locks. The facility has been previously utilized by a wide variety of governmental organizations, including the U.S. Army National Guard, the U.S. Coast Guard, and U.S. Customs and Border Protection.

Additionally, a position paper completed in 2013 with the support of the Lake Carriers' Association speaks to the importance of the Carbide Dock Port. Located in the center of a binational trade corridor, and at the heart of the Great Lakes, the Carbide Dock Port was invaluable to the members of the Lake Carriers' Association, such as the American Steamship Company and the Interlake Steamship Company as well as others, for service during emergency tie-ups and service tie-ups.

The proposed project would contribute to the transportation network of the Great Lakes shipping industry, a powerful economic driver responsible for the annual delivery of over 164,000,000 metric tons of cargo and the employment of over 227,000 individuals in the U.S. and Canada. Providing emergency tie-up capacity and reliable service to this industry within immediate vicinity of the Soo Locks is vital.

Of further importance, expected improvements to East Easterday Avenue, a truck route in close proximity to the Carbide Dock, reflects the multi-modal aspects of the proposed project and the interconnectedness the project offers to benefit local, regional, and national economies.

In recognition of the importance of this project, my Tribe offers support for this project and plans to engage as a project partner with feedback and public outreach, planning, and the evaluation of the priorities of this project with the priorities of the Sault Tribe and will lend our talents of our Planning Division, Economic Development Director, and my skills to identify synergies and possible grant opportunities to support the project.

We genuinely appreciate your consideration of this critical project that would meet a variety of economic, security, and transportation interests at a regional and national level. As the largest tribe of East of the Mississippi and having the third largest settlement of visitors and settlers to or territories, we strongly support this proposal.

**Please contact me at 906-635-6050** should you wish to further discussion this communication.

*Chi MeGwitch\*\**

**Respectfully,**



**Aaron A. Payment**

\* *Anishinabemowin* meaning hello

\*\* *Anishinabemowin* meaning Great Thanks



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Michigan Ecological Services Field Office

2651 Coolidge Road Suite 101

East Lansing, MI 48823-6360

Phone: (517) 351-2555 Fax: (517) 351-1443

<http://www.fws.gov/midwest/endangered/section7/s7process/step1.html>

In Reply Refer To:

November 04, 2019

Consultation Code: 03E16000-2020-SLI-0118

Event Code: 03E16000-2020-E-00309

Project Name: Carbide Dock Rehab and E. Easterday Reconstruction

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

#### To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Fish and Wildlife Service if they determine their project may affect listed species or critical habitat.

There are several important steps in evaluating the effects of a project on listed species. Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions to help you determine if your project may affect listed species and lead you through the section 7 consultation process.

Under 50 CFR 402.12(e) (the regulations that implement section 7 of the Endangered Species Act), the accuracy of this species list should be verified after 90 days. You may verify the list by visiting the ECOS-IPaC website (<http://ecos.fws.gov/ipac/>) at regular intervals during project planning and implementation and completing the same process you used to receive the attached list.



For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project area or may be affected by your proposed project.

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <http://www.fws.gov/migratorybirds/RegulationsandPolicies.html>.

Although no longer listed under the Endangered Species Act, bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you avoid impacting eagles or determine if a permit may be necessary.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/BirdHazards.html>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <http://www.fws.gov/migratorybirds/AboutUS.html>.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
  - USFWS National Wildlife Refuges and Fish Hatcheries
-

- Migratory Birds
  - Wetlands
-

# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Michigan Ecological Services Field Office**

2651 Coolidge Road Suite 101

East Lansing, MI 48823-6360

(517) 351-2555

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## Project Summary

Consultation Code: 03E16000-2020-SLI-0118

Event Code: 03E16000-2020-E-00309

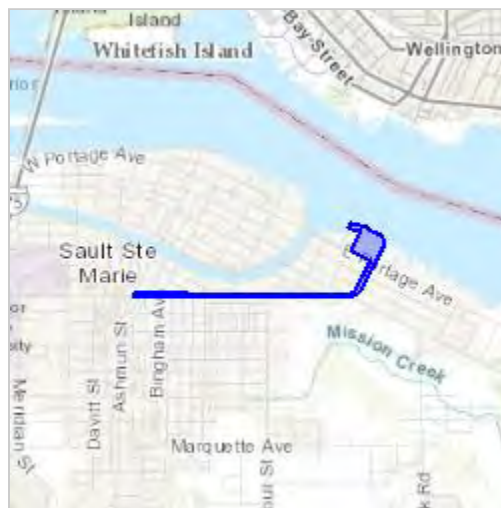
Project Name: Carbide Dock Rehab and E. Easterday Reconstruction

Project Type: TRANSPORTATION

Project Description: Rehabilitate 1,100 LF of seawall at the Carbide Dock along the St. Mary's River and Reconstruct 6,000 LF of E. Easterday Avenue, including water and sewer utilities.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/46.49421924866104N84.32713367126917W>



Counties: Chippewa, MI

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## Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Canada Lynx <i>Lynx canadensis</i> Population: Wherever Found in Contiguous U.S. There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/3652">https://ecos.fws.gov/ecp/species/3652</a>	Threatened
Gray Wolf <i>Canis lupus</i> Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/4488">https://ecos.fws.gov/ecp/species/4488</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a> General project design guidelines: <a href="https://ecos.fws.gov/ipac/guideline/design/population/10043/office/31410.pdf">https://ecos.fws.gov/ipac/guideline/design/population/10043/office/31410.pdf</a>	Threatened

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## Birds

NAME	STATUS
<b>Piping Plover</b> <i>Charadrius melodus</i> Population: [Great Lakes watershed DPS] - Great Lakes, watershed in States of IL, IN, MI, MN, NY, OH, PA, and WI and Canada (Ont.) There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/6039">https://ecos.fws.gov/ecp/species/6039</a>	Endangered
<b>Red Knot</b> <i>Calidris canutus rufa</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>Only actions that occur along coastal areas during the Red Knot migratory window of MAY 1 - SEPTEMBER 30.</li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/1864">https://ecos.fws.gov/ecp/species/1864</a>	Threatened

## Flowering Plants

NAME	STATUS
<b>Dwarf Lake Iris</b> <i>Iris lacustris</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/598">https://ecos.fws.gov/ecp/species/598</a>	Threatened
<b>Houghton's Goldenrod</b> <i>Solidago houghtonii</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5219">https://ecos.fws.gov/ecp/species/5219</a>	Threatened
<b>Pitcher's Thistle</b> <i>Cirsium pitcheri</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8153">https://ecos.fws.gov/ecp/species/8153</a>	Threatened

## Ferns and Allies

NAME	STATUS
<b>American Hart's-tongue Fern</b> <i>Asplenium scolopendrium</i> var. <i>americanum</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4232">https://ecos.fws.gov/ecp/species/4232</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

# USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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# Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Dec 1 to Aug 31
<b>Evening Grosbeak <i>Coccothraustes vespertinus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10

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NAME	BREEDING SEASON
<b>Golden Eagle <i>Aquila chrysaetos</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1680">https://ecos.fws.gov/ecp/species/1680</a>	Breeds Jan 1 to Aug 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Jul 20

## Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ “Proper Interpretation and Use of Your Migratory Bird Report” before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .

- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

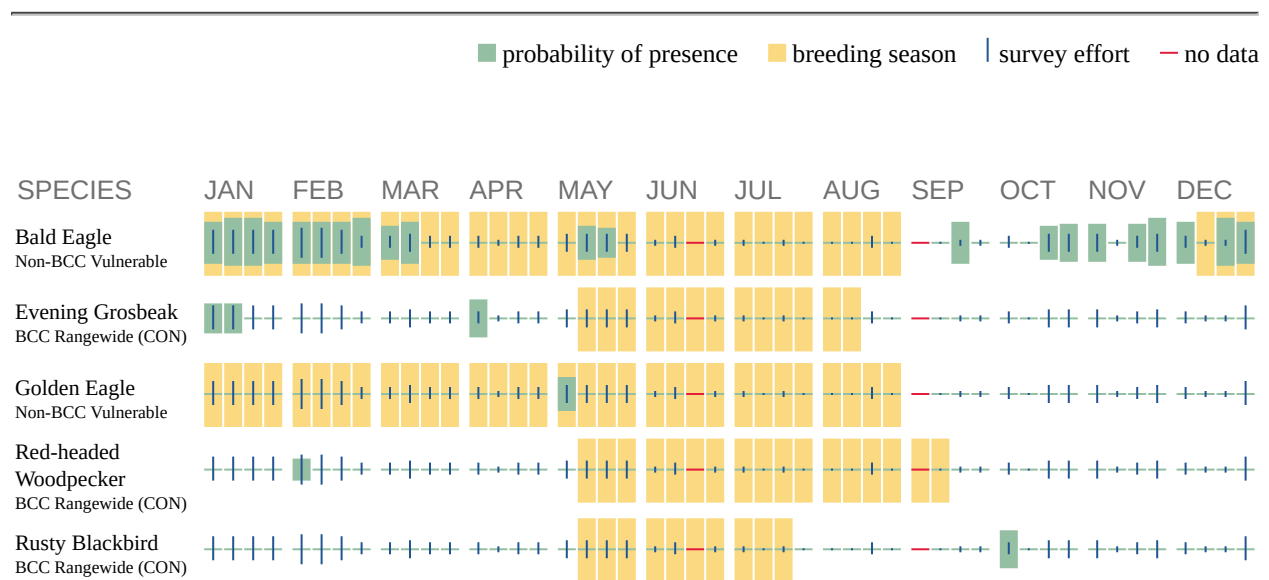
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>

- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and

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how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### **How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

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**What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

**Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

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# Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

LAKE

- [L2UBH](#)





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Michigan Ecological Services Field Office

2651 Coolidge Road Suite 101

East Lansing, MI 48823-6360

Phone: (517) 351-2555 Fax: (517) 351-1443

<http://www.fws.gov/midwest/endangered/section7/s7process/step1.html>

IPaC Record Locator: 189-18957865

November 04, 2019

Subject: Consistency letter for the 'Carbide Dock Rehab and E. Easterday Reconstruction' project (TAILS 03E16000-2020-R-0118) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **Carbide Dock Rehab and E. Easterday Reconstruction** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.**

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- American Hart's-tongue Fern, *Asplenium scolopendrium* var. *americanum* (Threatened)
  - Canada Lynx, *Lynx canadensis* (Threatened)
  - Dwarf Lake Iris, *Iris lacustris* (Threatened)
  - Gray Wolf, *Canis lupus* (Endangered)
  - Houghton's Goldenrod, *Solidago houghtonii* (Threatened)
  - Piping Plover, *Charadrius melodus* (Endangered)
  - Pitcher's Thistle, *Cirsium pitcheri* (Threatened)
  - Red Knot, *Calidris canutus rufa* (Threatened)
-

## **Project Description**

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

Carbide Dock Rehab and E. Easterday Reconstruction

### **Description**

Rehabilitate 1,100 LF of seawall at the Carbide Dock along the St. Mary's River and  
Reconstruct 6,000 LF of E. Easterday Avenue, including water and sewer utilities.

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## Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

No

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

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6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

7. Is the project located **within** a karst area?

*No*

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*No*

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

*No*

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

11. Does the project include slash pile burning?

*No*

12. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*No*

13. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

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14. Will the project involve the use of **temporary** lighting *during* the active season?

*No*

15. Will the project install new or replace existing **permanent** lighting?

*Yes*

16. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

*No*

17. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

18. Will the project raise the road profile **above the tree canopy**?

*No*

19. Is the location of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the project action area not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.*

20. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat*

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## Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

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**From:** [Edith Carson-Supino - NOAA Federal](#)  
**To:** [tperron@saultcity.com](mailto:tperron@saultcity.com)  
**Cc:** [Karen Greene - NOAA Federal](#); [Jessie Murray - NOAA Federal](#)  
**Subject:** Fwd: NEPA Environmental Assessment Consultation  
**Date:** Tuesday, March 10, 2020 12:00:24 PM  
**Attachments:** [Species List](#) [Michigan Ecological Services Field Office.pdf](#)  
[NARRATIVE.pdf](#)

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Mr. Perron:

Thank you for requesting technical assistance regarding ESA listed species under our jurisdiction.

You can also find information about the temporal and spatial distribution of species and their different life stages on our interactive [species mapper](#). The mapper can be found on our website at <https://noaa.maps.arcgis.com/apps/webappviewer/index.html?id=1bc332edc5204e03b250ac11f9914a27>.

We received your email on March 9, 2020, regarding the proposed rehabilitation of Carbide Dock, which is a deep water port on the St. Mary's River in Sault Ste. Marie, Michigan ([attached](#)). Here are our comments.

**Endangered Species Act**

No federally listed or proposed threatened or endangered species under our jurisdiction are known to exist in the site of your proposed project. Based on this, we do not believe a consultation in accordance with section 7 of the Endangered Species Act is necessary. As such, no further coordination on this activity with the NOAA Fisheries Protected Resources Division is necessary at this time. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. Please contact me ((978) 282-8490 or [Edith.Carson-Supino@noaa.gov](mailto:Edith.Carson-Supino@noaa.gov)), should you have any questions regarding these comments.

**Magnuson-Stevens Fishery Conservation and Management Act - Essential Fish Habitat**

Recent changes to the Corps of Engineers' Nationwide Permits have removed the requirement that NOAA Fisheries be contacted for information on essential fish habitat and that applicants provide evidence of the contact and our resources. You now access the information on your own from our websites. The Habitat Conservation Division's website is: <https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/conserving-habitat-greater-atlantic-region>. Information on essential fish habitat can be found there.

Thank you,

Edith

**Edith Carson-Supino, M.Sc.**

*Section 7 Fish Biologist*

*NOAA Fisheries*

*U.S. Department of Commerce*

Greater Atlantic Regional Fisheries Office

Phone: 978-282-8490

[edith.carson-supino@noaa.gov](mailto:edith.carson-supino@noaa.gov)

For ESA Section 7 guidance please see:

<https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-consultations-greater-atlantic-region>



----- Forwarded message -----

From: **Tyler Perron** <[tperron@saultcity.com](mailto:tperron@saultcity.com)>

Date: Mon, Mar 9, 2020 at 2:50 PM

Subject: NEPA Environmental Assessment Consultation

To: <[mark.murray-brown@noaa.gov](mailto:mark.murray-brown@noaa.gov)>

Hi Mark,

I'm not sure if I'm in the right spot, but hopefully you can point me in the right direction.

The City of Sault Ste. Marie received a BUILD Grant from the US Department of Transportation to rehabilitate the Carbide Dock, which is a deep water port on the St. Mary's River in Sault Ste. Marie, Michigan. I am currently working on preparing an Environmental Assessment for NEPA clearance to be submitted to US Maritime Administration (MARAD). The proposed project will demo and rebuild the deteriorating dock, which runs approximately 1,100 feet along the river. The existing dock structure consists of wooden piles directly cast into a concrete slab. The design is in its early stages and the exact replacement type hasn't been decided. It could be a steel sheet pile with anchor wall and tie-backs, open cell sheeting, grade and armor embankment with armor stone, or a combination of sheeting and armor embankment.

I am looking for a determination as far as impacts to fish habitat or threatened and endangered species. I have attached a species list that was generated through Fish and Wildlife Services that doesn't show any threatened or endangered fish species present. Is this all I need? Does it need to be provided to anyone for a consultation letter? I used the Essential Fish Habitat Mapper, but it doesn't appear to have data for the Great Lakes. Is there any other consultation that would need to be done to attach to an EA?

I have also attached the Grant Narrative that has some more information and maps of the area. If you need more information let me know or feel free to give me a call to discuss. This is my first time putting together something like this so this is all new to me.

Thank you,

**Tyler Perron**

Staff Engineer

City of Sault Ste. Marie

225 E. Portage Avenue

Sault Ste. Marie, MI 49783

Ph: (906) 632-5732

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Mark Murray-Brown  
ESA Section 7 Coordinator  
Protected Resources Division  
NOAA National Marine Fisheries Service  
Greater Atlantic Regional Fisheries Office  
55 Great Republic Drive  
Gloucester MA 01930  
(978) 281-9306

For ESA Section 7 guidance and updates on listed species presence and critical habitat analysis please see:

[www.greateratlantic.fisheries.noaa.gov/protected/section7/index.html](http://www.greateratlantic.fisheries.noaa.gov/protected/section7/index.html)

To submit a request for technical information or ESA section 7 consultation please send to:

[nmfs.gar.esa.section7@noaa.gov](mailto:nmfs.gar.esa.section7@noaa.gov)