

Kingsbury Bay – Grassy Point Habitat Restoration

October 23, 2019 Update



The curved sand berm at Grassy Point will contain the future island



An excavator sits on a barge, placing riprap to armor the sand berm

Project Overview

Kingsbury Bay and Grassy Point restoration projects will see improved habitat by removing excess sediment, remediating historic wood waste, removing non-native vegetation, and improving valuable coastal marsh habitat. This \$15M project is being completed with funding from Great Lakes Restoration Initiative, Minnesota Outdoor Heritage Fund, and St. Louis River/Interlake/Duluth Tar Superfund Site Natural Resources Damage Assessment and Restoration settlement. Construction efforts started in June 2019, and will continue through 2020. The mitigation of historic impacts to fish and wildlife habitat will continue efforts towards delisting the St. Louis River Area of Concern.

Work Completed

- ✓ Imported sand berm material to Dock #7
- ✓ Constructed a sand berm at Grassy Point that will contain and support the future island.
- ✓ Stabilized the sand berm with geotextile fabric and woven matting.
- ✓ Imported riprap to Fraser Shipyards and began armoring select portions of the sand berm.
- ✓ Continued clearing invasive cattails at Kingsbury Bay and staging for future off-site transport.

Upcoming Work

- Complete Kingsbury Bay invasive cattail removal and Grassy Point berm armoring
- Resume dredging sediment from open water areas at Kingsbury Bay, placing it at Grassy Point or 40th Avenue West project areas.
- Build a heavy equipment access road from the Pulaksi St. parking lot to Kingsbury Bay.

Public Interest Items

Access: Kingsbury Bay residents will continue to have managed access to their docks during open water dredging and have been notified with instructions for boat use and safety. Parking and public trail access at Kingsbury Bay will be impacted while crews create access routes; users should pay attention to posted signs.

Work Schedule: Veit is working 24-hrs/day, Mon-Sat

Haul Routes: Armoring materials will be delivered to Fraser Shipyards in WI; no local haul routes required.

Other: During sand berm construction, tugboat activity released some historic wood waste, which collected along the WI shoreline near Arrowhead landing. The wood was promptly removed and operations were modified to minimize additional wood movement.

For More Information

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Project website: [St. Louis River Restoration Initiative](#)

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