

An aerial photograph of a wide river, likely the St. Croix River, flowing through a green, forested landscape. The river is the central focus, with a road and some buildings visible on the left bank. The sky is clear and blue.

St. Croix River Crossing Project

*City Owned Park Property and
Proposed Mitigation Items*

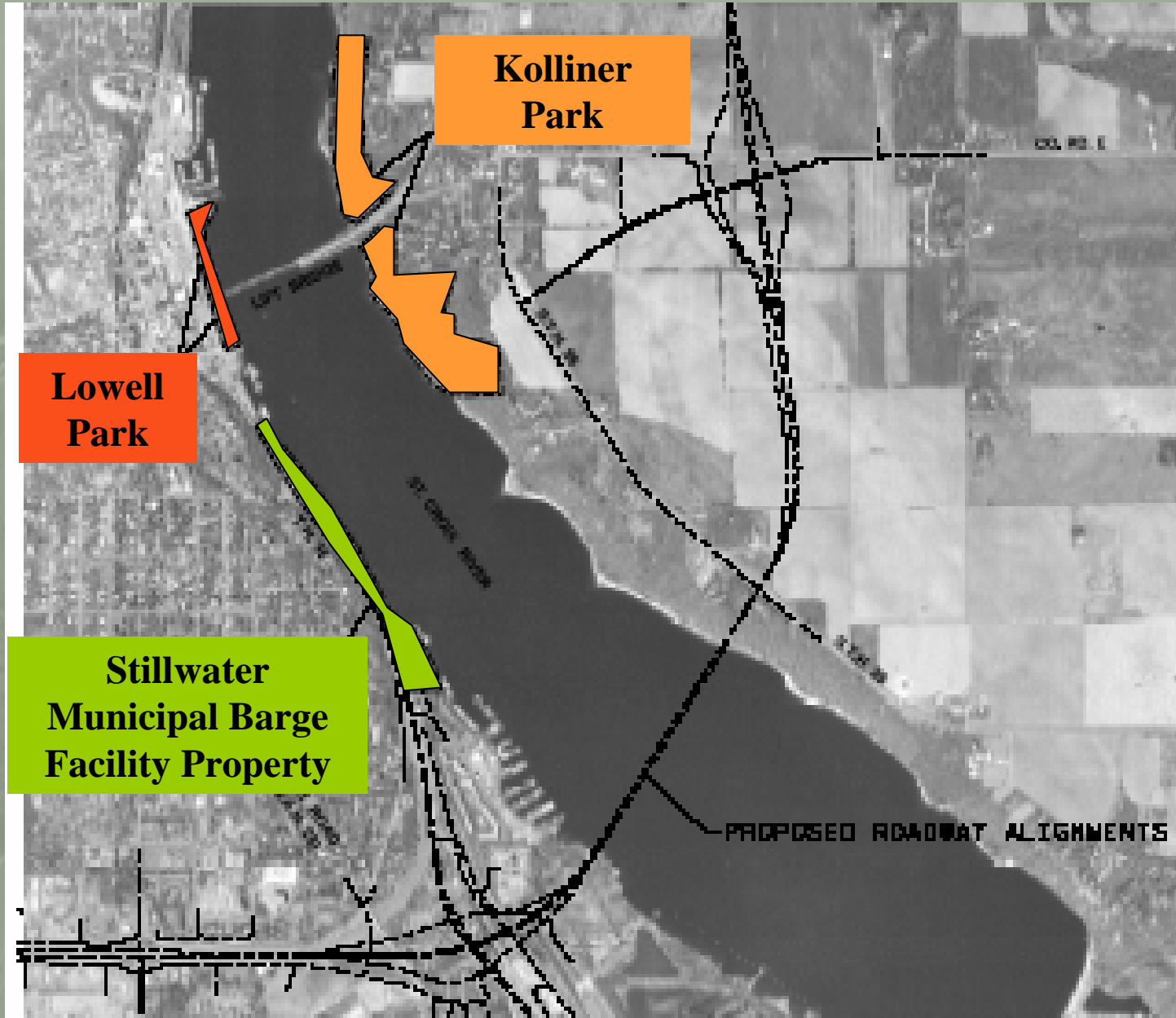
*Documentation for Compliance with
Chapter 1, Article 16 of City Code*

City of Stillwater Council

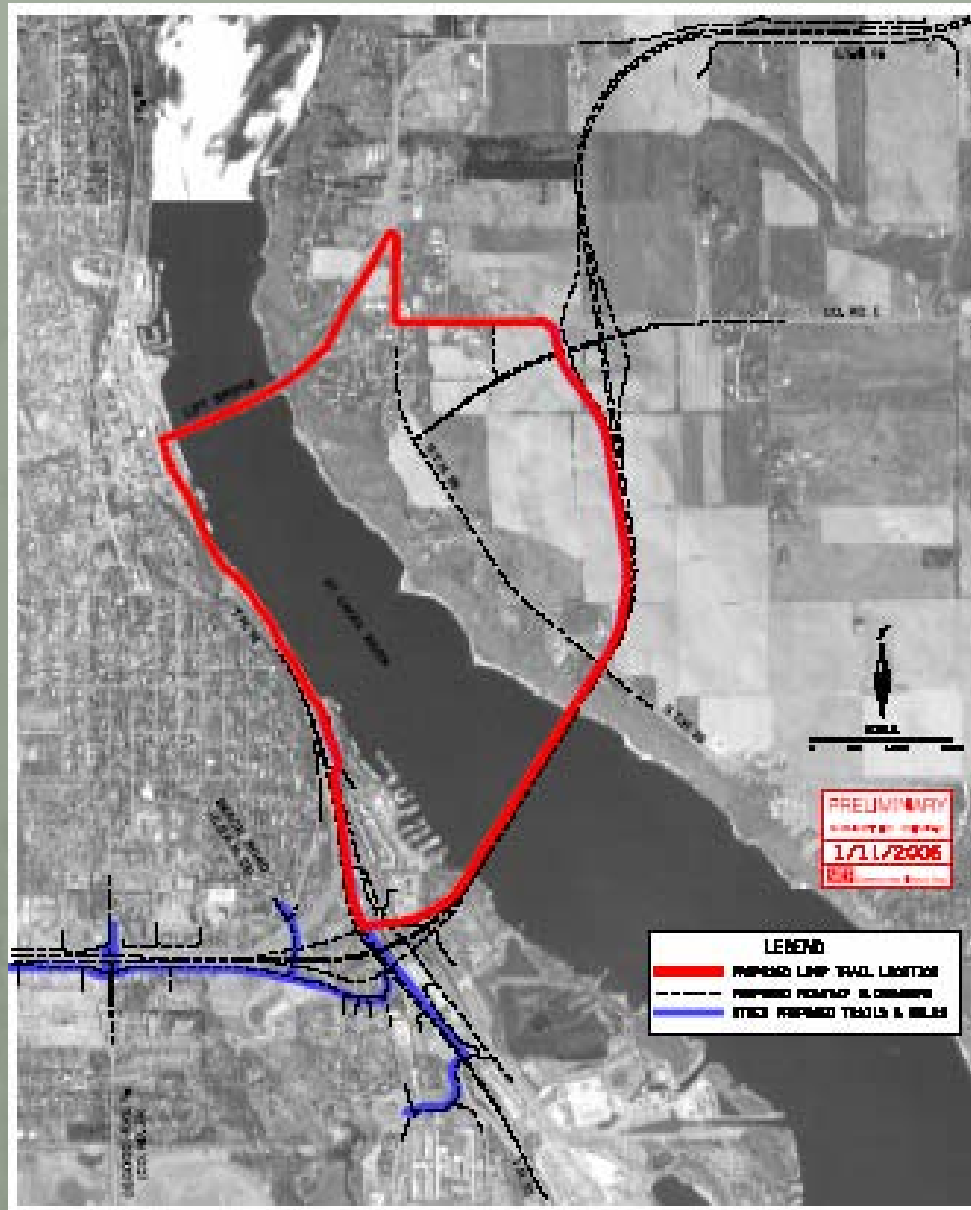
May 17, 2005

Purpose of presentation is to provide additional consultation with the City of Stillwater regarding the project's proposed affects to City's 4(f) parks.

Chapter 1, Article 16 of City Code (City Owned Land) requires public review if the character of the City-owned land is substantially changed or altered.



Section 4(f) Consultation

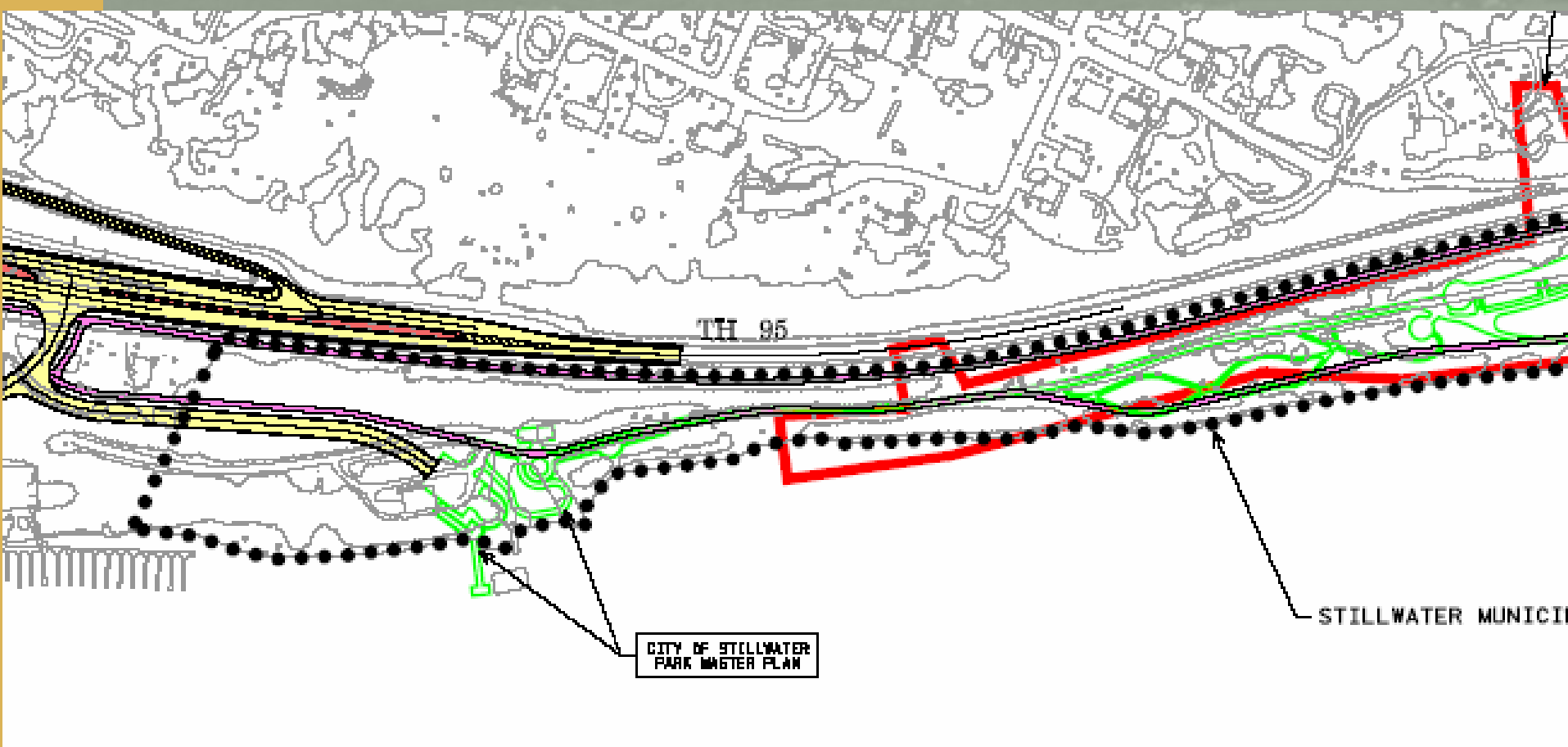


Loop Trail

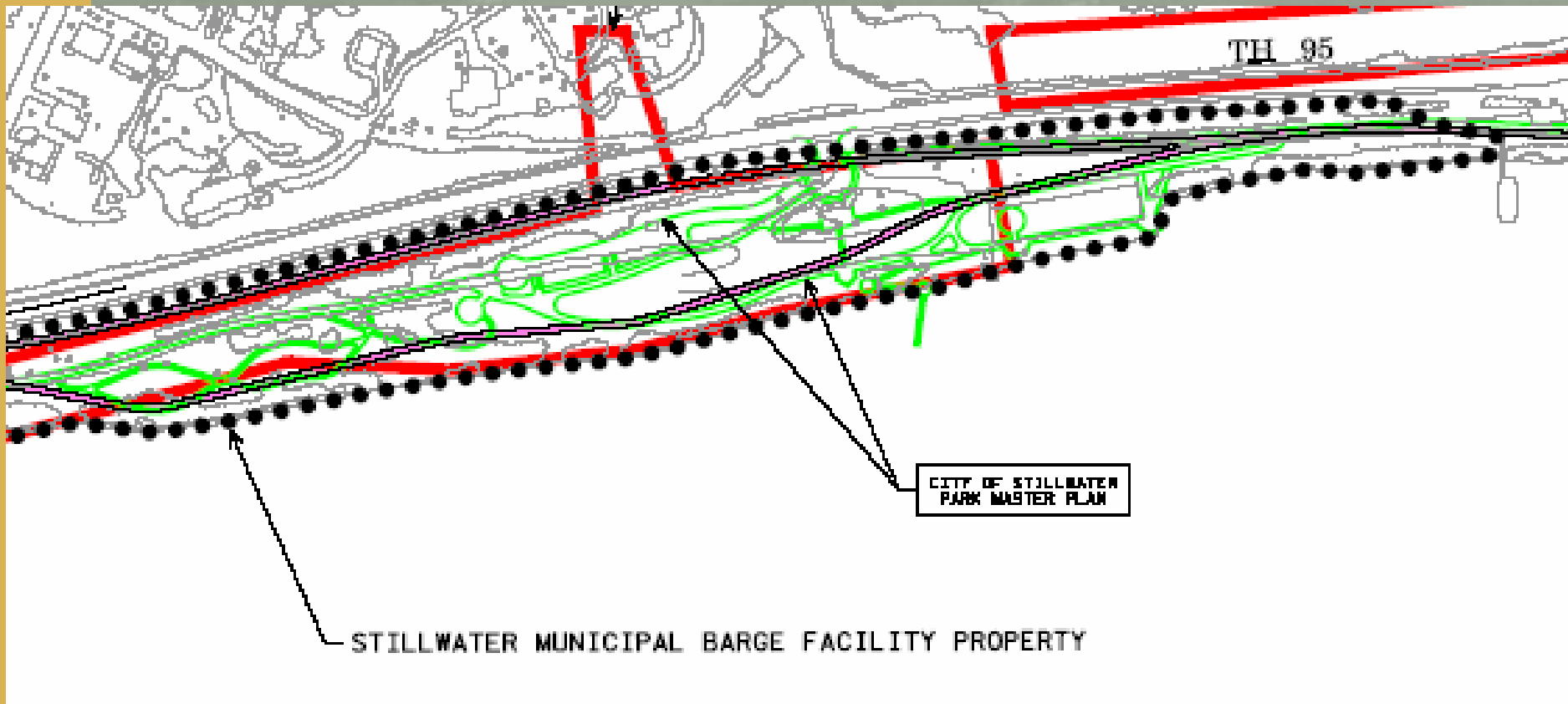
Stillwater Municipal Barge Facility Property

- No land acquisition; Impact ~1.4 acres
- Park access road at south end is consistent with previously developed Master Plan
- Bicycle trail adjacent to Highway 95 utilizing the former railroad corridor
- Pedestrian trail following St. Croix River shoreline
- Avoid Hersey & Bean archaeological site
- Removal of Terra Terminal
- Temporary Occupancy necessary to construct Loop Trail
Removal of Terra Terminal Building

Stillwater Municipal Barge Facility Property



Stillwater Municipal Barge Facility Property



Lowell Park

- No land acquisition
- Combined trail alignment along former railroad right of way along the west boundary of Lowell Park between Nelson and Chestnut Streets
- Lift Bridge converted to ped/bike facility
- Removable bollards placed on Chestnut St.
- Opportunities for additional on-street parking along Chestnut and Main Streets
- Temporary Occupancy to construct Loop Trail

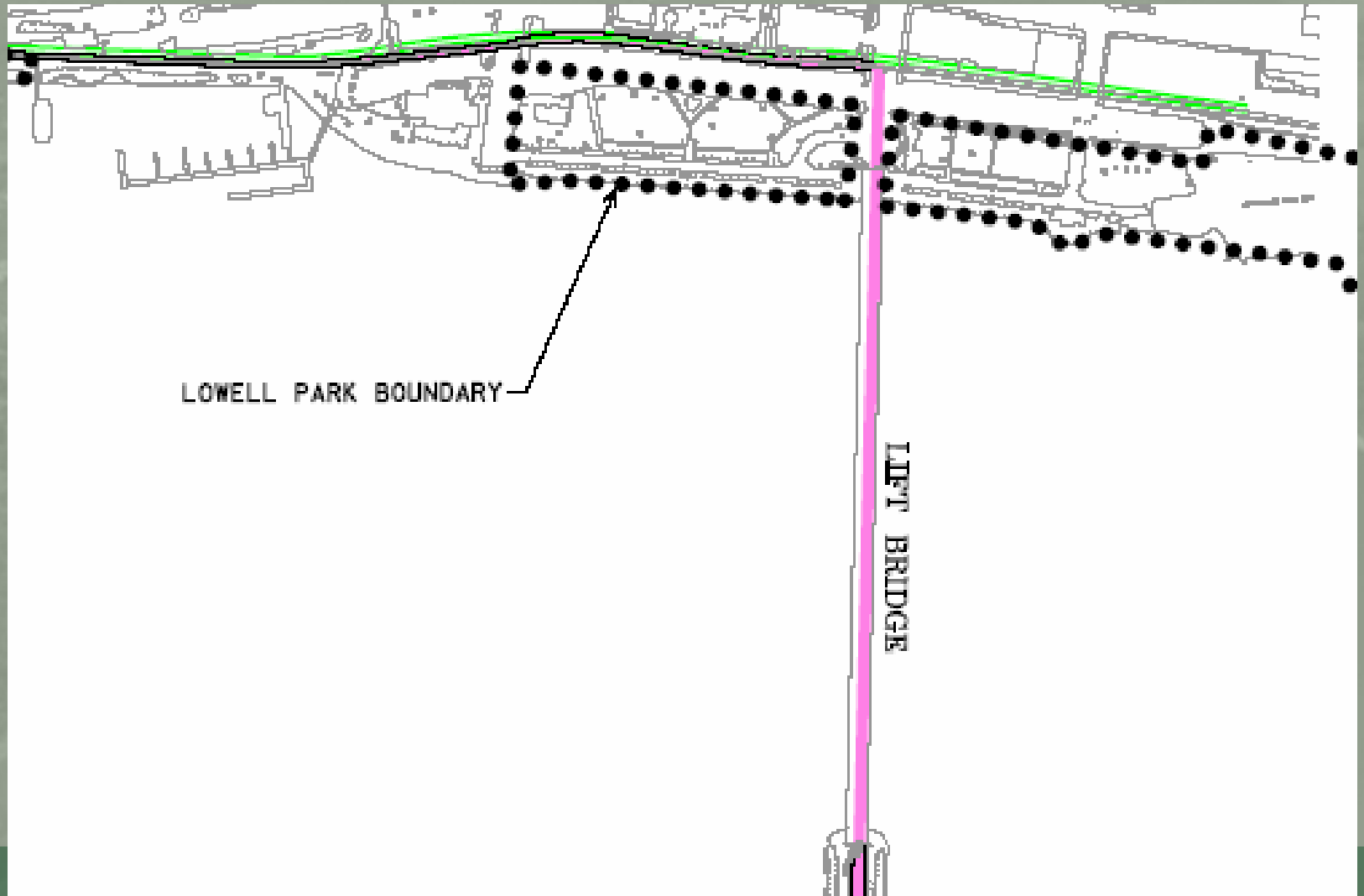
- Will be part of the loop trail system
- Bridge lift mechanism would continue to operate to allow river traffic to pass



Stillwater Lift Bridge as a Bicycle Pedestrian Facility

St. Croix River Crossing Project
ATTACHMENT C

Lowell Park



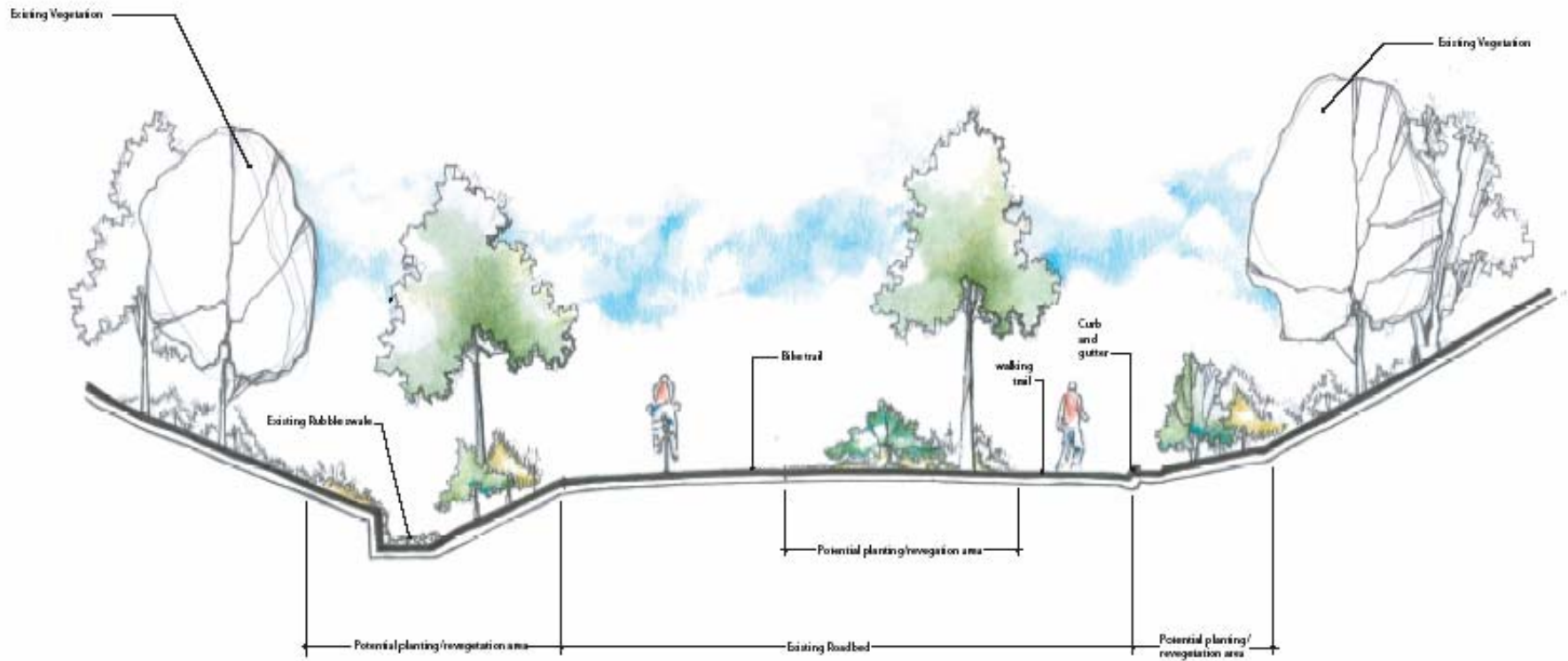
Kolliner Park

1 of 2

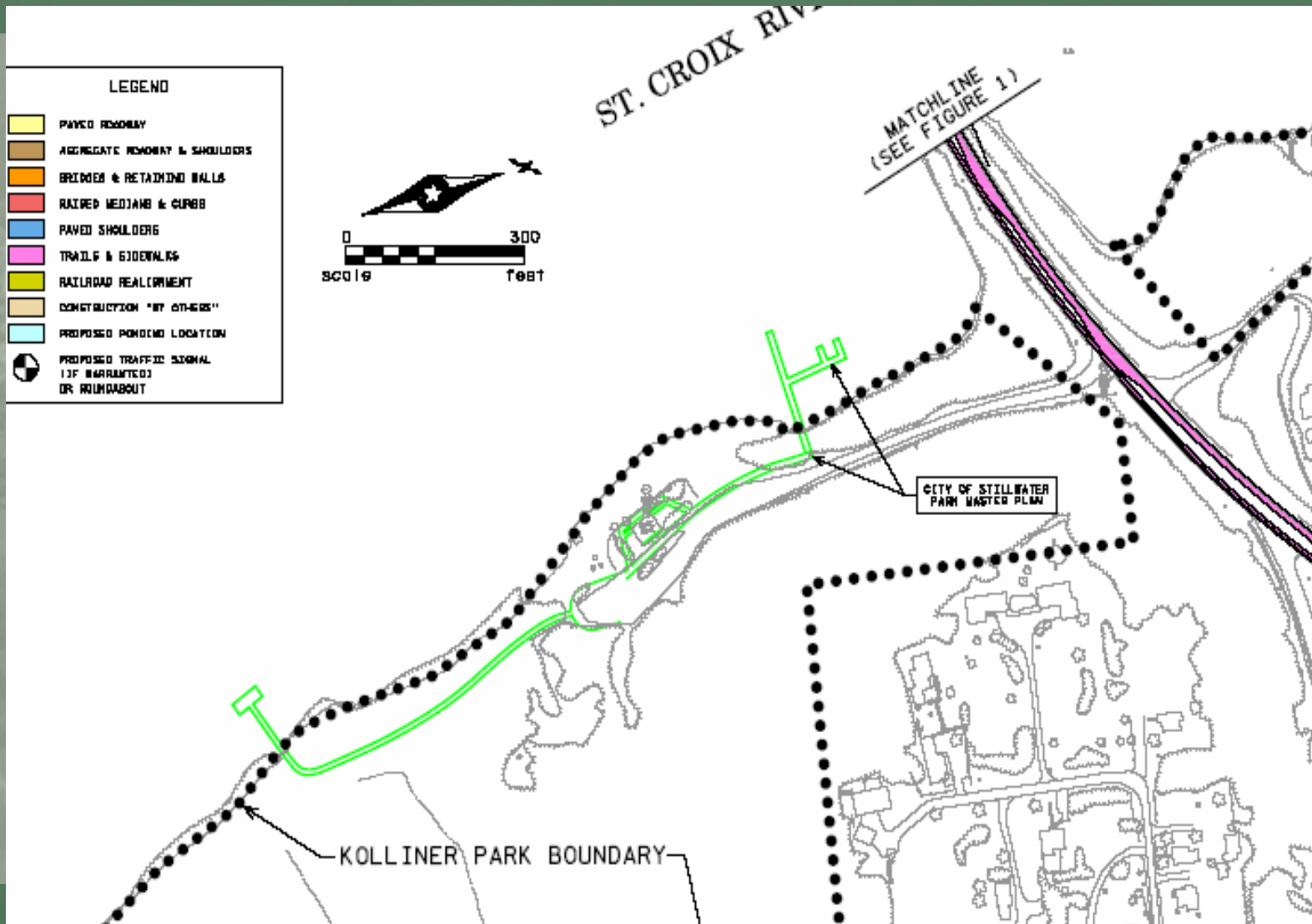
- No land acquisition
- Roadway pavements removed
- Trail alignment from East end of Lift Bridge to existing Highway 35 in Houlton
- Two trails parallel up the Wisconsin bluff
- Trail alignment entirely within existing STH 64 road right of way
- Lift Bridge converted to ped/bike facility
- City vehicles allowed limited access

- Parking area at top of Wisconsin bluff
- Removal of non-historic elements to mitigate for visual and bluff impacts of a new river crossing
- Landscaping and Revegetation through Visual Quality work to address bluff impacts
- Reversion to a natural state
- Temporary Occupancy to construct Loop Trail/Pavement Removal

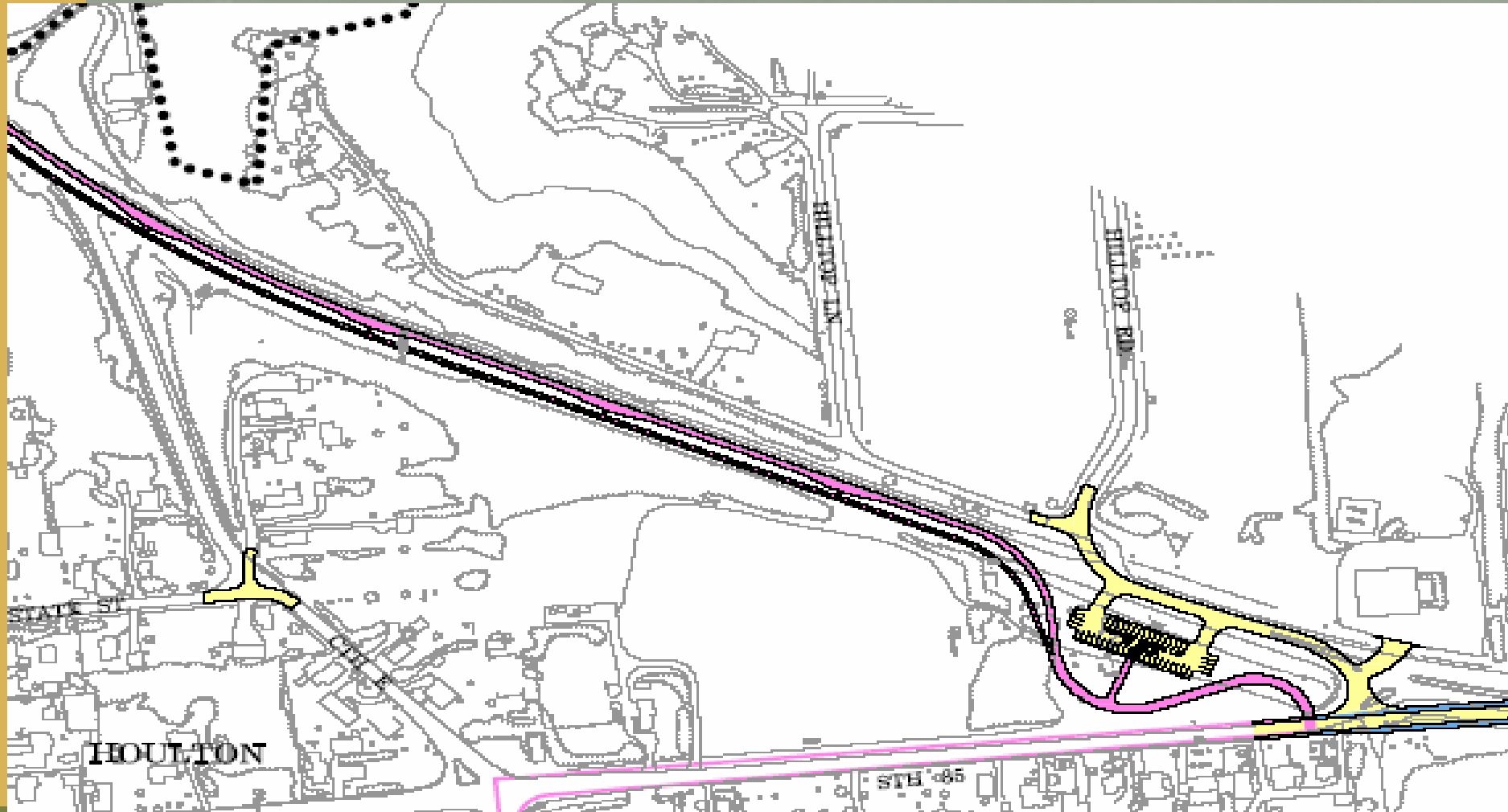
Loop Trail Typical Section - Wisconsin Bluff



Kolliner Park Access



Loop Trail – Wisconsin Bluff





Existing View

Loop Trail – STH 64/County E – Existing



Proposed View at Completion of Loop Trail and Planting

Loop Trail – After Construction & Planting



Proposed View Shown with Mature Plantings

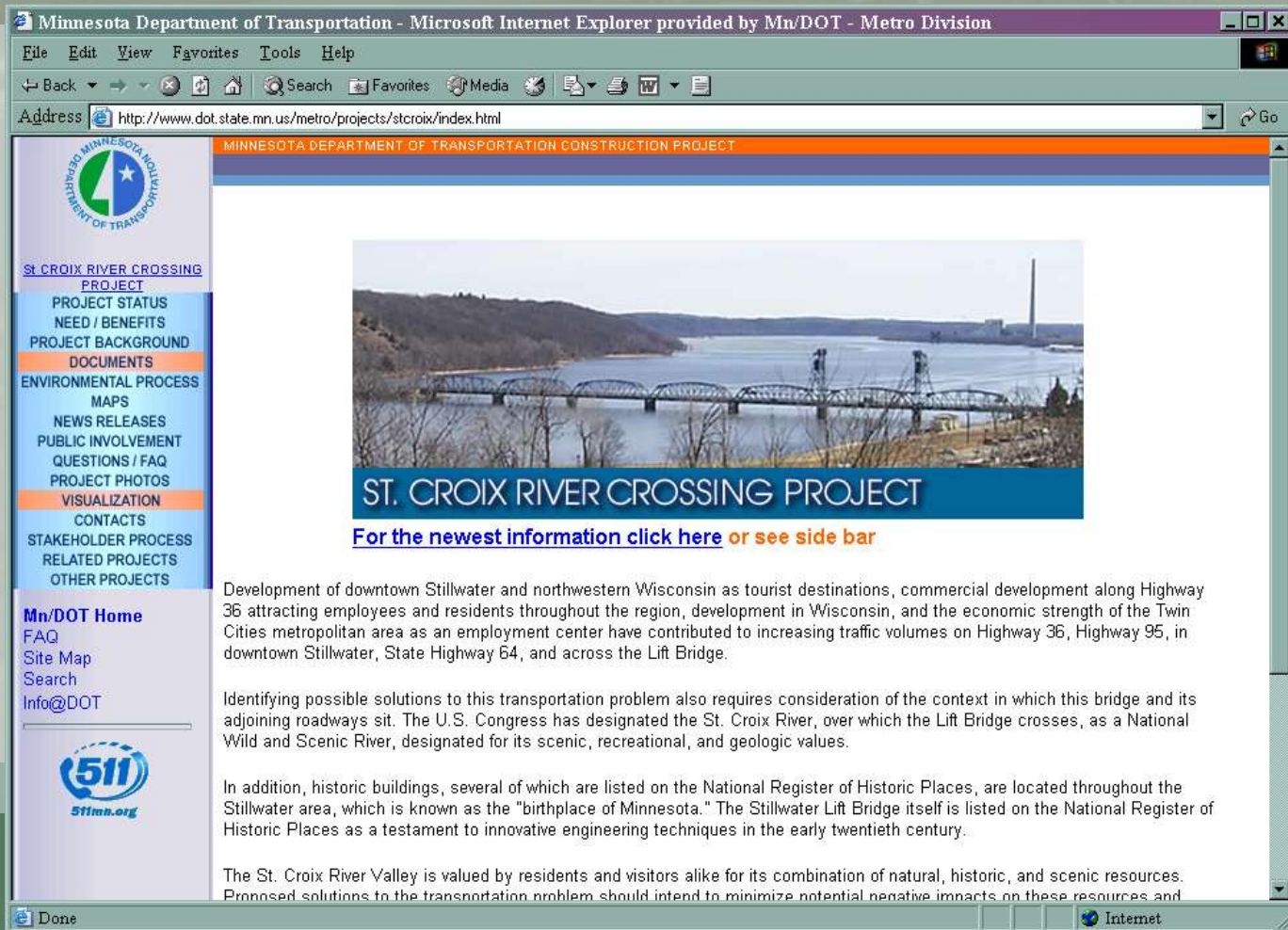
Loop Trail – Mature Plantings

Project Development

- Supplemental Draft EIS – August 2004 – Draft 4(f)'s included
- Public Hearings – September 2004
- Since September 2004:
 - Minnesota Approach Layout Issues
 - Loop Trail Design
 - NPS – Wild and Scenic River Section 7(a) Review
 - Historic Properties – Section 106 MOA
- SFEIS – Coop. Agency/Stakeholder Version - July 2005
 - Draft Section 7(a)
 - Draft Section 106 MOA
 - Final Section 4(f) – Letter of Agreement with City

Project Website

<http://www.dot.state.mn.us/metro/projects/stcroix/>



The screenshot shows a Microsoft Internet Explorer browser window displaying the Minnesota Department of Transportation website. The address bar shows the URL <http://www.dot.state.mn.us/metro/projects/stcroix/index.html>. The page features a navigation menu on the left with links such as "PROJECT STATUS", "NEED / BENEFITS", "PROJECT BACKGROUND", "DOCUMENTS", "ENVIRONMENTAL PROCESS MAPS", "NEWS RELEASES", "PUBLIC INVOLVEMENT", "QUESTIONS / FAQ", "PROJECT PHOTOS", "VISUALIZATION", "CONTACTS", "STAKEHOLDER PROCESS", "RELATED PROJECTS", and "OTHER PROJECTS". The main content area includes a photograph of the St. Croix River Crossing Project, a blue banner with the text "ST. CROIX RIVER CROSSING PROJECT", and a link: "For the newest information click here or see side bar". Below this, there are three paragraphs of text describing the project's context, the need for a bridge, and the historical significance of the area.

MINNESOTA DEPARTMENT OF TRANSPORTATION CONSTRUCTION PROJECT

St. CROIX RIVER CROSSING PROJECT

PROJECT STATUS
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ST. CROIX RIVER CROSSING PROJECT

[For the newest information click here](#) or see side bar

Development of downtown Stillwater and northwestern Wisconsin as tourist destinations, commercial development along Highway 36 attracting employees and residents throughout the region, development in Wisconsin, and the economic strength of the Twin Cities metropolitan area as an employment center have contributed to increasing traffic volumes on Highway 36, Highway 95, in downtown Stillwater, State Highway 64, and across the Lift Bridge.

Identifying possible solutions to this transportation problem also requires consideration of the context in which this bridge and its adjoining roadways sit. The U.S. Congress has designated the St. Croix River, over which the Lift Bridge crosses, as a National Wild and Scenic River, designated for its scenic, recreational, and geologic values.

In addition, historic buildings, several of which are listed on the National Register of Historic Places, are located throughout the Stillwater area, which is known as the "birthplace of Minnesota." The Stillwater Lift Bridge itself is listed on the National Register of Historic Places as a testament to innovative engineering techniques in the early twentieth century.

The St. Croix River Valley is valued by residents and visitors alike for its combination of natural, historic, and scenic resources. Proposed solutions to the transportation problem should intend to minimize potential negative impacts on these resources and

An aerial photograph of a large, dark blue lake. In the foreground, a multi-lane highway runs parallel to the shoreline, with several buildings and parking lots nearby. The surrounding landscape is a mix of dense green forest and open green fields. The sky is clear and blue.

Questions ?