

ST. CROIX RIVER CROSSING PROJECT 2006 SUPPLEMENTAL FINAL EIS

ABBREVIATED TABLE OF CONTENTS

	<u>Page No.</u>
Abstract	Abstract-1
Executive Summary	ES-1
Chapter 1: Introduction to the Supplemental Final EIS.....	1-1
Chapter 2: Purpose of and Need for Action.....	2-1
Chapter 3: Description of the Preferred Alternative.....	3-1
Chapter 4: Transportation Systems and Impacts	4-1
Chapter 5: Social, Relocation, and Economic Impacts.....	5-1
Chapter 6: Land Use Impacts	6-1
Chapter 7: Visual Impacts	7-1
Chapter 8: Air Quality, Traffic Noise, and Contaminated Sites.....	8-1
Chapter 9: Natural Resource Impacts	9-1
Chapter 10: Water Resources	10-1
Chapter 11: Archaeological and Historic Resources	11-1
Chapter 12: Construction Impacts	12-1
Chapter 13: Potential Indirect Effects Analysis.....	13-1
Chapter 14: Cumulative Impacts	14-1
Chapter 15: Adverse Impacts that Cannot be Avoided, Relationship of Local Short- Term Uses Versus Long-Term Productivity, Irreversible and Irretrievable Commitment to Resources and Preferred Alternative Mitigation Package	15-1
Chapter 16: Agency Coordination, Stakeholder Group and Public Involvement	16-1
Chapter 17: Response to Comments on the Supplemental Draft EIS	17-1
Chapter 18: List of Supplemental Final EIS Preparers.....	18-1
Chapter 19: List of Agencies and Organizations to Whom the Supplemental Final EIS was Provided.....	19-1
Chapter 20: Index	20-1
Appendix A – Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) Agricultural Impact Statement	
Appendix B – Agency Correspondence	
<ul style="list-style-type: none"> • U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) Form NRCS-CPA-106 (Farmland Conversion Impact Rating) • U.S. Army Corps of Engineers 	
Appendix C – U.S. Fish and Wildlife Service (USFWS) Biological Opinion	

ABBREVIATED TABLE OF CONTENTS (continued)

Appendix D – Supplemental Draft EIS (SDEIS) Public Hearing Comment Form

Appendix E – Final Section 4(f) Evaluation

- Introduction
- Lower St. Croix National Scenic Riverway
- City of Stillwater Letter of Agreement

Appendix F – National Park Service (NPS) Draft Section 7(a) Evaluation

Appendix G – 2006 Amended Section 106 Memorandum of Agreement

Appendix H – Memorandum of Understanding for the Implementation of Riverway Mitigation Items

Appendix I – Memorandum of Understanding for the Implementation of Growth Management Mitigation Items

Appendix J – Memorandum of Understanding (MOU) for the Establishment of a Water Quality Management Advisory Committee

Appendix K – Memorandum of Understanding with Xcel Energy for Use and Removal of the Barge Unloader Facility

ST. CROIX RIVER CROSSING PROJECT SUPPLEMENTAL FINAL EIS

TABLE OF CONTENTS

	<u>Page No.</u>
<i>Abstract</i>	<i>Abstract 1</i>
<i>Executive Summary</i>	<i>ES-1</i>
1.0 INTRODUCTION	ES-1
2.0 PURPOSE AND NEED	ES-2
3.0 PROJECT HISTORY	ES-4
4.0 2005 SUPPLEMENTAL FINAL EIS	ES-5
4.1 ALTERNATIVES NOT IDENTIFIED AS THE PREFERRED ALTERNATIVE	ES-5
4.2 IDENTIFICATION OF THE 2005 SUPPLEMENTAL FINAL EIS PREFERRED ALTERNATIVE	ES-7
4.3 PREFERRED ALTERNATIVE IMPACTS	ES-10
4.4 PREFERRED ALTERNATIVE MITIGATION MEASURES	ES-20
5.0 AREAS OF POTENTIAL CONTROVERSY	ES-21
6.0 UNRESOLVED ISSUES/ACTIONS TO BE ADDRESSED	ES-21
7.0 PROJECT SCHEDULE, COSTS AND FUNDING	ES-22
8.0 PERMITS AND APPROVALS	ES-22
9.0 INDEPENDENT REGIONAL INFRASTRUCTURE PROJECTS	ES-24

CHAPTER 1 INTRODUCTION TO THE SUPPLEMENTAL FINAL EIS

1.0 INTRODUCTION	1-1
1.1 PURPOSE OF SUPPLEMENTAL FINAL EIS	1-1
1.2 PROJECT SUMMARY AND CONTEXT	1-3
1.2.1 Project Summary	1-3
1.2.2 Regional Context and Other Area Projects	1-3
1.2.3 Geographic Setting and Context.....	1-4
1.2.3.1 Lower St. Croix National Scenic Riverway.....	1-5
1.2.3.2 Historic Stillwater Area	1-6

1.2.4 History of Project Documentation 1-7

 1.2.4.1 1985 Draft Study Outline and Scoping Document 1-7

 1.2.4.2 1987 Scoping Decision Document / Final Study Outline or the
 Stillwater-Houlton Bridge Study 1-7

 1.2.4.3 1990 Draft EIS 1-7

 1.2.4.4 1994 Memorandum of Agreement..... 1-7

 1.2.4.5 1995 Final EIS 1-8

 1.2.4.6 Braun Facilitation Process and Supplemental DEIS (1998 – 2001).. 1-8

 1.2.4.7 2004 SDEIS, 2005 SFEIS and Stakeholder Resolution Process..... 1-9

 1.2.4.8 \$5 Million Lift Bridge Repair Project..... 1-10

1.3 PROJECT SCHEDULE..... 1-10

1.4 RESPONSIBLE GOVERNMENTAL UNIT AND PROJECT MANAGERS 1-11

**CHAPTER 2
PURPOSE OF AND NEED FOR ACTION**

2.0 INTRODUCTION..... 2-1

2.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED 2-2

2.1.1 Stakeholder Group Developed Purpose and Need 2-2

 2.1.1.1 Transportation Purpose 2-2

 2.1.1.2 Environmental, Cultural, Economic and Social Considerations..... 2-3

2.2 TRANSPORTATION NEEDS 2-4

2.2.1 Providing Safe and Efficient Mobility 2-5

 2.2.1.1 Motor Vehicle Mobility 2-5

2.2.2 Providing a Reliable River Crossing 2-9

2.2.3 Ability of TSM/TDM Measures to Address Transportation Issues..... 2-10

 2.2.3.1 Multi-Modal Considerations 2-10

 2.2.3.2 Existing TSM Strategies 2-11

 2.2.3.3 1998 Braun Studies 2-12

 2.2.3.4 2003 Scoping Document: Alternative A..... 2-13

 2.2.3.5 Transit Feasibility Study 2-13

2.2.4 Summary of Transportation Issues 2-13

2.3 PROJECT OBJECTIVES..... 2-14

2.3.1 Measurable Transportation Objectives..... 2-14

2.3.2 Qualitative Transportation Objectives..... 2-15

2.3.3 Environmental, Social and Historic Resource Objectives 2-16

**CHAPTER 3
PROPOSED PROJECT – IDENTIFICATION OF THE PREFERRED ALTERNATIVE**

3.0 INTRODUCTION..... 3-1

3.1 RIVER CROSSING ALTERNATIVES DISMISSED PRIOR TO THE SUPPLEMENTAL DRAFT EIS..... 3-1

3.1.1 Alternative A – TSM/TDM Alternative 3-2

3.1.2 Alternative B 3-2

3.2 ALTERNATIVES STUDIED IN THE SUPPLEMENTAL DRAFT EIS AND DISMISSED..... 3-2

3.2.1 No-Build Alternative 3-2

3.2.2 SDEIS Build Alternatives 3-3

 3.2.2.1 Alternative C 3-3

 3.2.2.2 Alternative D 3-5

 3.2.2.3 Alternative E 3-6

3.3 IDENTIFICATION OF THE PREFERRED ALTERNATIVE PACKAGE 3-8

3.3.1 Location 3-9

3.3.2 Trunk Highway (TH) 36 – TH 5 to the TH 36/95 Interchange 3-9

 3.3.2.1 Information on TH 36 (TH 5 to Osgood Avenue Since the SDEIS... 3-9

 3.3.2.2 Preferred Alternative TH 36 Design 3-11

3.3.3 TH 95 3-13

3.3.4 TH 36/TH 95 Interchange Area 3-14

3.3.5 St. Croix River Crossing 3-15

 3.3.5.1 River Crossing Location 3-15

 3.3.5.2 River Crossing Bridge Type 3-15

 3.3.5.3 Bridge Lanes and Geometrics 3-16

3.3.6 Future Use of the Lift Bridge 3-17

3.3.7 Wisconsin STH 64 3-17

3.3.8 Identification of the Preferred Alternative Package 3-18

3.4 RIGHT OF WAY 3-21

3.5 PROJECT COST 3-22

3.5.1. Cost Estimate Review Workshop 3-22

3.5.2. Cost Estimate Review Workshop Findings 3-22

**CHAPTER 4
TRANSPORTATION SYSTEMS AND IMPACTS**

4.0 INTRODUCTION..... 4-1

4.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED..... 4-1

4.1.1 Existing Conditions	4-1
4.1.1.1 Main Highway Corridors	4-1
4.1.1.2 Traffic Volumes	4-2
4.1.1.3 Local Traffic Diversion.....	4-2
4.1.1.4 Lift Bridge.....	4-2
4.1.1.5 Multi-Modal Systems.....	4-4
4.1.1.6 Existing Service and Operations	4-6
4.1.1.7 Summary of Issues Affecting Existing Transportation System Operations.....	4-9
4.2 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS.....	4-9
4.2.1 Preferred Alternative	4-9
4.2.2 Roadway Travel Demand Forecasts	4-9
4.2.3 Local Traffic Operations Analysis	4-11
4.2.4 Safety	4-14
4.2.4.1 Crashes	4-14
4.2.5 Benefit-Cost Analysis	4-15
4.2.6 Access and Local Road Connectivity	4-15
4.2.7 Vehicular Energy Consumption.....	4-15
4.2.8 Multi-Modal Systems	4-15
4.2.8.1 Transit	4-15
4.2.8.2 Bicycle/Pedestrian System.....	4-15
4.2.8.3 Navigational and Recreational Boating	4-16
4.2.9 Compatibility with Regional Transportation Plans	4-16
4.2.9.1 Roadways	4-16
4.2.9.2 Multi-Modal Systems.....	4-16
4.3 IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE	4-16
4.3.1 Roadway Travel Demand Forecasts	4-16
4.3.2 Local Traffic Operations Analysis.....	4-17
4.3.3 Safety	4-19
4.3.3.1 Crashes	4-19
4.3.3.2 Incident Management and Emergency Response	4-19
4.3.4 Benefit-Cost Analysis	4-19
4.3.5 Access and Local Road Connectivity	4-20
4.3.5.1 Minnesota Approach Roadways	4-20
4.3.5.2 Wisconsin Approach Roadways	4-21
4.3.6 Vehicular Energy Consumption.....	4-22
4.3.7 Multi-Modal Systems	4-23

4.3.7.1 Transit 4-23

4.3.7.2 Pedestrian Bicycle Systems 4-23

4.3.7.3 Navigational and Recreational Boating 4-23

4.3.8 Compatibility with Regional Transportation Plans 4-24

 4.3.8.1 Roadways 4-24

 4.3.8.2 Multi-Modal Systems 4-24

4.4 MITIGATION MEASURES 4-25

4.4.1 Roadway Travel Demand Forecasts 4-25

4.4.2 Local Traffic Operations Analysis 4-25

4.4.3 Safety 4-25

4.4.4 Benefit-Cost Analysis 4-25

4.4.5 Access and Local Road Connectivity 4-25

4.4.6 Vehicular Energy Consumption 4-25

4.4.7 Multi-Modal Systems 4-26

 4.4.7.1 Transit 4-26

 4.4.7.2 Bicycle/Pedestrian Systems 4-26

 4.4.7.3 Navigational and Recreational Boating 4-26

4.4.8 Compatible with Regional Transportation Plans 4-27

CHAPTER 5
SOCIAL, RELOCATION, AND ECONOMIC IMPACTS

5.0 INTRODUCTION 5-1

5.1 SOCIAL IMPACTS 5-1

5.1.1 Community Cohesion 5-1

 5.1.1.1 Information from the SDEIS that Remains Unchanged 5-1

 5.1.1.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-1

 5.1.1.3 Impacts Associated with the Preferred Alternative 5-2

 5.1.1.4 Preferred Alternative Mitigation Measures 5-3

5.1.2 Travel Patterns and Accessibility 5-3

5.1.3 Community Facilities and Services 5-3

 5.1.3.1 Information from the SDEIS that Remains Unchanged 5-3

 5.1.3.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-3

 5.1.3.3 Impacts Associated with the Preferred Alternative 5-4

 5.1.3.4 Preferred Alternative Mitigation Measures 5-5

5.1.4 Parks and Recreation Areas 5-5

 5.1.4.1 Information from the SDEIS that Remains Unchanged 5-5

 5.1.4.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-5

5.1.4.3 Impacts Associated with the Preferred Alternative 5-5

5.1.4.4 Preferred Alternative Mitigation Measures 5-8

5.1.5 Environmental Justice 5-9

5.1.5.1 Information from the SDEIS that Remains Unchanged 5-9

5.1.5.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-10

5.1.5.3 Impacts Associated with the Preferred Alternative 5-10

5.1.5.4 Preferred Alternative Mitigation Measures 5-11

5.2 RIGHT-OF-WAY ACQUISITION AND RELOCATION 5-11

5.2.1 Information from the SDEIS that Remains Unchanged 5-11

5.2.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-11

5.2.3 Impacts Associated with the Preferred Alternative..... 5-11

5.2.4 Preferred Alternative Mitigation Measures 5-16

5.3 ECONOMIC IMPACTS: COMMERCIAL 5-17

5.3.1 Consequences to Downtown Stillwater 5-17

5.3.1.1 Information from the SDEIS that Remains Unchanged 5-17

5.3.1.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-18

5.3.1.3 Impacts Associated with the Preferred Alternative 5-19

5.3.1.4 Preferred Alternative Mitigation Measures 5-19

5.3.2 Consequences to the TH 36 Commercial Corridor 5-20

5.3.2.1 Information from the SDEIS that Remains Unchanged..... 5-20

5.3.2.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 5-20

5.3.2.3 Impacts Associated with the Preferred Alternative..... 5-21

5.3.2.4 Preferred Alternative Mitigation Measures..... 5-21

5.3.3 Consequences to Houlton, Wisconsin 5-21

5.3.3.1 Information from the SDEIS that Remains Unchanged 5-21

5.3.3.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-21

5.3.3.3 Impacts Associated with the Preferred Alternative 5-21

5.3.3.4 Preferred Alternative Mitigation Measures 5-22

5.3.4 Consequences to the Regional Economy 5-22

5.3.4.1 Information from the SDEIS that Remains Unchanged 5-22

5.3.4.2 Changes in the Setting or Technical Analysis Since the SDEIS 5-22

5.3.4.3 Impacts Associated with the Preferred Alternative 5-22

5.3.4.4 Preferred Alternative Mitigation Measures 5-22

5.4 ECONOMIC IMPACTS: FISCAL..... 5-23

5.4.1 Information from the SDEIS that Remains Unchanged..... 5-23

5.4.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 5-23

5.4.3 Impacts Associated with the Preferred Alternative 5-23

5.4.4 Preferred Alternative Mitigation Measures..... 5-23

**CHAPTER 6
LAND USE IMPACTS**

6.0 INTRODUCTION..... 6-1

6.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED 6-1

6.2 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS..... 6-2

6.3 IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE 6-3

6.3.1 Direct Impacts..... 6-3

6.3.1.1 Right-of-Way Acquisition 6-3

6.3.1.2 Redevelopment of Previously Acquired Right-of-Way..... 6-4

6.3.1.3 Farm Land Impacts 6-4

6.3.2 Indirect Impacts 6-6

6.4 MITIGATION MEASURES 6-6

6.4.1 Direct Impacts..... 6-6

6.4.1.1 Right-of-Way 6-6

6.4.1.2 Redevelopment of Previously Acquired Right-of-Way..... 6-7

6.4.1.3 Farm Land Impacts 6-7

**CHAPTER 7
VISUAL IMPACTS**

7.0 INTRODUCTION..... 7-1

7.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED 7-1

7.2 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS..... 7-2

7.3 IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE 7-2

7.3.1 Critical Viewsheds..... 7-4

7.3.1.1 Viewshed 1: Historic Downtown Stillwater 7-4

7.3.1.2 Viewshed 2: The Minnesota Bluff and TH 36/95..... 7-4

7.3.1.3 Viewshed 3: The Wisconsin Bluff..... 7-5

7.3.1.4 Viewshed 4: Stillwater Municipal Barge Facility Property –
Proposed City Park 7-5

7.3.1.5 Viewshed 5: St. Croix Overlook-South 7-5

7.3.2 Visual Corridors..... 7-6

7.3.2.1 Viewshed 1: Views Traveling along the St. Croix River..... 7-6

7.3.2.2 Viewshed 2: Views Traveling along the Project Corridor..... 7-6

7.4 MITIGATION MEASURES..... 7-6

7.4.1 Bridge Type and Design Elements 7-6

7.4.2 Riverway Mitigation Items 7-7

7.4.3 Visual Quality Planning Process and Visual Quality Manual 7-8
 7.4.4 Visual Enhancements Cost Participation Policy 7-8

**CHAPTER 8
 AIR QUALITY, TRAFFIC NOISE, AND CONTAMINATED SITES**

8.0 AIR QUALITY, TRAFFIC NOISE, AND CONTAMINATED SITES 8-1

8.1 AIR QUALITY 8-1

8.1.1 Information from the SDEIS that Remains Unchanged..... 8-1

8.1.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 8-2

8.1.3 Impacts Associated with the Preferred Alternative 8-5

8.1.3.1 Air Toxics 8-5

8.1.3.2 Carbon Monoxide 8-9

8.1.3.3 Summary 8-10

8.1.4 Preferred Alternative Mitigation Measures..... 8-12

8.2 TRAFFIC NOISE..... 8-13

8.2.1 Information from the SDEIS that Remains Unchanged..... 8-13

8.2.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 8-14

8.2.3 Impacts Associated with the Preferred Alternative 8-15

8.2.3.1 Land Based Receptors..... 8-15

8.2.3.2 River Noise 8-20

8.2.4 Preferred Alternative Mitigation Measures..... 8-21

8.2.4.1 Land Based..... 8-21

8.2.4.2 Water..... 8-26

8.3 POTENTIALLY CONTAMINATED PROPERTIES 8-26

8.3.1 Information from the SDEIS that Remains Unchanged..... 8-26

8.3.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 8-26

8.3.3 Impacts Associated with the Preferred Alternative 8-27

8.3.4 Preferred Alternative Mitigation Measures..... 8-27

**CHAPTER 9
 NATURAL RESOURCE IMPACTS**

9.0 NATURAL RESOURCE IMPACTS 9-1

9.1 ST. CROIX RIVER..... 9-1

9.1.1 Information from the SDEIS that Remains Unchanged..... 9-1

9.1.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 9-2

9.1.3 Impacts Associated with the Preferred Alternative 9-3

9.1.3.1 Freshwater Mussels..... 9-3

9.1.3.2 Fish and the Aquatic Community 9-4

9.1.3.3 Terrain and Climate 9-5

9.1.4 Preferred Alternative Mitigation Measures..... 9-5

9.1.4.1 Freshwater Mussels..... 9-5

9.1.4.2 Fish and the Aquatic Community 9-6

9.1.4.3 Terrain and Climate 9-6

9.2 MINNESOTA SHORE AND UPLAND..... 9-7

9.2.1 Information from the SDEIS that Remains Unchanged..... 9-7

9.2.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 9-8

9.2.3 Impacts Associated with the Preferred Alternative 9-8

9.2.3.1 Wildlife 9-8

9.2.3.2 Protected Species 9-8

9.2.3.3 Terrain and Climate 9-9

9.2.4 Preferred Alternative Mitigation Measures..... 9-9

9.3 WISCONSIN SHORE AND BLUFF 9-10

9.3.1 Information from the SDEIS that Remains Unchanged..... 9-11

9.3.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 9-11

9.3.3 Impacts Associated with the Preferred Alternative 9-12

9.3.3.1 Vegetation..... 9-12

9.3.3.2 Wildlife 9-12

9.3.3.3 Protected Species 9-13

9.3.3.4 Terrain and Climate 9-13

9.3.4 Preferred Alternative Mitigation Measures..... 9-14

9.4 WISCONSIN UPLAND..... 9-15

9.4.1 Information from the SDEIS that Remains Unchanged..... 9-15

9.4.2 Changes in the Setting or Technical Analysis Since the SDEIS..... 9-16

9.4.3 Impacts Associated with the Preferred Alternative 9-16

9.4.3.1 Vegetation..... 9-16

9.4.3.2 Wildlife 9-16

9.4.3.3 Protected Species 9-17

9.4.3.4 Terrain and Climate 9-17

9.4.4 Preferred Alternative Mitigation Measures..... 9-17

**CHAPTER 10
WATER RESOURCES**

10.0 INTRODUCTION..... 10-1

10.1 WATER QUANTITY (DRAINAGE) 10-1

10.1.1 Information from the SDEIS that Remains Unchanged 10-3

10.1.2 Changes in the Setting or Technical Analysis Since the SDEIS 10-5

10.1.3 Impacts Associated with the Preferred Alternative..... 10-6

10.1.4 Preferred Alternative Mitigation Measures 10-10

10.2 WATER QUALITY..... 10-11

10.2.1 Information from the SDEIS that Remains Unchanged 10-11

10.2.1.1 Background Information 10-11

10.2.1.2 Water Quality Protection – Regulatory Environment..... 10-11

10.2.2 Changes in the Setting or Technical Analysis Since the SDEIS 10-12

10.2.3 Impacts Associated with the Preferred Alternative..... 10-13

10.2.4 Preferred Alternative Mitigation Measures 10-13

10.3 FLOODPLAIN..... 10-18

10.3.1 Information from the SDEIS that Remains Unchanged 10-19

10.3.2 Changes in the Setting or Technical Analysis Since the SDEIS 10-19

10.3.3 Impacts Associated with the Preferred Alternative..... 10-19

10.3.3.1 Potential for Interruption of a Transportation Facility..... 10-20

10.3.3.2 Impacts on Natural and Beneficial Floodplain Values 10-21

10.3.3.3 Flooding Risks 10-21

10.3.3.4 Incompatible Floodplain Development..... 10-21

10.3.4 Preferred Alternative Mitigation Measures 10-21

10.4 GROUNDWATER..... 10-22

10.4.1 Information from the SDEIS that Remains Unchanged 10-22

10.4.2 Changes in the Setting or Technical Analysis Since the SDEIS 10-23

10.4.3 Impacts Associated with the Preferred Alternative..... 10-23

10.4.4 Preferred Alternative Mitigation Measures 10-24

10.5 WETLANDS..... 10-25

10.5.1 Information from the SDEIS that Remains Unchanged 10-25

10.5.2 Changes in the Setting or Technical Analysis Since the SDEIS 10-26

10.5.2.1 Changes in the Existing Environment 10-26

10.5.2.2 Changes in Wetland Regulations 10-26

10.5.2.3 Changes in Wetland Impact Areas 10-26

10.5.2.4 Wetland Functions Analysis..... 10-27

10.5.3 Wetland Area Impacts..... 10-27

10.5.4 Preferred Alternative Mitigation Measures 10-31
 10.5.4.1 Avoidance and Minimization of Wetland Impacts..... 10-31
 10.5.4.2 Wetland Mitigation..... 10-33
 10.5.4.3 Only Practicable Alternative Finding..... 10-34

**CHAPTER 11
 ARCHAEOLOGICAL AND HISTORIC RESOURCES**

11.0 INTRODUCTION..... 11-1
11.1 SUMMARY OF THE SECTION 106 PROCESS 11-2
 11.1.1 Determination of Undertaking..... 11-2
 11.1.2 Lead Federal Agency 11-2
 11.1.3 Identification of Consulting Parties 11-3
 11.1.4 Determination of Area of Potential Effect..... 11-3
 11.1.5 Identification of Historic Properties..... 11-3
 11.1.6 Determination of Effects..... 11-4
 11.1.7 Avoidance, Minimization, or Mitigation of Adverse Effects..... 11-4
 11.1.8 Consultation and Development of the Amended Memorandum of Agreement (MOA) 11-5
 11.1.9 Public Involvement 11-6
11.2 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED..... 11-7
 11.2.1 1990 Draft EIS and 1995 Final EIS Studies 11-7
 11.2.2 Braun Facilitation Process and Supplemental DEIS (1996-2001) Studies 11-8
 11.2.3 2004 Supplemental Draft EIS Studies..... 11-9
 11.2.4 Section 106 Review of \$5 Million Lift Bridge Repair Project..... 11-10
11.3 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS 11-10
 11.3.1 Archaeological Studies..... 11-10
 11.3.2 Architectural Studies..... 11-11
11.4 ASSESSMENT OF EFFECTS AND MITIGATION MEASURES 11-12
 11.4.1 Log Cabin Restaurant, (Club Tara) 15021 60th Street North Oak Park Heights, MN 11-13
 11.4.1.1 Affected Environment..... 11-13
 11.4.1.2 Environmental Consequences..... 11-13
 11.4.1.3 Mitigation Measures 11-14
 11.4.2 Bergstein Shoddy Mill and Warehouse, 6041 Stagecoach Trail Oak Park Heights, MN 11-14
 11.4.2.1 Affected Environment..... 11-14
 11.4.2.2 Environmental Consequences..... 11-15

11.4.2.3 Mitigation Measures 11-15

11.4.3 Stillwater State Prison Historic District, 5500 Pickett Avenue Bayport, MN..... 11-16

11.4.3.1 Affected Environment..... 11-16

11.4.3.2 Environmental Consequences..... 11-16

11.4.3.3 Mitigation Measures 11-17

11.4.4 St. Croix Overlook-South, East Side of Lookout Trail Oak Park Heights, MN..... 11-17

11.4.4.1 Affected Environment..... 11-17

11.4.4.2 Environmental Consequences..... 11-17

11.4.4.3 Mitigation Measures 11-17

11.4.5 William N. Danforth House, 1224 S. Third Avenue, Stillwater, MN 11-18

11.4.5.1 Affected Environment..... 11-18

11.4.5.2 Environmental Consequences..... 11-18

11.4.5.3 Mitigation Measures 11-19

11.4.6 Fairview Cemetery, Southwest Corner of S. Fourth Street and W. Orleans Street, Stillwater, MN 11-19

11.4.6.1 Affected Environment..... 11-19

11.4.6.2 Environmental Consequences..... 11-19

11.4.6.3 Mitigation Measures 11-19

11.4.7 Stillwater South Main Street Archaeological District Stillwater, MN 11-20

11.4.7.1 Affected Environment..... 11-20

11.4.7.2 Environmental Consequences..... 11-21

11.4.7.3 Mitigation Measures 11-21

11.4.8 Stillwater & St. Paul Railroad, Stillwater, MN..... 11-22

11.4.8.1 Affected Environment..... 11-22

11.4.8.2 Environmental Consequences..... 11-22

11.4.8.3 Mitigation Measures 11-22

11.4.9 St. Croix Boom Site..... 11-23

11.4.9.1 Affected Environment..... 11-23

11.4.9.2 Environmental Consequences..... 11-23

11.4.9.3 Mitigation Measures 11-23

11.4.10 Stillwater Lift Bridge, St. Croix River at Chestnut Street Stillwater, MN 11-23

11.4.10.1 Affected Environment..... 11-23

11.4.10.2 Environmental Consequences..... 11-24

11.4.10.3 Mitigation Measures 11-25

11.4.11 Stillwater Commercial Historic District, Stillwater, MN..... 11-30
 11.4.11.1 Affected Environment..... 11-30
 11.4.11.2 Environmental Consequences..... 11-31
 11.4.11.3 Mitigation Measures 11-32

**11.4.12 Stillwater Cultural Landscape District,
 Stillwater, MN and Houlton, WI 11-33**
 11.4.12.1 Affected Environment..... 11-33
 11.4.12.2 Environmental Consequences..... 11-35
 11.4.12.3 Mitigation Measures 11-36

**11.4.13 John Nicholas Thelen Farmstead, 132 CTH E,
 St. Joseph, WI..... 11-37**
 11.4.13.1 Affected Environment..... 11-37
 11.4.13.2 Environmental Consequences..... 11-37
 11.4.13.3 Mitigation Measures 11-38

**11.4.14 St. Croix Hilltop Drive-In Theatre, 1433 STH 35/64
 Town of St. Joseph, WI..... 11-38**
 11.4.14.1 Affected Environment..... 11-38
 11.4.14.2 Environmental Consequences..... 11-38
 11.4.14.3 Mitigation Measures 11-39

**11.4.15 Louis C. Kriesel Farmstead, 132 STH 35/64
 Town of St. Joseph, WI..... 11-39**
 11.4.15.1 Affected Environment..... 11-39
 11.4.15.2 Environmental Consequences..... 11-39
 11.4.15.3 Mitigation Measures 11-40

11.4.16 Other Mitigation Measures..... 11-40
 11.4.16.1 National Register Nominations..... 11-40
 11.4.16.2 Interpretation and Public Education..... 11-40

11.4.17 Assessment of Mitigation Measures for Other Impacts 11-42

11.5 POTENTIAL FOR INDIRECT AND CUMULATIVE EFFECTS 11-43

**CHAPTER 12
 CONSTRUCTION IMPACTS**

12.0 INTRODUCTION..... 12-1

12.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED..... 12-1

12.2 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS 12-2

12.2.1 TH 36 in Minnesota (TH 5 to Osgood Avenue)..... 12-2

12.2.2 Utility Relocations – TH 36 in Minnesota..... 12-2

12.2.3 Construction Staging – TH 36 in Minnesota 12-3
12.2.4 Identification of Construction Staging Areas..... 12-3
 12.2.4.1 Construction Staging Areas in Minnesota 12-3
 12.2.4.2 Construction Staging Areas in Wisconsin 12-4
12.3 IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE 12-5
 12.3.1 Temporary Construction-Related Impacts 12-5
 12.3.2 Preferred Alternative Bridge Crossing Over the St. Croix River 12-8
 12.3.3 Relocation of Utilities..... 12-8
 12.3.4 Relocation of Railroads 12-11
 12.3.5 Construction Staging Areas 12-11
 12.3.6 Construction Staging – Preferred Alternative 12-11
 12.3.6.1 Minnesota TH 36 (TH 5 to Osgood Avenue) 12-11
 12.3.6.2 Minnesota TH 36/95 Interchange Area and the
 St. Croix River Crossing 12-13
 12.3.6.3 Wisconsin STH 64 and STH 35/64..... 12-14
 12.3.7 Preferred Alternative Mitigation Items 12-16
12.4 PREFERRED ALTERNATE CONSTRUCTION-RELATED MITIGATION 12-16

**CHAPTER 13
 POTENTIAL INDIRECT EFFECTS ANALYSIS**

13.0 INTRODUCTION 13-1
 13.1 INFORMATION FROM THE SDEIS THAT REMAINS UNCHANGED..... 13-2
 13.1.1 Population and Land Use Trends..... 13-3
 13.1.2 Factors Affecting Induced Land Use Change 13-5
 13.1.2.1 Discussions with Local Government and Planning Officials
 Regarding Land Use Trends 13-6
 13.1.2.2 Effects of Reduced Accessibility on Residential Growth..... 13-9
 13.1.3 Potential Indirect Effects to Type of Land Development..... 13-10
 **13.1.4 Potential Indirect Effects to Numbers of Residential
 Units Developed..... 13-13**
 13.1.5 Potential Indirect Effects to Location of Land Development 13-13
 13.1.6 Potential Indirect Effects to Timing of Land Development 13-14
 **13.1.7 Potential Indirect Effects to Natural, Social and Cultural
 Resources Resulting from Additional Land Development..... 13-14**
 13.1.8 Factors Influencing Type and Degree of Potential Impacts..... 13-15
 13.2 CHANGES IN THE SETTING OR TECHNICAL ANALYSIS SINCE THE SDEIS 13-16
 13.3 IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE 13-16
 13.3.1 Anticipated Impacts to Land Development 13-16

13.3.2 Consistency with Existing Plans 13-17
13.3.3 Probable Impacts of Increased Development on Natural, Social and Cultural Resources..... 13-17
13.4 MITIGATION MEASURES 13-18
13.4.1 Proposed Mitigation Measures to be Implemented with the Preferred Alternative 13-18
 13.4.1.1 Previous Planning Assistance Provided in Anticipation of a New River Crossing..... 13-19
 13.4.1.2 Mitigation Items Identified Since the SDEIS 13-19
13.5 POTENTIAL PLANNING TOOLS AVAILABLE TO LOCAL GOVERNMENTS 13-21

**CHAPTER 14
 CUMULATIVE IMPACTS**

14.0 INTRODUCTION..... 14-1
14.1 METHODS..... 14-1
14.1.1 Study Area 14-2
14.1.2 Time Frame 14-2
14.1.3 Factors Considered 14-2
14.1.4 Existing Conditions and Development Trends..... 14-3
14.1.5 Anticipated Actions..... 14-4
14.1.6 Cumulative Impacts Subgroup..... 14-4
14.2 EFFECTS ON LAND USE AND RELATED ISSUES 14-8
14.2.1 Land Development 14-8
 14.2.1.1 Existing Conditions..... 14-8
 14.2.1.2 Impacts from the Proposed Action 14-8
 14.2.1.3 Impacts from Other Actions..... 14-8
 14.2.1.4 Potential for Cumulative Impacts 14-9
14.2.2 Prime Agricultural Land..... 14-9
 14.2.2.1 Existing Conditions..... 14-9
 14.2.2.2 Impacts from the Proposed Action 14-10
 14.2.2.3 Impacts from Other Actions..... 14-10
 14.2.2.4 Potential for Cumulative Impacts 14-11
14.2.3 Social 14-11
 14.2.3.1 Existing Conditions..... 14-11
 14.2.3.2 Impacts from the Proposed Action 14-11
 14.2.3.3 Impacts from Other Actions..... 14-12
 14.2.3.4 Potential for Cumulative Impacts 14-12
14.2.4 Regional Economy 14-12

14.2.4.1	Existing Conditions.....	14-12
14.2.4.2	Impacts from the Proposed Action	14-12
14.2.4.3	Impacts from Other Actions.....	14-12
14.2.4.4	Potential for Cumulative Impacts	14-13
14.3	PHYSICAL ENVIRONMENT	14-13
14.3.1	Air Quality	14-13
14.3.1.1	Existing Conditions.....	14-13
14.3.1.2	Impacts from the Proposed Action	14-14
14.3.1.3	Impacts from Other Actions.....	14-14
14.3.1.4	Potential for Cumulative Impacts	14-14
14.3.2	Noise	14-15
14.3.2.1	Existing Conditions.....	14-15
14.3.2.2	Impacts from the Proposed Action	14-15
14.3.2.3	Impacts from Other Actions.....	14-16
14.3.2.4	Potential for Cumulative Impacts	14-16
14.4	WATER RESOURCES	14-17
14.4.1	Wetlands	14-17
14.4.1.1	Existing Conditions.....	14-17
14.4.1.2	Impacts from the Proposed Action	14-18
14.4.1.3	Impacts from Other Actions.....	14-18
14.4.1.4	Potential for Cumulative Impacts	14-19
14.4.2	Water Quality and Quantity	14-19
14.4.2.1	Existing Conditions.....	14-19
14.4.2.2	Impacts from the Proposed Action	14-20
14.4.2.3	Impacts from Other Actions.....	14-20
14.4.2.4	Potential for Cumulative Impacts	14-21
14.5	NATURAL RESOURCES.....	14-21
14.5.1	Aquatic Resources.....	14-21
14.5.1.1	Existing Conditions.....	14-21
14.5.1.2	Impacts from the Proposed Action	14-22
14.5.1.3	Impacts from Other Actions.....	14-22
14.5.1.4	Potential for Cumulative Impacts	14-22
14.5.2	Vegetation	14-23
14.5.2.1	Existing Conditions.....	14-23
14.5.2.2	Impacts from the Proposed Action	14-23
14.5.2.3	Impacts from Other Actions.....	14-24
14.5.2.4	Potential for Cumulative Impacts	14-24
14.5.3	Wildlife.....	14-24

14.5.3.1 Resource Baseline..... 14-24

14.5.3.2 Impacts from the Proposed Action 14-25

14.5.3.3 Impacts from Other Actions..... 14-25

14.5.3.4 Potential for Cumulative Impacts 14-25

14.6 RECREATIONAL, VISUAL, AND CULTURAL RESOURCES 14-26

14.6.1 Parks and Recreational Lands..... 14-26

14.6.1.1 Existing Conditions..... 14-26

14.6.1.2 Impacts from the Proposed Action 14-26

14.6.1.3 Impacts from Other Actions..... 14-26

14.6.1.4 Potential for Cumulative Impacts 14-27

14.6.2 Aesthetics 14-27

14.6.2.1 Existing Conditions..... 14-27

14.6.2.2 Impacts from the Proposed Action 14-27

14.6.2.3 Impacts from Other Actions..... 14-27

14.6.2.4 Potential for Cumulative Impacts 14-28

14.6.3 Archaeological and Historic Resources 14-28

14.6.3.1 Existing Conditions..... 14-28

14.6.3.2 Impacts from the Proposed Action 14-28

14.6.3.3 Impacts from Other Actions..... 14-29

14.6.3.4 Potential for Cumulative Impacts 14-30

14.7 CONCLUSIONS..... 14-31

14.7.1 Summary of Potential Cumulative Impacts 14-31

14.7.2 Possible Measures to Minimize or Reduce Potential Cumulative Impacts..... 14-31

CHAPTER 15

ADVERSE IMPACTS THAT CANNOT BE AVOIDED, RELATIONSHIP OF LOCAL SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY, IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT TO RESOURCES AND PREFERRED ALTERNATIVE MITIGATION PACKAGE

15.0 INTRODUCTION..... 15-1

15.1 ADVERSE IMPACTS ASSOCIATED WITH THE PREFERRED ALTERNATIVE THAT CANNOT BE AVOIDED..... 15-1

15.1.1 Information from the SDEIS that Remains Unchanged 15-1

15.1.2 Changes in the Setting or Technical Analysis Since the SDEIS 15-1

15.1.3 Preferred Alternative Adverse Impacts that Cannot be Avoided 15-2

15.1.4 Preferred Alternative Mitigation Measures 15-6

15.2 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES 15-7

15.2.1 Information from the SDEIS that Remains Unchanged 15-7
15.2.2 Changes in the Setting or Technical Analysis Since the SDEIS 15-7
15.2.3 Preferred Alternative Impacts..... 15-8
15.2.4 Mitigation Measures 15-9

15.3 RELATIONSHIP OF LOCAL SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY 15-9

15.3.1 Information from the SDEIS that Remains Unchanged 15-9
15.3.2 Changes in the Setting or Technical Analysis Since the SDEIS 15-9
15.3.3 Preferred Alternative Impacts..... 15-9
15.3.4 Mitigation Measures 15-10

15.4 PREFERRED ALTERNATIVE MITIGATION PACKAGE 15-10

15.4.1 Preferred Alternative Mitigation Items 15-15

15.4.1.1 Standard Practice Mitigation Items..... 15-16
 15.4.1.2 Riverway Mitigation Items 15-16
 15.4.1.3 Growth Management Mitigation Items..... 15-24
 15.4.1.4 Historic Resources Impacts – Preferred Alternative Mitigation Items 15-25
 15.4.1.5 Other Commitments 15-37
 15.4.1.6 Visual Enhancements 15-38
 15.4.1.7 Bridge Type Identification 15-38
 15.4.1.8 Parkland Impacts – Preferred Alternative Mitigation Items . 15-39

CHAPTER 16
AGENCY COORDINATION, STAKEHOLDER GROUP AND PUBLIC INVOLVEMENT

16.0 INTRODUCTION..... 16-1

16.1 AGENCY COORDINATION 16-1

16.1.1 Stakeholder Group 16-1
16.1.2 Preferred Alternative Memoranda of Understanding 16-2

16.2 PUBLIC INVOLVEMENT..... 16-3

16.2.1 Public Hearing and Review Period for the Supplemental Draft EIS. 16-3
16.2.2 Additional Public Involvement 16-4

16.2.2.1 Transit Feasibility Workshop..... 16-4
 16.2.2.2 Historic Resources 16-5
 16.2.2.3 City of Stillwater and Section 4(f) Resources..... 16-5
 16.2.2.4 Visual Quality Planning Process and Visual Quality Manual Development 16-6
 16.2.2.5 SFEIS Newsletter and Project Website..... 16-6

16.3 REVIEW OF PROJECT DOCUMENTATION AND SUPPLEMENTAL FINAL EIS..... 16-7
16.4 PERMITS AND APPROVALS 16-7
 16.4.1 Review of Water Quality Permitting Activities..... 16-9
16.5 COMMENTS ON THE SDEIS..... 16-9

**CHAPTER 17
RESPONSES TO COMMENTS ON THE SUPPLEMENTAL DRAFT EIS**

17.0 INTRODUCTION..... 17-1
 **17.1 RESPONSES TO COMMENTS FROM RECIPIENTS ON THE ST. CROIX RIVER
 CROSSING PROJECT SDEIS DISTRIBUTION LIST 17-1**
 **17.2 RESPONSE TO GOVERNMENT AGENCY COMMENTS RECEIVED DURING THE
 ST. CROIX RIVER CROSSING PROJECT COMMENT PERIOD..... 17-3**
 17.2.1 Response to Comments Regarding Indirect Effects 17-3
 **17.3 RESPONSE TO NON-GOVERNMENT ORGANIZATIONS COMMENTS RECEIVED
 DURING THE ST. CROIX RIVER CROSSING PROJECT COMMENT PERIOD 17-89**
 **17.4 RESPONSE TO PUBLIC COMMENTS RECEIVED DURING THE ST. CROIX RIVER
 CROSSING PROJECT COMMENT PERIOD 17-158**
 17.4.1 Response to Public Comments – Suggested Mitigation Items 17-161
 17.4.2 Responses to Public Comments – Summary 17-164
 17.4.3 Response to Individual Public Comments 17-173

**CHAPTER 18
LIST OF PREPARERS**

**CHAPTER 19
LIST OF AGENCIES AND ORGANIZATIONS TO WHOM THE SUPPLEMENTAL
FINAL EIS WAS PROVIDED**

**CHAPTER 20
INDEX**

2006 St. Croix River Crossing Project Supplemental Final EIS

LIST OF FIGURES AND TABLES

Page No.

Abstract

No Figures

No Tables

Executive Summary

Figure ES-1	Project Area and Supplemental Final EIS Preferred Alternative.....	ES-40
Figure ES-2	Transportation Issues Map.....	ES-41
Table ES-(a)	Agency Permits, Approvals, and Other Required Actions	ES-23
Table ES-1	Summary of Preferred Alternative Impacts	ES-27
Table ES-2	St. Croix River Crossing Project Summary of Preferred Alternative Mitigation Items.....	ES-37

Chapter 1: Introduction to the Supplemental Final EIS

Figure 1-1a	Project Location – Regional Setting	1-13
Figure 1-2b	Project Location – Local Setting.....	1-14
Figure 1-2	Project Area and Supplemental Final Preferred Alternative.....	1-15
Figure 1-3	Lower St. Croix National Scenic Riverway Boundary.....	1-16

No Tables

Chapter 2: Purpose of and Need for Action

Figure 2-1	Transportation Issues Map.....	2-17
------------	--------------------------------	------

No Tables

Chapter 3: Description of The Preferred Alternative

Figure 3-1	St. Croix River Crossing SDEIS Build Alternatives B-1, C, D, E	3-25
Figure 3-2	Minnesota TH 36 (TH 5 to Osgood Avenue) – Preferred Alternative	3-26
Figure 3-3	TH 36 & TH 95 Interchange Area – Preferred Alternative	3-27
Figure 3-4	Wisconsin STH 35/64 – Preferred Alternative	3-28
Figure 3-5	Minnesota TH 36 – Preferred Alternative Typical Sections.....	3-29
Figure 3-6	TH 36 & TH 95 Interchange – Preferred Alternative Typical Sections	3-30
Figure 3-7	Minnesota TH 95 – Preferred Alternative Typical Sections	3-31

JUNE 2006

Figure 3-8	River Bridge – Preferred Alternative Typical Sections	3-32
Figure 3-9	Wisconsin STH 64 – Preferred Alternative Typical Sections	3-33
Figure 3-10	Wisconsin STH 35 – Preferred Alternative Typical Sections	3-34
Figure 3-11	“2004” Total Cost Estimate Review – Probability Assessment	3-23
Figure 3-12	“2010” Total Cost Estimate Review – Probability Assessment	3-24
Figure 3-13	Cost Estimate Review Summary	3-35
Table 3-1	Preferred Alternative River Crossing Characteristics.....	3-15

Chapter 4: Transportation Systems and Impacts

Figure 4-1	Preferred Alternative Average Daily Traffic Volumes (2030).....	4-28
Figure 4-2	Preferred Alternative Average Daily Traffic Volumes (2030).....	4-29
Figure 4-3	TH 36 Traffic Operations Analysis – LOS Degradation Over Time.....	4-14
Table 4-1	Existing (2002) Intersection Operations – P.M. Peak Hour	4-8
Table 4-2	Existing and 2030 Average Daily Vehicle Crossings for St. Croix River Crossings	4-10
Table 4-3	Year 2010 Intersection Traffic Operations Analysis – P.M. Peak Hour	4-12
Table 4-4	Year 2030 Intersection Traffic Operations Analysis – P.M. Peak Hour	4-13
Table 4-5	Traffic Operations Analysis – Preferred Alternative Summary	4-18

Chapter 5: Social, Relocation, and Economic Impacts

Figure 5-1	Minnesota TH 36 (TH 5 to Osgood Avenue) – Preferred Alternative Right of Way Impacts	5-24
Figure 5-2	TH 36 & TH 95 Interchange Area – Preferred Alternative Right of Way Impacts	5-25
Figure 5-3	Wisconsin STH 35/64 – Preferred Alternative Right of Way Impacts.....	5-26
Table 5-1a	Right-of-Way Acquisitions (in acres) Required for Preferred Alternative.	5-13
Table 5-1b	Number of Properties Acquired Through Total Takes for Preferred Alternative.....	5-14
Table 5-1c	Number of Properties Acquired Through Partial Takes for Preferred Alternative.....	5-14
Table 5-2a	Addresses of Properties to be Acquired in Minnesota for Preferred Alternative.....	5-15
Table 5-2b	Addresses of Properties to be Acquired in Wisconsin for Preferred Alternative.....	5-15

Chapter 6: Land Use Impacts

No Figures

Table 6-1	Summary of Preferred Alternative Farmland Impacts.....	6-5
-----------	--	-----

Chapter 7: Visual Impacts Analysis

Figure 7-1	Preferred Alternative – Extradosed Bridge Type.....	7-10
Figure 7-2	View from Lowell Park – Preferred Alternative Extradosed Bridge Type	7-11
Figure 7-3	Minnesota Bluff Cross-Sections – Preferred Alternative	7-12
Figure 7-4	Wisconsin Bluff Cross-Sections – Preferred Alternative	7-13
Figure 7-5	View from St. Croix River – Preferred Alternative Extradosed Bridge Type	7-14
Figure 7-6	Photo Simulation of Preferred Alternative River Crossing – View from Lowell Park	7-15
Figure 7-7	Photo Simulation of Preferred Alternative River Crossing – View from St. Croix River South of River Crossing	7-16

No Tables

Chapter 8: Air Quality, Traffic Noise, and Contaminated Sites

Figure 8-1	Noise Barrier Receptor Locations – Preferred Alternative Minnesota.....	8-32
Figure 8-2	Noise Receptor Locations – Wisconsin Preferred Alternative	8-33
Figure 8-3	Potentially Contaminated Sites – Approximate Locations	8-34
Table 8-1	Regional Air Toxic Emissions	8-6
Table 8-2	Study Area Air Toxics Emissions (grams/day)	8-6
Table 8-3	Air Toxics Emissions for Segment 1 (grams/mile/day).....	8-7
Table 8-4	Air Toxics Emissions for Segment 2 (grams/mile/day).....	8-8
Table 8-5	Air Toxics Emissions for Segment 3 (grams/mile/day).....	8-8
Table 8-6	Air Toxics Emissions for Segment 4 (grams/mile/day).....	8-8
Table 8-7	Air Toxics Emissions for Segment 5 (grams/mile/day).....	8-9
Table 8-8	Air Toxics Emissions for Segment 6 (grams/mile/day).....	8-9
Table 8-9	St. Croix River Crossing Project – Minnesota Daytime and Nighttime Peak Noise Results Preferred Alternative TH 36 (West of Osgood Avenue)	8-16
Table 8-10	St. Croix River Crossing Project – Minnesota Daytime and Nighttime Peak Noise Results Preferred Alternative TH 36 (East of Osgood Avenue)	8-17
Table 8-11	Noise Impact Summary Table – Minnesota.....	8-18
Table 8-12	St. Croix River Crossing – Wisconsin Daytime Peak Noise Results	8-19
Table 8-13	Noise Impact Summary Table - Wisconsin	8-20
Table 8-14	Noise on the River – Results for the Build Alternatives	8-21
Table 8-15	Minnesota Noise Mitigation Analysis Results: Daytime.....	8-22
Table 8-16	Minnesota Noise Mitigation Analysis Cost Effectiveness Results.....	8-24
Table 8-17	Wisconsin Noise Mitigation Analysis Results: Daytime.....	8-25
Table 8-18	Wisconsin Noise Mitigation Analysis Cost Effectiveness Results.....	8-25
Table 8-19	Known or Potentially Contaminated Properties in the Project Area that May be Affected by the Preferred Alternative.....	8-28

Chapter 9: Natural Resource Impacts

Figure 9-1	Protected Species Nesting Locations (Approximate)	9-18
Figure 9-2	Wisconsin Bluff Impacts – Preferred Alternative.....	9-19
Table 9-1	Wisconsin Bluff Impacts.....	9-14

Chapter 10: Water Resources

Figure 10-1a	Existing Drainage Area – Minnesota.....	10-35
Figure 10-1b	Existing Drainage Area – Wisconsin.....	10-36
Figure 10-2a	Preferred Alternative Storm Treatment Ponds Minnesota.....	10-37
Figure 10-2b	Preferred Alternative Stormwater Treatment – Wisconsin.....	10-38
Figure 10-2c	Typical Wet Detention Basin Section.....	10-39
Figure 10-3	Proposed Floodplain Impacts – Preferred Alternative.....	10-40
Figure 10-3a	Proposed Floodplain Impacts – Preferred Alternative.....	10-41
Figure 10-4	Wetland and Mitigation Site (Minnesota)	10-42
Figure 10-5	Wetland and Mitigation Site (Wisconsin).....	10-43
Table 10-1	Proposed Design Criteria	10-2
Table 10-2	Impervious Area Within Project Limits	10-7
Table 10-3	Proposed Drainage Area Data and Treatment Methodology	10-14
Table 10-4	Water Quality Modeling Summary.....	10-17
Table 10-5	Preferred Alternative Floodplain Impacts.....	10-20
Table 10-6	Results of Wetland Functions Analysis (MnRAM 3.0).....	10-29
Table 10-7	Estimated Wetland Impact Summary – Preferred Alternative	10-30

Chapter 11: Archaeological and Historic Resources

Figure 11-1	Area of Potential Effect – Minnesota.....	11-46
Figure 11-2	Area of Potential Effect – Wisconsin.....	11-47
Figure 11-3	Minnesota Archaeological APE.....	11-48
Figure 11-4	Location of National Register Listed or Eligible Properties in the Project Area.....	11-49
Figure 11-5	Archaeological Site Boundaries.....	11-50
Figure 11-6	Stillwater Cultural Landscape District Boundaries.....	11-51
Table 11-1	NRHP-Listed and Determined Eligible Summary of Eligibility and Effects	11-12

Chapter 12: Construction Impacts

Figure 12-1	Preliminary Construction Staging Areas – Preferred Alternative.....	12-21
Figure 12-2	Minnesota TH 36 (TH 5 to Osgood Avenue – Preferred Alternative Staging	12-22

Figure 12-3 TH 36 & TH 95 Interchange Area Preferred Alternative Staging
(Build Alternatives) 12-23

Figure 12-4 Wisconsin STH 35/64 – Preferred Alternative Staging..... 12-24

No Tables

Chapter 13: Potential Indirect Impacts Analysis

Figure 13-1 Area of Influence – Indirect Impacts Analysis 13-22

Figure 13-2 Maximum Growth Redistribution..... 13-23

Table 13-1 Historic Population Growth, Minnesota and Wisconsin Communities 13-3

Table 13-2 Housing Units – Year Structure Built 13-3

Table 13-3 County Land Use by Percent of Total Area..... 13-4

Table 13-4 Future Population Growth by County..... 13-4

Table 13-5 Residential Building Permit Activity 1995 to 2003 Sampling
of St. Croix County, Wisconsin and Washington County,
Minnesota Communities 13-7

Table 13-6 Wisconsin Model Area Accessibility-Based Demographic Forecasts..... 13-10

Chapter 14: Cumulative Impacts

No Figures

Table 14-1 Comparison of Existing and Projected Amounts of
Developed Land by County 14-3

Table 14-2 Past and Future Population Growth by County 14-4

Table 14-3 List of Major Actions Proposed by Other Governmental Agencies/
Other Interests..... 14-5

Table 14-4 NRHP-Listed and Determined Eligible Properties
Summary of Eligibility and Effects 14-29

Table 14-5 Summary of Potential Cumulative Impacts Findings 14-31

**Chapter 15: Adverse Impacts that Cannot be Avoided, Relationship of Local Short-Term
Uses Versus Long-Term Productivity, Irreversible and Irretrievable
Commitment to Resources and Preferred Alternative Mitigation Package**

Figure 15-1 Preferred Alternative Riverway Mitigation Items 15-40

Figure 15-2 Preferred Alternative Loop Trail Location 15-41

Figure 15-3 Minnesota Loop Trail – Preferred Alternative 15-42

Figure 15-3a Minnesota Loop Trail – Preferred Alternative..... 15-43

Figure 15-4 Wisconsin Loop Trail – Preferred Alternative..... 15-44

Figure 15-4a Wisconsin Loop Trail – Preferred Alternative..... 15-45

Figure 15-5 Loop Trail System – Wisconsin Bluff Cross Section 15-46

Figure 15-6 Photo Simulation of Loop Trail – Near Houlton, WI 57
at STH 64 and CTH E Looking NE..... 15-47

Figure 15-7	Excess Right-of-Way (1995 Final EIS – Preferred Alternative)	15-48
Figure 15-8	Preferred Alternative Historic Resources Mitigation Items.....	15-49
Figure 15-9a	Standard Practice Mitigation Items.....	15-50
Figure 15-9b	Riverway Impacts Mitigation Items.....	15-51
Figure 15-9c	Growth Management and Environmental Stewardship Items	15-52
Figure 15-9d	Section 106 Amended MOA Mitigation Items.....	15-53
Table 15-1	Summary of Preferred Alternative Avoidance and/or Minimization Measures	15-11
Table 15-2	St. Croix River Crossing Project Summary of Preferred Alternative Mitigation Items.....	15-17
Table 15-3	1995 Preferred Alternative Excess Right-of-Way	15-24

Chapter 16: Agency Coordination, Stakeholder Group and Public Involvement

No Figures

Table 16-1	List of Stakeholder Group Meetings Since Publication of the SDEIS	16-2
Table 16-2	Agency Permits, Approvals, and Other Required Documents	16-7

Chapter 17: Responses to Comments on the Supplemental Draft EIS

No Figures

Table 17-1	Public Comments – River Crossing Location.....	17-159
Table 17-2	Public Comments – New Bridge Type	17-160
Table 17-3	Public Comments – Future Use of the Lift Bridge	17-160
Table 17-4	Public Comments – Mitigation Items	17-160

Chapter 18: List of Preparers

No Figures
No Tables

Chapter 19: List of Agencies and Organizations to Whom the Supplemental Final EIS was Provided

No Figures
No Tables

Chapter 20: Index

No Figures
No Tables

APPENDIX E: FINAL SECTION 4(f) EVALUATION

Introduction

No Figures

Table E-1A	Section 4(f) Resources (Parklands) and Preferred Alternative – Summary of Section 4(f) Use	E-5
Table E-1B	Section 4(f) Resources (Summary of NRHP-listed and Determined Eligible Properties) and Preferred Alternative – Summary of Section 4(f) Use	E-6
Table E-2	Summary of Preferred Alternative and Section 4(f) Resources.....	E-22

Lower St. Croix National Scenic Riverway

Figure E-1	Location of St. Croix River and Build Alternatives	E-51
Figure E-2	Lower St. Croix National Scenic Riverway	E-52

No Tables