Annual Project Summary Report
(March 1, 2016 through February 28, 2017)

This Annual Project Summary Report for the St. Croix Crossing Project is developed in accordance with the Amended Section 106 Memorandum of Agreement (MOA) and the Riverway Memorandum of Understanding (MOU) which are included in the 2006 Supplemental Final Environmental Impact Statement (SFEIS), the Re-evaluation of the SFEIS and the Federal Highway Administration’s (FHWA) Record of Decision (ROD).

This report describes the actions taken by FHWA, MnDOT, WisDOT and other agencies between March 1, 2016, and February 28, 2017, to implement the St. Croix Crossing Project and the terms of the Amended MOA and Riverway MOU. This report has been distributed to the signatories of the MOA and MOU, interests and members of the Stakeholder Group. This report is also available on the project website www.mndot.gov/stcroixcrossing.

Major actions either ongoing or completed March 1, 2016 thru Feb. 28, 2017, include:

- River bridge substructure/superstructure (all work above the river surface)—portions complete/ongoing
- Minnesota Approach Bridges - portions complete/ongoing
- Minnesota Roadway—portions complete/ongoing
- Wisconsin Roadway—portions complete/ongoing
- Mitigation Items—items complete/ongoing

Construction work began in the spring 2013 and will continue, with an anticipated new bridge opening to traffic date in fall of 2017. The Lift Bridge will then be converted in 2017, 2018 and the spring of 2019.

Design Accomplishments

A) Roads:
   i. MnDOT: Ames/Lunda Joint Venture continued the design/build process of Highway 36 & Highway 95, including design refinements to roadways, utilities and stormwater systems.
ii. WisDOT: Designers began to prepare final design plans for their loop trail project going from the lift bridge up to the new STH64. Naturalizing of Kolliner Park is planned to be part of their loop trail project.

B) Lift Bridge Conversion Project – designers developed the final plans to convert the Lift Bridge to a bicycle/pedestrian/boat facility. A May 2017 letting is planned.

C) Minnesota Loop Trail – “Upper Trail” segment from Sunnyside to Chestnut Street – designers are developing the final plans for the upper trail segment. A December 2017 letting is planned.

D) Wisconsin Loop Trail – WisDOT continues to develop final design plans for the loop trail from the Lift Bridge, up the hill, to STH 35. A December 2017 letting is being planned.

E) Financial Management Plan – Annual update: completed by MnDOT and WisDOT.

F) Permitting/agency approvals:
   i. MnDOT/WisDOT requested and obtained permits, agency approvals and other documents to meet the project schedule.

Right of Way Accomplishments

A) Minnesota and Wisconsin property acquisition activities occurred to allow the construction schedule to be met. All Right of Way for the roadways and new bridge has been acquired. Final real estate acquisitions for the loop trails and lift bridge conversion project are currently on-going.

Mitigation Package Accomplishments – Status of “During/After Construction” items

Remaining Riverway MOU related:

A) “Removal of Xcel barge unloading facility and mooring cells” – Barge unloader wheel and structure was removed in fall of 2014. The conveyor system up to building was planned to be removed in spring 2015, but high flood waters eliminated that opportunity. Therefore, the conveyor system removal is being planned for spring of 2017. The mooring cells will remain slightly longer, to be used as a barge staging area, until they are removed later in 2017.

B) “Completion of loop trail system...” – Minnesota trail segment, the lower trail, from Sunnyside Marina entrance to Chestnut Street, was constructed in 2015-16. Minnesota trails adjacent to TH 95 and TH 36 have now been constructed as part of the design/build portion. Wisconsin trail segment from CTY RD “E” to the river was graded and paved in 2016. Remaining trail segments in both states are in the design stage and planned to be constructed.

C) “Covenants on excess property owned by WisDOT....” – WisDOT continued applying restrictive covenants on their excess properties.

Remaining MOA related:

A) “Lift Bridge Related: ”
   a. Lift Bridge Endowment Account: MnDOT provided $3M in June 2014; another $3M in February 2015 and WisDOT provided $1.5M in October 2014 to meet Stipulation III.D.3 of the MOA.
i. Lift Bridge—Endowment Account’s Annual Report, dated December 2016 can be viewed at http://www.dot.state.mn.us/govrel/reports.html

b. Lift Bridge Conversion Project – Completed the environmental document necessary for a May 2017 letting. Completed permitting activities with USFW, Coast Guard, and MnDNR and WisDNR for anticipated mussel impacts. Lift Bridge Conversion design plans have been turned in for the letting.

B) “Stillwater Commercial Historic District” – WisDOT has 60% design to provide a parking lot at the old STH35 and loop trail junction.

C) “Lift Bridge Publication” – Washington County Historical Society was hired in 2015, but the contract was terminated and a professional/technical services consultant was then hired to complete the Lift Bridge Publication by the spring of 2017. Because of this change of vendors, an amendment to the Amended Section 106 MOA was necessary in early 2016.

See attached “Status of Cultural Resource Mitigation as of 2/8/17”. Also, the complete listing and the current implementation status of Section 106 mitigation items is attached.

Construction Accomplishments:

A. Superstructure for the new river bridge by Lunda/Ames Joint Venture:
   a. Minnesota’s approach bridges over land – completed the cast-in-place portion of the bridge. Completed the erection of the final 176 segments of the bridge.
b. River Bridge – completed towers on 2 out of the 5 piers in 2016. The remaining 510 pre-cast segments were lifted into place, building the bridge “horizontally” during 2016. All cable stays were installed at the piers. See http://www.dot.state.mn.us/stcroixcrossing/pdf/river-piers.pdf for information on each river pier. 3 of 6 closure pours were completed in 2016, with the remainder complete by February 9th, 2017.
c. Casting Yards:
   i. The segment casting yard on-site in Oak Park Heights completed all segments for the Minnesota approach bridge:
      1. 338 segments were constructed there, with the final 84 cast in 2016.
      2. Segments average 43 ft wide x 10-14 ft tall x 8 feet deep and weigh about 95 tons.
      3. Segments were used to build the bridge over the Minnesota shore.

   ii. The segment casting yard at Grey Cloud Island near Hastings completed producing all segments for the extradosed river bridge:
      1. 650 segments were constructed here. The final 207 segments were cast in 2016.
      2. Segments average 48 ft wide x 18 ft tall x 10 feet deep and weigh about 180 tons.
      3. Segments were be used to build the bridge over the St Croix River.
d. Wisconsin Shoreline – completed all work for span 14 including installation of 54 precast segments.

B. Minnesota Roadway:
   ii. In June of 2015, Ames/Lunda Joint Venture finished construction of new TH95 and the majority of TH36, with substantial completion/open to traffic, of TH 36 from the westerly project limits to near Beach Road.
   iii. By fall of 2016, Ames/Lunda completed the N.W. ramp at TH36/95 and opened it to traffic.

C. Minnesota: Lower Loop Trail: – portion from Sunnyside Marina to Nelson Street, Construction began in the fall of 2015, with the opening of the trail in November, 2015. Pipe railing work was then completed in the spring of 2016.
D. Minnesota: State Entry Sign construction was completed in 2015. State exit sign work remains to be completed in 2017.

E. Minnesota: Landscaping from Osgood Avenue to TH95 was installed in 2016 and will be completed in the spring of 2017.

F. Wisconsin Roadway:
   a. Trierweiler completed the concrete paving work on the new mainline WIS 64, between County Road “E” and 150th Avenue. Construction of this segment was substantially completed in 2016, with minor work to connect the road to the new river bridge remaining in the spring of 2017.
   b. All WIS 64 road work will be complete in 2017 and open at the same time as the new river crossing.

Communications Efforts

Project information was primarily delivered to the public and Highway 36 businesses through project email updates, earned media, digital media, social media, and public and private group presentations. The goal of these communications was to provide access to project information efficiently and effectively, as well as to anticipate and mitigate potential risks to the project’s reputation.

A. The Communications Team accomplished the following in 2016:

   - 28 total public and private group presentations
   - 17 total public boat tours of the St. Croix River construction site with a captive audience of, on average, 350 constituents per tour
   - Three total student boat tours including a history of the lift bridge, environmental impacts and a relatable overview of the St. Croix crossing construction
   - One elected official site visits
   - Delivered regular project updates to local governments, proactively and at their request
   - Made 312 direct touches with the public, businesses and government entities
- Distributed 45 total project email updates. These updates were regularly paired with project news releases (7,907 people are currently signed up to receive project email)
  - 41% average open rate
- Regularly updated the project website with construction information, traffic impacts and other educational material
  - On average, 7,598 visits to the website per month
- Responded to 46 total media inquiries in 2016
- Made social media a priority engagement component and sustained robust audience numbers from season to season
  - Currently 5,028 total “likes” on Facebook
  - Currently 1,064 Twitter followers

B. During 2016 there were 453 St. Croix Crossing related stories. Media covered many angels of the project in 2016, from construction progress reports to the continuing popularity of the public boat tours of the bridge construction site.

The media outlet types that covered St. Croix Crossing related stories included
  - Metro dailies
  - Community newspapers
  - Broadcast (TV and radio)

Continuing the trend from 2015, the majority of 2016 project media coverage was positive. Some of the topics that dominated coverage included:
  - Final segment placement
  - Ringer Cranes
  - Completion date delay
  - Construction progress
  - Public boat tours

C. Tools to receive project information and updates:
   a. Website: www.mndot.gov/stcroixcrossing/
   b. Weekly project email updates (select St. Croix Crossing): http://visitor.r20.constantcontact.com/manage/optin/ea?v=001uV3jnccU8bbkNX8ffDiBJPZEnEPui7da6a685qTGxcCfn68qjTgtXA%3D%3D
   d. Email: stcroixcrossing.dot@state.mn.us
   e. Facebook: www.facebook.com/saintcroixcrossingmndot
   f. Twitter: https://twitter.com/stcroixcrossing
   g. Project office location: 1862 Greeley Street S. in Stillwater
**Project Construction Cost/Schedule**

**A. Approximate Construction Cost Subtotal:**
- Minnesota Roadway Approach $71M
- River Bridge Foundations $39M
- River Bridge and Ramp Bridges $338M
- Wisconsin Roadway Approach $25M

**B. Construction Schedule:**
- Minnesota Landscaping – 2nd Segment: completed in Spring 2017
- Minnesota Exit Sign: Summer of 2017
- Minnesota Roadway: mainline TH 36 paving up to new bridge in summer of 2017
- River bridge, approach and ramp bridges: Fall of 2017(open to traffic)
- Wisconsin Roadway: Spring 2014 - Fall of 2017 (approach work to tie into bridge)
- Lift Bridge Conversion to Bike/Ped Bridge: Summer 2017 – Spring 2019
- Mitigation Package Implementation – Ongoing to 2019

**Next Steps for 2017** (Timetable will be determined by FHWA, MnDOT and WisDOT)

1. Continued Stakeholder Involvement
3. River bridge superstructure and ramp bridges – construction on-going – storm sewers, chip seal overlays, lighting, expansion joints, barriers, painting, wetland restorations, dockwall removals and opening to traffic.
4. Wisconsin Roadway Approach – grading and paving connection to new river bridge
5. Permit Conditions and any additional agency coordination
6. Environmental Compliance and Monitoring
7. Right of Way acquisitions
8. Financial Plan – annual update
9. Design:
   a. Loop Trails – Minnesota and Wisconsin - design plan development
   b. Landscaping – Minnesota and Wisconsin
   c. Mitigation Items
10. Mitigation Package:
    - complete “During Construction” items and begin “After Construction” items.
11. Communications:
    a. Continue providing project information as requested and through news releases, website updates and other formal and informal communications
    b. Media interviews
    c. Project presentations/site visits
    d. Email updates
    e. Videos using animations
12. Project Management -- Manage program schedules, resources, cost estimates, deliverables, reporting, etc. developed within the framework of the Project Management Plan’s organizational chart including regular meetings of functional groups, Project Core Team, Stewardship Councils and Executive Team.
Project Team Contact information:

MnDOT:
Michael Beer, Project Director  651-366-4358  Michael.Beer@state.mn.us
Kristin Calliguri, Communications 651-366-4272  Kristin.Calliguri@state.mn.us
Todd Clarkowski, Project Coordinator 651-366-4316  Todd.Clarkowski@state.mn.us

WisDOT:
Tim Mason, Project Development  715-833-5366  Timothy.Mason@dot.wi.gov
Diana Maas, Communications  715-635-4968  Diana.Maas@dot.wi.gov

FHWA:
Tim Anderson - MN  651-291-6126  Timothy.Anderson@dot.gov
Pete Garcia - WI  608-829-7513  Pete.Garcia@dot.gov

All project specific information, including the current project status, can be found at www.mndot.gov/stcroixcrossing/

Attachments to this report include:
- Status of Cultural Resources mitigation as of 2-8-17
- St. Croix Crossing Project layout and Summary of Preferred Alternative Mitigation Items—Implementation Status, dated 2-8-17
### ST CROIX CROSSING PROJECT

**SFEIS  TABLE 11-1: NRHP-LISTED AND DETERMINED ELIGIBLE PROPERTIES**

**STATUS OF CULTURAL RESOURCE MITIGATION AS OF 02/08/2017**

<table>
<thead>
<tr>
<th>Property Name</th>
<th>NRHP Criterion</th>
<th>SHPO Number</th>
<th>Effects from Preferred Alternative</th>
<th>Eligibility Status</th>
<th>MOA Stipulated Mitigation Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Log Cabin Restaurant (Club Tara)</td>
<td>A</td>
<td>WA-OHC-019</td>
<td>Adverse Effect</td>
<td>Determined Eligible</td>
<td>Completion of NRHP nomination</td>
<td>Listed on NRHP as of 12/27/07</td>
</tr>
<tr>
<td>Bergstein Shoddy Mill And Warehouse</td>
<td>A</td>
<td>WA-OHC-001</td>
<td>Adverse Effect</td>
<td>Determined Eligible</td>
<td>Completion of NRHP nomination</td>
<td>Listed on NRHP as of 3/5/08</td>
</tr>
<tr>
<td>Stillwater State Prison Historic District</td>
<td>C</td>
<td>WA-BPC-007</td>
<td>No Adverse Effect</td>
<td>NRHP Listed; 22 contributing properties, 8 non-contributing</td>
<td>No Adverse Effect</td>
<td>No Adverse Effect</td>
</tr>
<tr>
<td>St. Croix Overlook-South</td>
<td>A &amp; C</td>
<td>WA-OHC-005</td>
<td>Adverse Effect</td>
<td>Determined Eligible</td>
<td>Completion of NRHP nomination</td>
<td>Listed on NRHP as of 12/27/07</td>
</tr>
<tr>
<td>William N. Danforth House</td>
<td>C</td>
<td>WA-SWC-1067</td>
<td>No Effect</td>
<td>Determined Eligible</td>
<td>No Effect</td>
<td>No Effect</td>
</tr>
<tr>
<td>Fairview Cemetery</td>
<td>C</td>
<td>WA-SWC-1486</td>
<td>No Effect</td>
<td>Determined Eligible</td>
<td>No Effect</td>
<td>No Effect</td>
</tr>
<tr>
<td>Stillwater South Main Street Archaeological District (Hersey and Bean Sawmill and Planing Mill Site, Slab Alley)</td>
<td>A &amp; D</td>
<td>21WA91 21WA92 21WA100</td>
<td>Adverse Effect (Hersey and Bean Site) No Effect (Slab Alley)</td>
<td>Determined Eligible as contributing to Cultural Landscape District and to Archaeological district</td>
<td>Completion of NRHP nomination</td>
<td>NRHP nomination completed. Not listed on NRHP due to private owner objection</td>
</tr>
<tr>
<td>Stillwater &amp; St. Paul Railroad</td>
<td>A</td>
<td>WA-SWC-1503</td>
<td>No Effect</td>
<td>Determined Eligible</td>
<td>No Effect</td>
<td>No Effect</td>
</tr>
<tr>
<td>St. Croix Boom Site</td>
<td>A</td>
<td>WA-SWT-004</td>
<td>No Effect</td>
<td>National Historic Landmark</td>
<td>No Effect</td>
<td>No Effect</td>
</tr>
<tr>
<td>Stillwater Lift Bridge</td>
<td>C</td>
<td>WA-SWC-322</td>
<td>Adverse Effect</td>
<td>NRHP Listed; contributing to Stillwater Cultural Landscape District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stillwater Commercial Historic District</td>
<td>A &amp; C</td>
<td>Multiple Numbers</td>
<td>Adverse Effect</td>
<td>NRHP Listed; 82 properties; Lift Bridge not included</td>
<td>Enhanced construction signage, communication plan, optimize parking and parking lot in WI during construction.</td>
<td>Communication plan completed in 2013. Remaining items to be completed during construction of St. Croix Crossing Project</td>
</tr>
<tr>
<td>Stillwater Cultural Landscape District</td>
<td>A &amp; C</td>
<td>Multiple Numbers</td>
<td>Adverse Effect</td>
<td>Determined Eligible; 247 contributing properties and 187 non-contributing properties; 3 contributing archaeological sites; Includes Lift Bridge</td>
<td>Illustrative Study</td>
<td>Illustrative Study of SCLD completed in 2011</td>
</tr>
<tr>
<td>Nicholas Thelen Farmstead</td>
<td>C</td>
<td>AHI-46042</td>
<td>Conditional No Adverse Effect</td>
<td>Determined Eligible</td>
<td>Completion of NRHP nomination</td>
<td>Listed on NRHP as of 2/12/09</td>
</tr>
<tr>
<td>St. Croix Hilltop Drive-in Theatre</td>
<td>C</td>
<td>AHI-129594</td>
<td>No Effect</td>
<td>Determined Eligible</td>
<td>No Effect</td>
<td>No Effect</td>
</tr>
<tr>
<td>Louis Kriesel Farmstead</td>
<td>C</td>
<td>AHI-129596</td>
<td>Conditional No Adverse Effect</td>
<td>Determined Eligible</td>
<td>Completion of NRHP nomination</td>
<td>Listed on NRHP as of 2/12/09</td>
</tr>
</tbody>
</table>
### Lift Bridge Conversion Project - S.P. 8217-4654D

<table>
<thead>
<tr>
<th>Task</th>
<th>Phases</th>
<th>Status 1</th>
<th>Status 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide parking lot at old STH 35/64 and loop trail in Wisconsin</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Optimize parking on Chestnut and Main Streets</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Construction communication plan</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Enhanced signage from new bridge and roadways to downtown Stillwater</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Stillwater Commercial Historic District: Mn/DOT retains ownership of site</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Bergstein Shoddy Mill and Warehouse – additional documentation, relocation of Shoddy Mill needs as defined in Lift Bridge Mgt Plan</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Lift Bridge: Design and construction review of all final designs affecting NRHP properties</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Greenspace protection program</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Water resources planning/protection</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Growth Management Mitigation Items</td>
<td>During construction</td>
<td>Complete</td>
<td>Complete</td>
</tr>
<tr>
<td>Summary of Preferred Alternative Mitigation Items – Implementation Status</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>