1. **Call Meeting to Order**
Scott Poska, NCITE President, called the meeting to order at 3:40pm. Networking preceded the meeting.

2. **Introductions**
All attendees introduced themselves, stated their employer and NCITE involvement, and answered the question “What is your favorite part of being an NCITE member?”. Forty people were in attendance. Responses to the question were as follows:

- Socializing/Networking (15)
- New Member / Not Yet Member (5)
- Learning (2)
- Student Involvement (2)
- Technical Committees (2)
- Drinking (1)
- Event Planning (1)
- Free Food (1)
- Free Pens (1)
- Fun (1)

- Job Connections (1)
- Lake Name Fake Name Game (1)
- Life-long Organization (1)
- Question of the Day (1)
- Running out of Name Tags (1)
- Speaking/Presenting (1)
- Tailgating at Saints Game (1)
- Wood Paneled Rooms (1)
- Younger Member Committee (1)

3. **Announcements**
Scott introduced Morgan Hoxsie, NCITE Membership Coordinator, who provided a short overview of her role and invited those with questions regarding NCITE membership to contact her.

Scott made the following announcements:
- The next Intersection Traffic Control Technical Committee meeting will be held on May 24th, 2018
- The Younger Member Committee will be hosting a bike ride/tour on June 7th, 2018.

Scott introduced John Davis, ITE International Director, who made the following announcements:
- ITE has begun a new initiative called “One ITE”. This initiative will coordinate a consistent member experience across ITE and ensure the viability of the Institute.
- ITE will be sending out a brochure for the ITE Annual Meeting. The host hotel block is already eighty percent full. Local attendees not staying at the host hotel can register at a reduced registration cost by entering the code “local” during registration.
• The Road Safety Professional Certification will be offered in Minnesota, with the first exam taking place in October 2018. Applications will be accepted beginning June 15th, 2018.
• ITE is seeking volunteers for the Student Leadership Summit to be held at the University of Minnesota on August 18th and 19th. If interested, contact John Davis or Scott Poska. Approximately 120 students are expected to attend.
• The District Traffic Bowl will take place at the University of Minnesota in the Civil Engineering Building on Friday, August 17th at 5:30pm. All are welcome to attend.

4. Presentation
Scott introduced Natalie Lindsoe, NCITE Director. Natalie introduced Todd Clarkowski of MnDOT to present on the St. Croix Loop Trail Crossing Project. The presentation is attached to these minutes. Highlights of the presentation included:
• Overview of St Croix Crossing Project
  o The project is unique as it is located between two states (Minnesota and Wisconsin).
  o Issues in the area included: traffic congestion, mobility, safety, delays from the lift bridge (operations/flooding), pedestrian needs, bridge condition, environmental concerns, historic properties, endangered species, and protection of the St. Croix National Scenic Riverway.
  o Twenty-eight stakeholders were involved in the process to reach consensus on project needs, new bridge location, bridge style, what to do with the existing bridge, etc.
• Mitigation Package
  o A package was developed to mitigate project impacts such as:
    ▪ Development of a loop trail system to create a new use for the old lift bridge
    ▪ Providing roadway lighting without spillover onto the surrounding environment
    ▪ Building three miles on highway in Minnesota to improve TH 36
    ▪ Adding a storm water pond system at the TH 36 and TH 95 Interchange to manage runoff and provide natural water treatment
    ▪ Relocating endangered species
    ▪ Preventing the spread of zebra mussels
  o The mitigation package cost approximately $44 million. The total project cost approximately $640 million.
• Schedule
  o The main project opened on August 2nd, 2017. Mitigation items are still in progress with a planned completion in of Fall 2019.
  o Included in the upcoming work is the conversion of the old lift bridge. This will involve restoring the bridge to look like it did when it was originally built in 1931.
  o Most of the five-mile loop trail will be completed this summer. Construction will include trail heads and parking areas. The Minnesota parking lot will be open for Memorial Day.
• Minnesota versus Wisconsin
  o The character is very different on each side of the river. Minnesota is more urban and developed whereas Wisconsin is more rural.
  o Part of the Minnesota trail system is being built over an archeological site.
Wisconsin is adding other trail systems that will connect into the Loop Trail.

- Project Website and Webcams
  - St. Croix Crossing
  - Highway 36 Stillwater Lift Bridge

5. Lake Name Fake Name Game
Cortney Falero administered the Lake Name Fake Name Game. The results were as follows:
- 1st Place: Steve Manhart
- 2nd Place: Sarah Irmen
- 3rd Place: Scott Poska
- 4th Place: Kevin Peterson
- 5th Place: Will Flickinger

6. Adjourn
The meeting was adjourned at 4:50pm. A networking/happy hour followed the meeting and included appetizers and a cash bar.

Respectfully submitted,

Jacob Folkeringa
2018 Secretary

June 7, 2018
Loop Trails, Project History
And Update

North Central Section of the Institute of Transportation Engineers (NCITE)

--- Gasthofs, Minneapolis
May 22nd, 2018
Loop Trails, project background and Current Status:

Todd Clarkowski, P.E.
MnDOT, St. Croix Crossing Project Coordinator
St. Croix Crossing Project Area

Map showing the St. Croix Crossing Project area with highlighted regions for Minnesota and Wisconsin.
St. Croix Crossing Project Area
Previous Problems

- Traffic Congestion
- Mobility
- Safety
- Delays From Lift Bridge Operation/Flooding
- Physical Restrictions
- Needs Of Pedestrians
- Lift Bridge Condition
Context/Environment - Protected Resources – Historic Properties

Location of Properties that are listed or eligible for the National Register of Historic Places
St. Croix River Crossing Project - SFEIS from 2006
Stillwater Municipal Barge Facility Property
Now called “Bridgeview Park”

Kolliner Park

Photo courtesy of Washington County Historical Society
Protected Area – Waterway

- St. Croix National Scenic Riverway:
  - Scenic
  - Recreational
  - Geologic
  - Water Quality
Stakeholder Group Process

Federal and State Regulators

Local Governments

Interest Groups

From 2002 to 2006, with subgroups afterwards
28 Participants in the mediation represent the following agencies or organizations:

Minnesota Department of Transportation
Wisconsin Department of Transportation
Minnesota Department of Natural Resources
Wisconsin Department of Natural Resources
Minnesota State Historic Preservation Office
Wisconsin State Historic Preservation Office
City of Stillwater
City of Oak Park Heights
Town of St. Joseph
National Park Service
Federal Highway Administration
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. EPA

Advisory Council on Historic Preservation
U.S. Fish and Wildlife Service
Preservation Alliance of Minnesota
Stillwater Historic Preservation Commission
St. Croix River Association
Friends of the St. Croix
Stillwater Area Chamber of Commerce
Sierra Club
St. Croix County Transportation Committee
St. Croix Alliance for an Interstate Bridge
Stillwater Lift Bridge Association
Western WI Board of Realtors
Minnesota Center for Environmental Advocacy
National Trust for Historic Preservation
2006: Supplemental Final Environmental Impact Statement - St. Croix River Crossing Project

CONSENSUS REACHED:
- 28 member Stakeholder consensus – not all agreed but were involved in the process and informed
  - purpose and need, location, design, bridge type, mitigation
  - large group meetings ended, but smaller subsets still continue

New river crossing design and location

Mitigation Package

Bridge Type

Lift Bridge Use
Within The Context, How Did We Choose A Location For The New Bridge?

Stakeholder And Public Involvement

**St. Croix Crossing Project Stakeholders, Interests, Issues**

- Social
- Economic
- Community
- Environmental

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- Riverway
- Historic Properties
- Threatened & Endangered Species
- Watershed
St. Croix Crossing Project – Balancing Needs & building partnerships

Transportation — Social, Economic, Environmental

Stakeholder and Public Involvement to Determine Project Location, Design and Mitigation

Historical Resources

Natural Resources

Political Issues

Technical Issues
Two bridges

Lift Bridge and New St. Croix Crossing bridge

Photo by Kelley Brenner – 2017 Discover Stillwater photo contest
New Bridge
New St. Croix Crossing bridge
2017 River Bridge
New St. Croix Crossing bridge – at night
New Bridge #’s

Extradosed bridge materials:

Number of pre-cast segments:  988
Each river segment:  48’x18’x10’ and weighs 180 T
Total length of stay cables (visible) – 5.2 miles
Total Length of cable strands inside the bridge (not visible) – 1,969 miles
Total concrete in the bridge – 139,219 cubic yards (563.8 million lbs.)
Total reinforcement steel in the bridge – 42.3 million lbs.
Total paint – 22,000 gallons for 1,100,000 sq.ft. of surface area

Construction from 2013 to 2017
Minnesota Approach – Urban

At-grade, signalized, intersections with pulled back frontage roads at Oakgreen/Greeley

Stormwater ponds, noise wall, state entry/exit signs, weigh in motion system.
Minnesota Approach – TH36/95 interchange

Interchange with stormwater ponds
New Bridge and WI Construction
WI Construction - Rural
WI Construction at new bridge

Concrete mainline
2-12’ Lanes with shoulders
166,383 SY of 10.5” concrete pavement (doweled)
Minnesota Approach – State Entry/Exit signs
Mitigation Items – Natural Resources

- Loop and local trails
- Boat Access Study
- Bluffland Restoration/Preservation
- Kolliner Park Naturalization
- Covenants on excess properties
Mitigation Items – Growth Mgt And Visual

Growth Management in Western WI:
  Water Resources Planning/protection
  Greenspace Protections
  Local Govt Planning Support

Aesthetics:
  Visual Quality Manual
  Landscaping
  Surface Treatments/Colors
Mitigation Items – Historic Resources
Total Project Costs

Costs:
Total project = $627 to 646 million
  - Bridge = $383 million
  - Minnesota approach = $71.9 million
  - Wisconsin approach = $24.8 million
  - Mitigation Package = $44.1 million
  - Design, Real Estate, Utilities, contingencies, etc. = approximately $122 million
Schedule

- Mn Roadway – opened by 2015
- WI Roadway – completed by 2017
- New River Bridge – Open to traffic on August 2, 2017
- Mitigation items – loop trails, parking lots, Lift Bridge
- Landscaping, punchlists
- Fall 2019 completion
Remaining Projects - Lift Bridge Conversion

Now

Future
Upcoming Projects - Landscaping

St. Croix Crossing Project - Minnesota Landscaping Projects

LEGEND
- S.P. 8214-164: Letting Sept. 26, 2014; Constructed in 2015
- S.P. 8214-161: Letting March 23, 2018; Construction in 2018
- S.P. 8214-176: Letting October 26, 2018; Construction in Spring of 2019

For more information about the St. Croix Crossing Project:
Visit the project website
www.mndot.gov/stcroixcrossing
5 mile Loop Trail to connect the bridges
Upcoming Projects - Loop Trails in both states
Lower Loop Trail Project – 10’ of 4” wearing course over 6” of Class 6
- 969 Tons of bituminous placed in 2015 by Hardrives
- pipe railings
- stormwater pond
Parking lot
Upper Loop Trail Project – 10’ of 5” wearing course over 6” of Class 6
- 3,300 Tons of bituminous to be placed in 2018 by North Valley Paving
- stormsewer system
- pipe railings
Loop Trail Construction - Minnesota

Figure 7. Detail of the Hersey & Bean Lumber Company’s Mills from Andreas, 1874
Loop Trail Construction - Minnesota
Loop Trail Construction - Minnesota
Loop Trail Construction - Minnesota
Loop Trail Construction - Minnesota
Loop Trail in MN

Loop Trails

Upper

Lower
Bituminous Trails:
2016 – 8110-02-75 project had the loop trail which was 2” of HMA at 10’ wide and a total of 754 tons by Monarch
2018 – 8110-02-73 project has:
Loop trail which is 3” in two lifts of HMA at 10’ wide and a total of 1,604 tons
Trail head parking areas are 4” in two lifts of HMA and a total of 1,732 tons
Park and Ride is 3” in two lifts of HMA and a total of 475 tons by Monarch
Loop Trail Construction - Wisconsin
Animations

Lift Bridge

New St. Croix Crossing
Project Information

Project Website and Webcams

www.mndot.gov/stcroixcrossing/

http://www.dot.state.mn.us/metro/projects/stcroix/indexbackground.html

http://www.dot.state.mn.us/metro/projects/liftbridge/index.html
Questions?
Add’l info
Project Photos

New St. Croix Crossing bridge
1876 Timber toll bridge was built by the City of Stillwater

1925 MN Department of Highways takes over ownership of the bridge

1931 Lift Bridge was constructed by MN Dept of Highways

1970’s - increasing congestion leads to discussions of solutions
• Invasive Species
Federal Legislation interpretation and State Laws

Conflicting federal laws protecting the Wild and Scenic Riverway and cultural resources.

- Oak Park Heights
- Stillwater
- Bayport
History of the project

3 Phases of Project Development:


Phase 3: “Stakeholder Process” – 2002 to present
Interests and Potential Conflicts:

No-Build vs Build

Natural Resources vs Historical

Community vs Special Interest

Population growth in western WI vs No growth

Transportation design speeds – High/med/low

New River Bridge Types

Lift Bridge Use
2002: U.S. Institute of Conflict Resolution hired a facilitation, mediation team – RESOLVE

2002: Facilitated Stakeholder Resolution Process monthly meetings began with 28 member group

Purpose and Need

Traffic Analysis – Forecasts/Modeling

Alternatives Analysis – No-Build and Build

2004: Supplemental Draft Environmental Impact Statement - St. Croix River Crossing Project
Stakeholder Group – Facilitated Process

2006: Supplemental Final Environmental Impact Statement - St. Croix River Crossing Project

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New river crossing design and location

Mitigation Package

Bridge Type

Lift Bridge Use
3rd Phase of Project Development

Legal Actions:

2006: Oak Park Heights v. MnDOT – municipal consent

2007: State of MN Judge ruling on OPH v. MnDOT – use “old” municipal consent law

2007: Sierra Club v. FHWA and NPS – NEPA, 4(f), 7(a)
3rd Phase of Project Development

2010 spring: Federal Court ruling on Sierra Club complaint - FHWA-o.k., vacated NPS’s draft section 7(a)

2010 fall: NPS Wild and Scenic Rivers Act-Section 7(a) Evaluation and Determination Report – adverse effect
3rd Phase of Project Development

2010 fall: Coalition established of local individuals, businesses and elected officials in support of the project

2011: Congressional House and Senate Subcommittee hearings began on authorizing project under Wild and Scenic Rivers Act. House and Senate approved bills.

2012: President Obama signed Public Law 112-100 on March 14 authorizing the St. Croix River Crossing Project under the Wild and Scenic Rivers Act, with mitigation.

2012 fall: Re-evaluation of the 2006 SFEIS

2012/13: Permitting and began construction

2013: Minnesota Design-Build approach, new river bridge foundation construction and mitigation items.
Lessons Learned

1) Don’t ignore someone's resource
2) Play by the laws
3) See the entire project
4) Learn from others successes/challenges
5) Be patient enough to allow time for process
6) Teamwork will deliver projects
7) Coordinate activities & decisions across groups
8) Never let a project go to Congress for approvals....