

1: St. Croix River (Wisconsin-Minnesota) - Wikipedia

The Lift bridge, spanning the St. Croix River, will be converted to a bicycle/pedestrian crossing and will also become part of a five-mile "loop trail" system connecting the new river bridge with the historic bridge. The Lift Bridge will continue to operate to allow boat navigation beneath.

This is a bridge that I know very little about. The railroad bridge at this location dates back to , but likely has been upgraded or replaced since then. The bridge is still in operation, and it frequently opens and closes in the summertime. This bridge is located in an area of the Saint Croix where sandbars naturally occur. The bridge is located close to the Minnesota shore, and connects to a long causeway built across a relatively wide part of the Saint Croix river. On the Wisconsin side, the causeway branches off into two different wye-configurations. One branch of the second wye runs along the river shore, crossing a dam that holds back a tributary of the river forming Lake Mallalieu. The river crossing paths vary from 3, feet to as much as 4, feet. Only one path currently has rails, which supports the Union Pacific mainline. That path is approximately 3, feet. Each of the four paths coming out of the two wye junctions has a small bridge where it connects to the Wisconsin shore. The photo above was taken from the old US causeway that is part of the old highway toll bridge that once connected Minnesota and Wisconsin. The view is looking northwest towards the Minnesota shore on the west side of the river. The photo below is looking north towards the swing span as seen from a riverside park on the Minnesota side of the Saint Croix River. These two photos are views looking southeast from the edge of the river bluffs just off of Minnesota highway MN The photo above is the swing span, which is in the open position. The photo below are the two fixed bridges spans. The larger is a through truss, while the shorter span is a pony truss. The land directly behind the bridge is a natural sandbar. The causeway in the background is the roadway leading to the old US toll bridge. These two photos are more views from the river bluffs on the Minnesota side of the river. The photo above is an overview of the bridge spans. The photo below is a view of the railroad causeway leading leading to the bridge from the Wisconsin side of the river. The photo above is a view looking north at the west end of the swing bridge, which crosses the river navigation channel. The photo below is looking northwest towards the swing span and the two smaller truss spans at the east end of the structure. The bridge is a little hard to see in this view given that the late fall background is nearly the same color as the bridge structure. The photo below is a smaller side channel bridge on the Wisconsin side of the river crossing. It carries the railroad mainline into the north end of Hudson, where it will gradually climb out of the Saint Croix River valley and head towards Roberts, Hammond, Baldwin, and Menomonie. These two photos are a road bridge on Saint Croix Street leading to an island in the river where the railroad once had Y-track. At one time, this was a railroad trestle, but is now used as a driveway leading to the railroad property on the island. The photo above is looking west down the length of the bridge, while the photo below is looking northwest towards the south face of the structure. The photo above is a building located at the east end of the railroad trestle on Saint Croix Street. This building might have been an old railroad building, but I suspect that it is likely a well house for the city of Hudson. The photo below are the remains of a trestle located just south of the bridge on Saint Croix Street. These two photos are an old railroad trestle on yet another branch of the Saint Croix River railroad crossing. This one leads north from the Y-track at the east end of the river crossing. This line led to industries in North Hudson, and may possibly have headed north out of the city. The photo above is looking north along the east side of the bridge, while the photo below is looking north down the length of the bridge deck. These two photos are additional views of the railroad bridge over the mouth of Lake Mallalieu. The photo above is looking north along the west side of the bridge. The photo below is looking northwest towards the east side of the bridge from across the lake. The photo above is a dam that controls the water flow between Lake Mallalieu to the right and the Saint Croix River to the left. Note the railroad trestle just to the right of the dam. The photo below is a bridge on Bridge Street leading to the dam. There is a small dam under the bridge, which is another outlet for Lake Mallalieu. Authored by John A. For further information, contact:

2: St. Croix River Crossing | New Bridge Near Stillwater, MN | Related Links

Webcam. With the St. Croix Crossing now open to traffic, the webcams have been removed and will no longer update. The webcam photos remain as an archive for public use.

Contact Us Stories A history of the area comprising St. Croix National Scenic Riverway was written in To view it on line see.. A birchbark canoe under construction and completed, by Ojibwe Indians near dwellings. They had to make their own clothing, build their own homes, make their own tools and hunt or fish for their food. The Ojibwe and Dakota were semi-nomadic people, they moved from camp to camp looking for food. In the early spring they would move to their sugar bush camps to make maple sugar. Throughout the summer they would be gathered into larger fish camps. When the wild rice was ready to harvest in the fall they would gather in ricing camps. During the winter when game for hunting was scarce, they would separate into smaller family units and eat stored food. Children were essential to the survival of the tribe. During the summer while their parents were out hunting for food or sewing clothes what did the children do? They did what children do today. But they played games such as throwing a spear through a rolling hoop, and catching a bundle of cedar leaves on a pin. Although the games were fun and provided hours of entertainment they also taught valuable skills such as teamwork, endurance and hand-eye coordination, skills necessary for hunting. Described below is a popular Native American game for you to try at home. To make this game cut a triangular shaped piece of birchbark or wood. Attach one end of a string to the wood and the other end to a small ball. Drill a hole in the wood slightly larger than the ball. The object of this game is to drop the ball through the hole in the wood. What kind of life skills could you learn from this game? On long winter evenings the family would gather in their wigwams to listen to their grandparents tell stories of times past. Not having a written language, storytelling was an important way for Native Americans to pass on family history and traditions to future generations. What stories does your family tell? In two rival fur trade companies, the North West and XY, sent traders to build wintering posts in the St. Both rivers are tributaries of the St. During the next several months Sayer and Curot competed with each other to see who could acquire the greatest number of animal pelts from the local Ojibwe Indians. Beaver was the most desired pelt, but they also accepted muskrat, mink, otter and others. In many ways fur traders were traveling salesmen. Sayer and Curot brought with them trade items they believed the Ojibwe would want. Things like cooking pots, axes, guns, tobacco and beads. The money used by the traders had no value to the Ojibwe, so the Ojibwe used animal pelts, wild rice and meat to purchase what they wanted. This came to be known as the barter system and is still used in some parts of the world today. Imagine if this system was still commonly used in the United States. You might pay for a compact disc player and tennis shoes by mowing a lawn for the summer. Why were Sayer and Curot so interested in beaver pelts? Centuries ago, hatmakers in Europe discovered that beaver fur made the finest felt for making hats. In England and France beaver hats were very expensive. Because of their cost, beaver hats became symbols of status for wealthy people. You might think of them as a top of the line computer with all the extras or a fancy car. What are some other examples of status symbols at your school? What happened to the beaver hat? It was also about this time that silk was introduced from China. Silk produced a more durable hat than beaver felt and soon became the material of choice among European hatmakers. This change in fashion spelled the end of the fur trade as a major industry in North America. The log jam in the Dalles of the St. From , when a treaty with the Ojibwe Indians opened this area to settlement, until when all the trees worth logging were gone, the St. Croix and Namekagon Rivers carried logs. During the winter months lumberjacks sawed and chopped trees, piling them up along the shoreline waiting for the ice to melt. When the ice was gone and the rivers were flowing, the logs were dumped in the river to be escorted down river by the river drivers, called river pigs, to the sawmills in Stillwater, Minnesota. River driving was dangerous work. Men who fell into the water often drowned or were crushed between logs. Can you imagine spending a day walking across moving logs on a river? River pigs did not like the Dalles of the St. Almost every year the logs would pile up and jam there because of a sharp bend in the river. In the logjam was exceptionally bad, stretching 2 miles. The logs were so thick you could stand on them. Tourists and townsmen posed on the logs for pictures. Over river pigs tried to

pry the logs apart and restart their trip down river. Ropes, steam engines and finally, 24 lbs. Nevers Dam, a large dam built 10 miles north of St. Croix Falls in , helped prevent bad log jams, by limiting how many logs went through the Dalles at one time. Still a river pigs job was never easy. Would you have wanted to be a river pig? Every spring, townspeople of St. Croix River communities looked forward to it. The sound of steam driven calliopes and dark smoke billowing on the horizon was a sign that the isolation of winter was over! The ice had melted and riverboats could travel once more. The first steamboat to travel the St. Croix River was the Palmyra in Croix Falls was as far upriver as the boats could go because of the falls or rapids that existed there. Hundreds of steamboats traveled annually on the St. Croix, peaking between Steamboats with paddlewheels were useful for river travel because they could carry large amounts of cargo in shallow water. A ton steamboat extended only 18 inches underwater. However, during low water steamboats could get stuck on sandbars for several days. During one summer of low water, a steamboat pilot suggested that the Minnesota legislature prohibit river catfish from using what little water was left. Logjams also affected steamboat travel. The 1 logjam prevented travel for more than two months. Steamboat travel became such an important industry that nearly every town along the St. Croix had a boat-manufacturing yard. From the beginning, steamboats were decorated with elegance in mind. Many had brass bands on board and large staterooms for dining and dancing. Early residents described these vessels as "floating wedding cakes", because they were usually white and multi-storied. Despite their luxury, steamboat travel was inexpensive. The cost to travel from Prescott to the Dalles of the St. Croix was 25 cents. However, it was also common for passengers to share deck space with livestock. As the name implies, steamboats were powered by steam. Wood was used as fuel for the giant boilers that created the steam to power the paddlewheels. Several steamboats sank when their boilers exploded and the boat caught fire. Before the railroads came to the St. Croix valley in and good roads were built, steamboats were the only connection river towns had with the outside world. Today paddleboats travel the St. Croix River for fun not need. What do you think it would have been like to work or travel on a paddleboat? The Rush City Ferry on the Wisconsin side. Most of the St. Croix River is too deep to walk across, so once towns were built, boats or ferries were needed to cross the river.

3: Stories - Saint Croix National Scenic Riverway (U.S. National Park Service)

The first cars to leave the Minnesota side drive across the new St. Croix Crossing bridge, which opened at 8 p.m. Aug. 2, (Jean Pieri / Pioneer Press) Traffic across the new St. Croix River.

Croix River rises in the northwestern corner of Wisconsin, out of Upper St. It flows south to Gordon , then southwest. It is joined by the Namekagon River in northern Burnett County , where it becomes significantly wider. A few miles downstream the St. Aerial photo near Prescott, Wisconsin , where the clearer waters of the St. Croix meet the muddier Mississippi River. Conservation efforts[edit] The St. Croix River was one of the original eight rivers to have significant portions placed under protection by the National Wild and Scenic Rivers Act of The upper reaches of the river in Wisconsin below the St. Croix National Scenic Riverway. The free-flowing nature of the river is interrupted only by a hydroelectric dam operated by the Northern States Power Company at St. This area includes the Dalles of the St. Croix River , a scenic gorge located near Interstate Park , south of St. Although the addition of an interstate bridge connected to MN Highway 36 was objected to by residents, nearby communities, conservation groups, and the National Park Service, construction of the bridge was authorized by amending the Wild and Scenic Rivers Act of Croix Crossing bridge was ultimately completed in August Founded in as an all-volunteer citizens group, it has evolved into a staffed, mature nonprofit organization and official "friends group" of the St. Its mission is to protect, restore and celebrate the St. Croix River and its watershed. Croix" on the upper reaches of the river. Croix Riverâ€™"more specifically what was then known as the east branch of the St. The upper portion of riverâ€™"originally called the north branch of the St. Croix River is shown as the "Chippewa River". History[edit] The river is the result of geologic forces going back 1. At that time, the Mid-Continent Rift rendered the middle of North America apart, creating a volcanic zone. The lava spewed forth cooled into hard basalt. That basalt is what today creates the dramatic cliffs around the Interstate State Parks. About million years ago, a shallow sea covered the area, laying down layers of sand and minerals that make up much of the sandstone bluffs now seen along the river. In the last 20, years, glaciers have scraped the landscape and released torrents of meltwater, which carved the St. The river has been home to people for thousands of years. A bison kill site in May Township, Washington County, Minnesota is believed to be about 4, years old. At the time of European arrival in the region, the river valley and the surrounding area was occupied by the semi-nomadic Ojibwe , Dakota and nine other American Indian tribes. The Indians lived mainly on wild rice , fish, and game. By the 18th century, the Ojibwe and Dakota were the two primary tribes that inhabited the area, until around , when the Dakota have driven out from the St. Croix Valley as a result of the Battle of Kathio. For the next eighty years the area was primarily under French influence, and the fur trade grew throughout the first half of the 18th century, with beaver pelts as the prize trade good. French trade in the upper valley was dominated by the Ojibwe and tied to Lake Superior traders, whereas in the lower valley the Dakota assisted in trading with merchants based out of St. Peters with the Ojibwe was signed at St. Peters now Mendota which ceded to the United States government a vast tract of land in what today is north central Wisconsin and central Minnesota, roughly bounded by the Prairie du Chien Line in the south, Mississippi River in the west, St. Croix and Chippewa River watersheds in the north, and a mile parallel east of the Wisconsin River in the east. This opened the region to logging. The river was important to the transportation of lumber downstream, from the areas where it was being cut to the sawmills that processed it. During the s, important sawmills were located at St. Croix Falls and Marine on St. Croix , but as the s progressed Stillwater became the primary lumber destination. During this time the population of Stillwater boomed, several additional sawmills were opened, and the town saw an influx of capital, primarily from lumber companies based downriver in St. In construction began on a booming site two miles north of Stillwater, which was used to store and sort the lumber floating downstream and remained in operation for over fifty years. The vast white pine forests in the upper valley provided the forest products that built the towns along Lake St. Croix, Minneapolis and St. Paul ; the St. Logs were frequently caught in log jams at the narrow Dalles of the St. Croix River , and in the blockade was so severe it took almost two months before the flow of logs was re-established. It was along the banks of the St.

Croix, in the milltown of Stillwater , that the state of Minnesota was first proposed in Cities and towns[edit].

4: Stillwater Bridge (St. Croix River) - Wikipedia

The St. Croix River (French: Holy Cross) is a tributary of the Mississippi River, approximately miles (km) long, in the U.S. states of Wisconsin and Minnesota. The lower miles (km) of the river form the border between Wisconsin and Minnesota.

Croix River Crossing The red dotted line marks the location of the new bridge and highway. Purple marks the existing Stillwater Lift Bridge. The existing Stillwater Lift Bridge This major project will divert traffic from the year-old Stillwater Lift Bridge to a four-lane bridge that will connect expressways on both sides of the St. Currently, severe traffic congestion in downtown Stillwater causes pedestrian and traffic safety problems, which are amplified by Lift Bridge operations. Croix Crossing project will provide a safer, more reliable river crossing. The project includes a four-lane river bridge, new roadway approaches on both sides of the river, historic and environmental mitigation, and extensive trail facilities that will include converting the Lift Bridge to a bike and pedestrian facility. The project will provide jobs for suppliers, subcontractors, disadvantaged business enterprises as well as general contractors. It is known as "the Lift Bridge," because one of the spans is a distinctive vertical lift span. The bridge, which opened in 1963, was listed on the National Register of Historic Places in 1983. Frequent raising of the bridge to allow boats to travel the St. Croix River causes traffic congestion in Stillwater and Houlton, Wisconsin, as traffic backs up to wait for the bridge to lower and resume vehicular traffic. History of Debate Consideration of a replacement bridge over the St. Croix River near Stillwater began in the early 1950s. Formal assessment of alternatives began with the preparation of the St. Croix River Crossing Study in 1961. Alternatives assessed with the document eventually led to the analysis of three river crossing corridor alternatives and two tunnel alternatives with the Draft Environmental Impact Statement EIS. Right-of-way was acquired, and site preparation work was initiated. In 1968, the National Park Service NPS evaluated the project under Section 7 a of the Wild and Scenic Rivers Act and found that the project, as proposed, would have a direct and adverse effect on the outstandingly remarkable scenic and recreational values for which the Lower St. Croix River was designated. As a result of this finding, federal permits from the U. S. Army Corps of Engineers and the U. S. Coast Guard could not be issued for the project, and the project was not allowed to proceed. In April 1970, the U. S. District Court upheld the NPS determination. In an effort to determine whether any crossing of the Lower St. Croix River was necessary, the U. S. Army Corps of Engineers asked Braun to review the need for a replacement crossing and to investigate potential bridge alignment alternatives. In addition, he was asked to recommend an alignment and type of bridge structure that would be both feasible to construct and acceptable for implementation by the key interested parties. Between June and September of 1970, Braun conducted extensive discussions and meetings with many individuals and organizations, and facilitated public meetings with a member advisory group the St. Croix River Crossing Advisory Group that included representatives from federal and state regulatory agencies, local and regional units of government, environmental groups, historic preservation groups, and chambers of commerce. Braun recommended a four-lane, deck-tied, steel arch bridge on an alignment 1,100 meters (3,600 feet) south of the existing Stillwater Lift Bridge. The proposed bridge would cross the river perpendicularly and would be shorter than the Final EIS Preferred Alternative. The alignment would also take advantage of an existing ravine on the Wisconsin bluff, thereby reducing potential impacts on the Lower St. Croix River. A large majority of the St. Croix River Crossing Study's Unlikely Allies Agree to Support the New St. Croix River Bridge. Representative Michelle Bachmann both agree on building a new bridge over the federally protected St Croix River. Bachmann worked closely with Wisconsin lawmakers to introduce legislation in Congress to create an exemption from the Wild and Scenic Rivers Act that allows a new four-lane St. Croix River bridge to be built in the near future. Legislation proposed by Senators Klobuchar, Kohl, Franken, and Johnson was an important milestone for Minnesota and Wisconsin in the process of addressing a transportation problem that has plagued the region for decades. Community members and state and federal agencies worked together for years to develop the best solution to the problem. These stakeholders studied dozens of alternatives and answered questions about the need for a new bridge, the project costs, and the location of the bridge before determining that the St. Croix River Crossing project was the best solution. The senators spent time reviewing the project, looking at the facts, and meeting with people on different sides of the issue.

5: St. Croix Crossing

Driving across the St. Croix River Bridge on November 3, Driving from Minnesota into Wisconsin.

6: StCroixValleySegway | TOURS

The new St. Croix River bridge opened tonight after years of anticipation, and Pioneer Press reporter Mary Divine (among others) tweeted from the scene.

7: Long-awaited St. Croix bridge is feat of engineering, political will - www.enganchecubano.com

The Highway bridge over the St. Croix River, which connects the Wisconsin town of Osceola with Franconia Township in Minnesota, will be closed from Sept. 12 to 28 for repairs. It will also be closed for one unspecified day in the middle of October. The work will seek to repair and resurface the.

8: New bridge across St. Croix River, Minn., en route to becoming a reality | Roads & Bridges

The existing St. Croix River crossing at Stillwater, Minnesota, is a highway bridge connecting downtown Stillwater to the Town of St. Joseph in St. Croix County, Wisconsin. The crossing consists of a 1,100-foot-long, span, 2-lane bridge and a foot earthen causeway extending from the Wisconsin shoreline.

9: St. Croix Crossing - Wikipedia

The Stillwater Bridge (alternatively known as the Stillwater Lift Bridge, St. Croix River Bridge at Stillwater, Mn/DOT Bridge #, and Wis/DOT Bridge #M) is a vertical-lift bridge crossing the St. Croix River between Stillwater, Minnesota, and Houlton, Wisconsin.

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