

# FINAL REPORT

AUG 12 2002

1999 Project Abstract  
For the Period Ending August 7, 2002

MO2 Mississippi Riverfront Trail & Access  
Tom Montgomery  
Marty McNamara  
City of Hastings  
101 E. 4<sup>th</sup> Street, Hastings, MN 55033  
Minnesota Future Resources Fund Project  
ML 1999, Ch. 231, Sec 16, Subd. 4(F)  
\$155,000

This project connects the Riverfront Trail to an existing fifteen-mile loop trail system around Hastings. It also will allow connection of the Hastings' trail system to Dakota County's planned trail connection to Spring Lake Park.

This project was developed to restore the riverfront area between the City of Hastings and Lock and Dam #2. The Army Corps of Engineers estimates that over 50,000 people annual use the Lock and Dam #2 areas. There has been 3000 feet of road and trail improvements, including the addition of lights to the trail. This trail has been connected to the downtown Hastings area. The boat launch has been improved to hold 45 vehicle and trailer parking stalls. This boat launch allows easy access to both the Mississippi and St. Croix Rivers. This area used to be an oil tank farm. The project goal was to restore the tank farm area to a scenic and natural area. This project has worked to preserve a large natural area on the Mississippi River for public use consistent with the MNRRA Comprehensive Master Plan. This project helped to protect wildlife areas, connect existing trails, improve the public boat access and preserve the river front areas for public use.

Maps of the trail system are available at Hastings City Hall and through the Hastings Chamber of Commerce. The City of Hastings has also provided signage marking the trail system.

AUG 12 2002

Date of Report August 7, 2002  
LCMR Final Work Program Report

I. Project Title: MO2 Mississippi Riverfront Trail & Access

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LCMR \$155,000 Match \$635,000

LCMR Amount Spent \$155,000 Match Amount Spent \$635,000

LCMR Balance -0- Match Balance -0-

1. Legal Citation: ML 99, Ch. 231 Sec. 16, Subd. 4 (f)

(f) Mississippi Riverfront Trail and Access  
\$155,000 is from the future resources fund to the Commissioner of Natural Resources for an agreement with the City of Hastings to acquire and restore the public access area and to complete the connecting riverfront trail from the public access to Lock and Dam #2 adjacent to Lake Rebecca.  
This appropriation must be matched by at least \$155,000 of nonstate money.

2. Status of Match Requirement: The City of Hastings has budgeted \$155,000 on November 15, 1999 for this project. Design & Engineering work is being completed. Koch will be donating 45 acres of riverfront property for this project.

II. and III. Final project Summary  
This project was developed to restore the riverfront area between the City of Hastings and Lock and Dam #2. The Army Corps of Engineers estimates that over 50,000 people annual use the Lock and Dam #2 areas. There has been 3000 feet of road and trail improvements, including the

addition of lights to the trail. This trail has been connected to the downtown Hastings area. The boat launch has been improved to hold 45 vehicle and trailer parking stalls. This boat launch allows easy access to both the Mississippi and St. Croix Rivers. This area used to be an oil tank farm. The project goal was to restore the tank farm area to a scenic and natural area. This project has worked to preserve a large natural area on the Mississippi River for public use consistent with the MNRRA Comprehensive Master Plan. This project helped to protect wildlife areas, connect existing trails, improve the public boat access and preserve the river front areas for public use.

#### IV. Outline Of Project Results

##### Result 1:

The City of Hastings acquired the Koch Refinery riverfront property adjacent to Lake Rebecca and Lock and Dam #2. The public access boat launch has been updated and the parking lot has been expanded to hold 45 vehicle and trailer parking stalls that serve the Mississippi River and St. Croix River. A lighted trail has been added that connects the Hastings downtown area to the public access. The acquisition of this property has ensured that the popular Mississippi River and St. Croix Riverboat access and riverfront trail remains open to the public.

Budget: LCMR	\$0	Koch/City Match	\$115,000
Balance: LCMR	\$0	Match/Balance	\$115,000

##### Result 2:

The tank farm area has been restored to a scenic and natural area, which has preserved a large natural area on the Mississippi River for public use consistent with the MNRPA Comprehensive Master Plan. A three-acre area that is screened from the riverfront is being used by the Corps of Engineers for dredge disposal. This material is available for public use.

Budget: LCMR	\$0	Koch/City Match	\$127,000
Balance: LCMR	\$0	Koch/City Balance	\$127,000

##### Result 3:

The trail has been completed that connects the downtown area through the riverfront and out the West Side City limits. In the future the trail will be extended to connect to Dakota County's Spring Lake Park and to the Regional Bikeway System.

Budget: LCMR	\$155,000	Koch/City Match	\$155,000
Balance: LCMR	\$0	Koch/City Balance	\$0

**Result 4:**

The riverfront road that connects the City of Hastings to the Lock and Dam #2 has been completely redone. There has been 3000 feet of road improvements made to this area.

Budget:	LCMR	\$0	City/Corps	\$365,000
Balance:	LCMR	\$0	City/Corps	\$365,000

**V. Dissemination:**

Maps of the trail system are available at Hastings City Hall and through the Hastings Chamber of Commerce. The City of Hastings has also provided signage marking the trail system.

**VI. Context:**

Construction of the new roadway and trail began May 21, 2001. The project was completed by the November 30, 2001 deadline.

**A. Significance:**

This project addresses the cooperation between the City of Hastings, Koch Refining, Corps of Engineers, National Park Service and Dakota County to protect wildlife areas, make trail connections, preserve boat access, preserve river front property for public use and interpret the historical, natural and cultural aspects of the river.

The Koch refining property adjacent to Lake Rebecca has been a tank farm for over fifty years. Koch Refining has recently ceased tank operations and removed the storage tanks. The City of Hastings as well as the Army Corps of Engineers has been working with Koch refining to convert this area to a wildlife natural area. The City has also worked with Koch Refining to obtain the public access property. A portion of the property has been set aside for use as a dredge disposal site for the US Army Corps of Engineers. Cleaning up the tank farm and reestablishing the natural areas has turned a former industrial site into an area for public use as set forth in the Comprehensive Management Plan for the MNRRA Corridor. By acquiring the public access area from the Koch refining it has guaranteed a public access for boaters on the Mississippi River in the City of Hastings for years to come. Hastings was worked within the goals and policies established in the adopted MNRRA Plan.

Demand for riverfront boat access is very high. Both the DNR and the City of Hastings felt that it was very important to keep the access in operation for boaters and others wishing to use Riverfront Park.

As a funding match, the City of Hastings and the US Army Corps of Engineers have reconstructed the Lock and Dam Road from the intersection of CSAH 42 to Lock and Dam #2. The road has been shifted south onto the Koch Refining property where it has still provided a scenic view of the Mississippi River. The vacated road corridor had been reused for the bituminous trail connecting the riverfront trail and the Lock and Dam #2 trail which will eventually connect with Dakota County Spring Lake Park.

- B. Time: The LCMR funded component of this project was completed by the November 30<sup>th</sup> deadline.
- C. Budget Context: The LCMR fund has provided \$155,00 of the total \$790,000 project costs. The City of Hastings, Corps of Engineers, Department of Natural Resources, and Koch Refining has covered the remaining costs.

VII. Cooperation: The project did involve private and public cooperation with Army Corps of Engineers, Department of Natural Resources, Koch Refining, and he City of Hastings.