



Paddling Guide to the St. Croix River (Highway 70 to Boom Site)

Water levels on the St. Croix River depend on the amount of precipitation that falls in the watershed, but tend to be adequate for paddling once ice goes out along this stretch. Water level information and detailed section maps indicating campsite and landing locations can be obtained from Riverway visitor centers or online at www.nps.gov/sacn. Complete addresses for some webpages are listed on the back. River miles (for example S89.7) correspond to the river miles indicated on section maps. Not all landings or facilities are listed here so it is best to use this guide with the maps. Some non-National Park Service landings require fees.



River Stretch	Description
Highway 70 to Nevers Dam Landing	This stretch of river tends to be wide and slow by early summer. Riffles are present south of the <u>Highway 70 bridge (S 89.7)</u> and a short series of rapids exists in the area of <u>Stevens Creek Landing (S 84.8)</u> . The uneven river bottom at <u>Old Railroad Landing (S 82.0)</u> can make currents erratic. The river turns eastward while remaining wide and slow at <u>Sunrise Ferry Landing (S 71.8)</u> . Shallow waters create sandbars in summer that may require careful reading of the river to avoid walking. The river narrows at the old <u>Nevers Dam site (S 63.8)</u> and can be deceptively turbulent.
Nevers Dam Landing to Highway 8	This 10-mile section is a lake-like flowage (Indian Head Flowage) impounded behind a hydroelectric dam. Due to its depth and lack of current, it is commonly used by houseboats, fishing boats, and pontoons. Park rangers at the <u>St. Croix River Visitor Center (S 53.8)</u> provide trip planning information and show the park film.
Highway 8 to Interstate Parks	A 50-foot tall <u>hydroelectric dam (S53.8)</u> presents a barrier that requires a 1.3 mile portage to the next access downstream. The river just below the hydroelectric dam is not navigable by watercraft as there is no public access and water levels can be unpredictable. To bypass this area, take off the river on the right (Minnesota side) just above the dam and portage the 1.3 miles through the town of <u>Taylors Falls, Minnesota, (S 52.7)</u> to Minnesota Interstate State Park. The portage can take several hours.
Interstate Parks to Osceola Landing	This 6-mile stretch has no existing rapids, however, obstacles such as strainers (downed trees), submerged logs, sandbars, wingdams, and rocks occur throughout this area. Fishing boats, pontoons, and the paddleboat are common craft. When the river flow drops below 3,000 cfs, it is best to stay in the main channel and avoid the side sloughs. Special camping regulations exist in this area. Stay to the right as you approach the Highway 243 bridge: <u>Osceola Landing (S 45.5)</u> is located just beyond it on the Minnesota side of the river.
Osceola Landing to Soo Line High Bridge	No rapids are found in this stretch and powerboat use is common. Private land is common in this section and special camping regulations are enforced. The <u>William O'Brien State Park Landing (S 36.7)</u> is on a side channel behind an island to the right. The river becomes shallow and narrows at the <u>Arcola Sandbar (S 31.0)</u> due to the Apple River flowing in and depositing the sediments it has collected. A short distance downstream from this is the <u>Soo Line High Bridge (S 29.5)</u> . Upstream travel past this bridge is prohibited to prevent the spread of zebra mussels.
Soo Line High Bridge to Stillwater, MN	This 4.5 miles of lake-like water is used extensively by powerboats. The numerous islands are fragile and special regulations exist to protect them for the enjoyment of future generations. <u>Boom Site Landing (S 25.1)</u> and the north city limits of Stillwater, Minnesota, mark the boundary of the federally managed St. Croix National Scenic Riverway.