

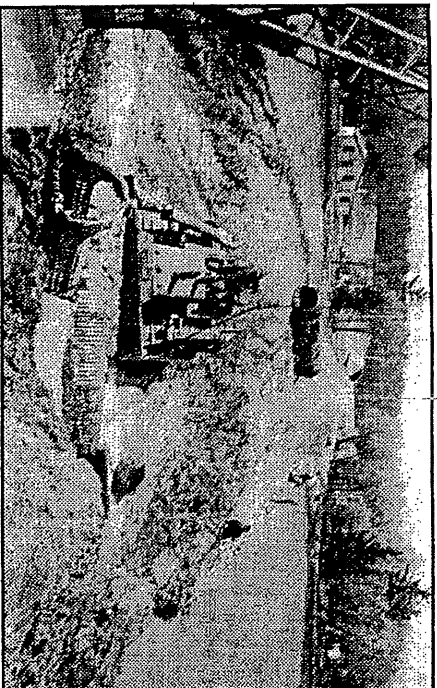
# MNDOT commits to half of 64 bridge cost

BY JEAN RUZICKA  
THE ENTERPRISE

Akeley area residents arrived in number for the Minnesota Department of Transportation (MNDOT) meeting held to discuss the proposed 11th Crow Wing bridge construction on Highway 64, most expressing support for the estimated \$578,400 project, the local share capped at \$250,000.

The condition of the existing bridge is not the impetus for the construction - the sufficiency rating a 94.6. Requests from the recently-formed lake association for a larger structure at the lake crossing spurred the project's disbursement, requests that have been arriving since 1964.

The earthen fill construction of the roadway - "the second largest construction pollution to Minnesota, second only to the tailings dumped in Lake Super-



SUBMITTED PHOTO

Earthen fill was placed across 11th Crow Wing in 1956 with a sectional plate arch pipe. The fill and culvert were constructed because of lack of funds for a 200-foot-long bridge, according to the Minnesota Department of Transportation's report presented to lake residents last week. Frank Lamb of Akeley called the roadway construction the "second largest case of pollution in Minnesota, second only to the tailings dumped in Lake Superior."

rior," by Frank Lamb's reckoning - has warranted MNDOT's consideration.

The proposed design calls for a 100-foot bridge with a vertical clearance of seven feet for boats. Clearance is currently four feet.

"Ordinarily, if we were to ask to replace a bridge with a 94 rating, we'd be laughed out of the Legislature," Sen. Tony Kinkel (DFL-Park Rapids) told the 65-plus residents who arrived for the meeting.

"It's unprecedented to put in a new bridge with this rating," Kinkel said. "MNDOT has a limited amount of money, it's five years behind in road projects. But this is the most unique bridge in the state of Minnesota. If MNDOT created that much pollution, we may be able to convince the governor."

The newly-formed lake asso-

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OFFICIAL VOICE OF THE MISSISSIPPI HEADWATERS!

4- Northwoods Press - Thursday, Sept. 7, 2000

# Bridge over fill...from page 1

Natural Resources (DNR) would never allow today what was done in the '50s and '60s to the lake by placing the 15 ft. long arched pipe and yards of fill at the narrow area of the lake.

Two timber bridges once spanned the lake, one built in 1909 and the second in place from 1920 to 1949.

Over the years, citizens have requested a bridge be installed rather than a larger culvert because of soil conditions and boater safety.

The DNR has also assured MnDOT that they will not permit fill to be put into the lake during construction.

"The government made a mistake when they filled in the lake," said Lamb, "and they should fix it at no cost to us."

Jerry Hertaus agreed, saying "This situation could never happen today. It was an unconscionable wrong that needs to be corrected."

Few present spoke against the proposal. Marge Waldhauser from "Pixie Point" the owner of the area

percent, MnDOT looks at the bridge as "beyond the basic highway need," said Eaton, thus the entity requesting the change should bear the cost as when casinos expand and need better highway access. He cited the changes being made to Hwys. 371 and 200, which Northern Lights Casino is paying for.

"Our policies are the same across the state," Eaton said. "There's a lot of life left in that culvert. There's no impetus for us to replace it any time soon."

The MnDOT policy regarding construction in advance of obsolescence states that the owners' (state's in this case) share of replacement costs shall be reduced in proportion to the unused life of the facility.

"People won't vote 'yes' unless there's legislation to pay for it," said Lamb. "We have big ideas, but small pockets."

Sen. Tony Kinkel and Rep. Doug Fuller, who were at the meeting, said they would support legislation

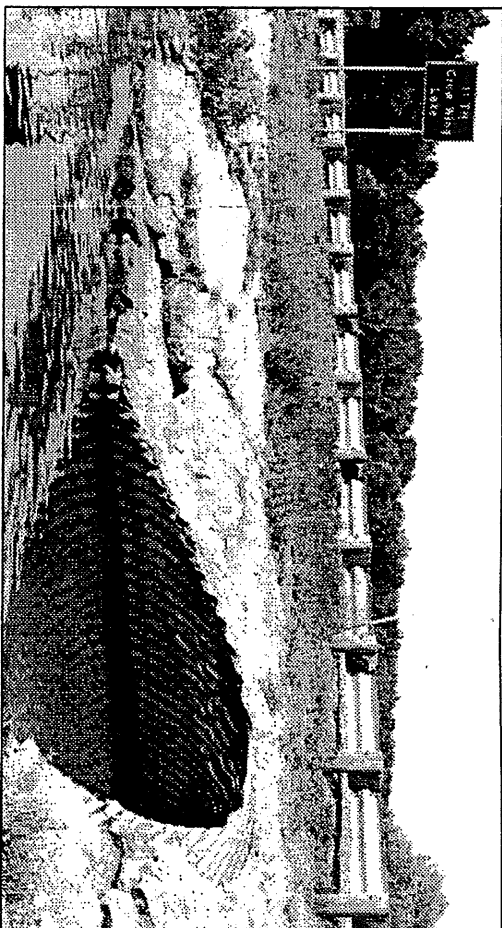
for funding the bridge.

"We may be able to convince the Legislature and the Governor if the situation is unique enough," Kinkel said, "and MnDOT pays half, we can try to offer a bill that builds a case that this is the most unique bridge in Minnesota and you're gonna have to come up to the table with money."

"Without those two things, you don't have a prayer."

Kinkel later said that he thought the project was "doable, but the stars all have to align."

He said it would take resolutions from the newly-formed 10th and 11th Crow Wing Lake Association membership, Akeley township, the city of Akeley, and



A BRIDGE ON HWY. 64 where the roadway crosses 11th Crow Wing Lake at the Akeley fill would make it easier for boaters. Currently, only small boats are able to squeeze through the small culvert there. Photo by Lorie Skarpness.

the Hubbard county board of commissioners, as well as the backing of the DNR.

"Then we'll still have to be very persuasive to get money from the general fund," Kinkel said.

If the project goes forward, it will take about 100 days, Eaton said.

Construction could begin in the summer of 2004 and would take most of the summer. Traffic would be detoured on

CR 25.

They assured the crowd that there would be public hearings before the bridge replacement would take place to better answer questions of costs and funding.

# Senate grants \$250,000 for 11th CW 'fill' bridge

Funding depends on conference committee

By Sue Gray

The Akeley "fill bridge" took one step closer to becoming reality this week, according to Sen. Tony Kinkel (DFL-Park Rapids).

Kinkel reported that the Senate Omnibus Transportation Bill includes a \$250,000 state grant to the city of Akeley to match the \$250,000 committed by the Minnesota Department of Transportation (MnDOT).

The House of Representatives did not include a similar request, but Kinkel said that by the end of this week, the bills will go to

conference committee.

Five members of the Senate and five members of the House will meet beginning Monday to iron out the differences between the two bills.

Kinkel credited Akeley resident Frank Lamb and others with their efforts to get the funds for a bridge.

Lamb and county commissioner Lyle Robinson both appeared to testify at Senate hearings last month, saying that residents of 11th Crow Wing Lake "overwhelmingly supported" the bridge project.

Costs which are not covered by the \$500,000 will be borne by the local community, but Kinkel said that the "vast, vast bulk" of the estimated \$578,400 cost was covered.

A final decision must be made on the Senate bill before the Legislative session ends May 21.

Kinkel suggested that constituents contact Reps. Doug Fuller and Larry Howes to urge them to contact their colleagues to support Senate Bill 2340.

Once conference committee...  
**BRIDGE...to page 8**

## Bridge over 11th Crow Wing...from page 1

committee members are named this week, constituents may write or call those members to support the portion of the bill calling for the grant.

"The bridge won't happen immediately," Kinkel said.

Kinkel explained that first MnDOT will have to design the project and other pre-construction tasks.

In September, Minnesota Department of Transportation (MnDOT) held a public meeting to discuss the request to replace the culvert which runs under Hwy. 64 from the east to west portions of 11th Crow Wing Lake with a bridge.

The plan called for a 100-ft. three-span concrete slab bridge with a vertical clearance of approximately 7 ft. off the water. The open area under the bridge would be about 30 ft. wide, much more than the 7 or 8 ft. access presently available through the culvert.

The road would be raised approximately 2.5 ft. and guardrails would be installed on the bridge.

The bridge would eliminate the parking and fishing berm along the present roadway, but would provide a safer roadway for pedestrians and cyclists and a safer environment for boaters.

If the project goes forward, it will take about 100 days for construction to be completed. Construction could begin in the summer of 2004 and would take most of the summer. Traffic would be detoured on CR 25.

Kinkel said it was "quite remarkable" that this project could start by 2004.

"Usually these types of projects take about 10 years to complete."

To Avoid

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# MnDOT Area Transportation Improvement Plan open to review

BY SHANNON GEISEN-BOLTON  
THE ENTERPRISE

The Minnesota Department of Transportation (MnDOT) released a draft version of its 2003-05 Area Transportation Improvement Plan (ATIP) for northwestern Minnesota.

The plan lists projects proposed for MnDOT Dist. 2, which serves an 11-county area including Hubbard, Beltrami, Clearwater and Polk counties.

Copies of the ATIP are available for public review.

"The ATIP is a three-year transportation plan that integrates state and local priorities within a region and makes recommendations for federal- and state-funded investments," explained Michael Kamnikar, planning engineer at MnDOT's Dist. 2 office in Bemidji.

The improvement plan was devised by many regional partners, said Kamnikar; such as cities, counties, townships, tribal governments, transit providers, metropolitan planning organizations and regional development commissions.

Representatives from each of these agencies formed Area Transportation Partnerships (ATPs), analyzed transportation needs in their areas and then submitted their prioritized list of projects for the ATIP.

"MnDOT reviews the ATIP submittals for projects that promote effective and efficient transportation decisions, with an emphasis on preservation and operational improvements," said Kamnikar.

been requested to implement a corridor management plan for the Lake Country Scenic Byway. The project cost is estimated at \$26,000.

## 2004 improvements

■ Replace two bridges in Hubbard County. One is located on Co. Rd. 118 about four miles west of US Highway 71. Total project cost: \$308,990. A majority of funding (\$61,798) would come from the state or federal government.

The second proposed bridge project is located on Co. Rd. 95, 5.5 miles west of US Highway 71 in Hendrickson Township. The project cost is estimated at \$146,068, with \$29,214 contributed by the county and the remainder funded through state or federal dollars.

■ Reconstruct Highway 64 from the junction of CSAH 33 in White Oak Township to the junction of Highway 34 in Akeley. Federal funds may be available for the estimated \$2.4 million project. The ATIP suggests repaving the highway, widening shoulders and realigning sharp curves.

In addition, the ATIP seeks federal dollars for the city's portion of the project (for example, installing lighting or sidewalks in Akeley). A \$20,000 city contribution is suggested for the estimated \$100,000 project.

■ Replace a bridge over a channel on Highway 64 located about 1.5 miles north of Akeley. Project cost is estimated to be \$249,400.

## 2005 improvements

■ Funding for a Hubbard County project on CSAH 45 from

CSAH 16 in Hart Lake Township to CSAH 9 in Farden Township. Total project cost is estimated at \$882,900.

■ Regrade curves and widen shoulders on Highway 64 from CSAH 33 north to Highway 34 in Akeley. In order to accelerate execution of the construction project, the ATIP proposes that the state get a \$1.6 million advance from the Federal Highway Administration (FHWA).

■ Widen the shoulder on Highway 64 from the junction with CSAH 33 south to Highway 87. Of the \$3.9 million project, the state may contribute \$1.3 million. Advanced federal dollars are also sought for this project in the amount of \$2.6 million.

■ Resurface US Highway 71 from the junction with Highway 200 (Kabekona Corner) to the junction with CSAH 9 (south Plantagenette Rd.) The ATIP estimates the state would fund \$872,000 and the federal government would advance roughly \$1.7 million.

The ATIP also proposes giving operating assistance to the Hubbard County transit program. Funds would come from the Federal Transit Administration (FTA). Proposed annual assistance gradually increases from \$170,000 in 2003 to \$180,353 in 2005.

Copies of the Dist. 2 ATIP are available by contacting Kamnikar at 218-755-4521 or by e-mail at Michael.kamnikar@dot.state.mn.us

Public comments will be accepted until 4:30 p.m. Friday, April 12.



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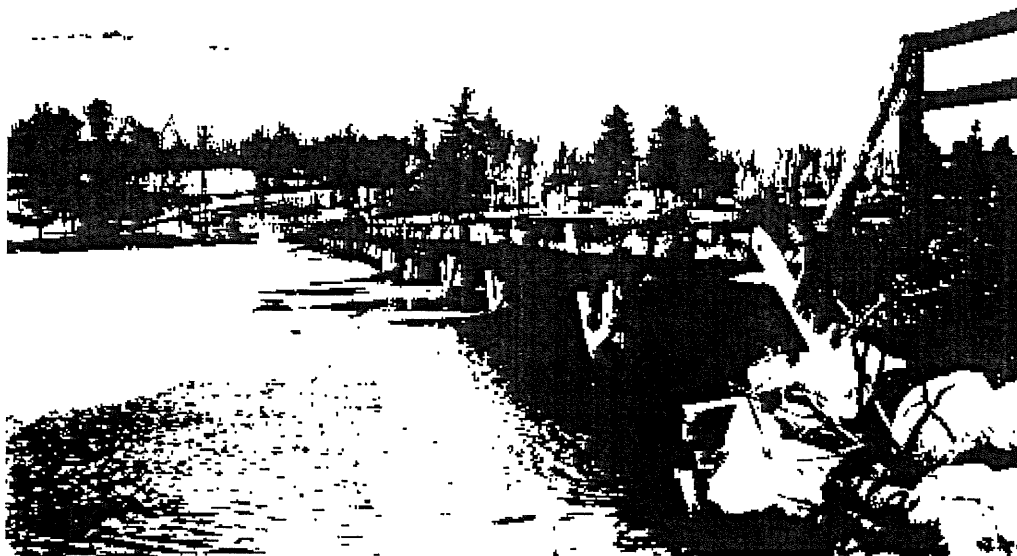
## What can I do with household medical items

Infectious household waste and "Sharps" are not recyclable. These medical waste items such as IV lines and bags, needles, syringes and lancets should not be



"What  
Can  
I Do?"

as a sealable plastic jar or bottle. Then tape the lid tight and label container "USED NEEDLES & SYRINGES". Once your container is full you may dispose of it



MAY 1964



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