

HISTORY OF THE PROPOSED BRIDGE

- 1920-1949** Two timber bridges spanned the lake before 1949, one was built in 1909 and the second was in place from 1920 to 1949. The second bridge was closed and later removed.
- 1956** A project in 1956 placed an earthen fill across 11th Crow Wing Lake and placed a 9-foot 10-inch by 15-foot 10-inch sectional plate arch pipe. The fill and culvert were constructed because of a lack of funds for a bridge 200 feet long. The culvert was built during the construction of Hubbard County Road 25. *(This information is from a January 16, 1964 letter from Robert McClelland, the Assistant Hubbard County Engineer).* Based on available records, the conditions at the culvert were 5 feet of water in the culvert and approximately 4.5 feet of clearance above the water. *(based on letter from Carl Larson dated January 16, 1964)*
- 1959** Between 1956 and 1959 the roadway became Minnesota Trunk Highway 64. In 1959 the Commissioner of Highways, in response to legislative action, requested that the Dept. of Highways to begin upgrading existing routes to satisfy a connection from near Kabekona Corners to a junction with TH 34, westerly of Akeley. Because local roads were non-existent in the area, a decision was made that nothing would be done to the bridge until a roadway could be built. Surveys and aerial photography were accomplished to develop a plan.
- 1964** In 1964, or 1965, the present culvert was reset because of settlement. At this time the culvert was extended and additional fill placed alongside the road to stabilize the embankment. The location of the culvert was changed to move the culvert to a more suitable location. The culvert elevation was established as close as possible to the original planned elevation, because the culvert had settled since original construction. *(Based on letter from Paul Staffeld, Deputy Commissioner dated May 1, 1964.)* The first letter in MnDOT files requesting that a larger structure be built was dated January 3, 1964.
- 1983** Culvert was cleaned by MnDOT
- 1990** Citizens request a larger structure at the lake crossing. MnDOT considered the request and to satisfy it a 10-foot by 14-foot box culvert with a grade raise of 2.5 feet grade raise, was proposed. Due to the foundation soils, a culvert of this size might not be the best solution. The estimated cost of this culvert was \$280,000.
- 1992** In September, 1992 MnDOT representatives met with area citizens. Because of lack of funds no further work was done. The culvert was cleaned again in 1992 as a result of this meeting.
- 2000** In May, 2000. Senator Kinkel met with Commissioner Tinklenberg and NW District staff. The outcome was that MnDOT would be willing to fund 50% of the cost of a bridge at this site in partnership with others. A bridge is suggested, instead of a culvert, because of the soil conditions and boater safety. That is, a bridge offers desired clearance while removing weight-adding fill from the crossing.