

## Hwy 64 Culvert Replacement- Akeley

In 2022, MnDOT is scheduled to replace a culvert on Highway 64 at the 11th Crow Wing Lake channel located 1.5 miles north of Akeley. The estimated \$1.1 million project will satisfy the safety, hydraulic and transportation needs of the corridor. Lake residents in the past have requested a larger culvert to better accommodate local boat traffic; those accommodations would require significant unfunded changes to project.



### Culvert Project

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The 2022 project will replace the 16.5' wide x 10' high metal arch culvert with a similarly sized 12' x 12' box culvert. The larger culvert requested would require the highway grade to be raised, the road embankment to be widened into the lakes, and additional acquirement of right of way. No official estimate has been done, but it could cost in the range of \$2-3 million. No additional funding for this project is available from MnDOT.

#### Upgrading to a larger culvert

Any group/entity interested in pursuing a larger culvert would need provide a commitment to District 2 staff by November 2018 that demonstrated significant fundraising progress. Final funding would be due by May 2019.

### *History of the crossing*

- **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**- Due to the lack of funding for a new bridge, the channel was filled and embedded with a 9-foot 10-inch by 15-foot 10-inch sectional plate arch pipe. The culvert was built during the construction of Hubbard CR 25. 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.
- **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 begin upgrading existing routes to satisfy a connection from near Kabekona Corners to a junction with Hwy 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 a more suitable location. The culvert elevation was established as close as possible to the original planned elevation, because it had settled since original construction.
- **1983**- Culvert was cleaned by MnDOT.
- **1990**- Citizens request a larger structure at the lake crossing. MnDOT considered the request and proposed a 10-foot by 14-foot box culvert with a grade raise of 2.5 feet. Due to the foundation soils, a culvert of this size might not have been the best solution. The estimated cost of this culvert was \$280,000.
- **1992**- In September, MnDOT representatives met with area citizens. Due to lack of funds no further work was done at this time. The culvert was cleaned again in 1992 as a result of this meeting.
- **2000**- In May, Senator Kinkel met with Commissioner Tinklenberg and NW District staff. The outcome was that MnDOT would fund 50 percent 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. A bridge would provide the desired clearance while removing the additional weight of fill from the crossing.
- **2003**- In Nov, 11th Crow Wing Lake Association met with MnDOT, Representative Howes and Senator Rudd. Howes and Rudd agreed to sponsor a bill for \$250,000 towards a span bridge.
- **2008**- In Dec, 11th Crow Wing Lake Association met with District Engineer Lynn Eaton and Representative Howes to discuss replacement and cleaning of the culvert.
- **2009**- MNDOT dredged the channel.