

Board hears plan for interchange

by Bob Ebert

The Minnesota Pollution Control Agency (MPCA) has notified Pine County of its plan to use tire derived product (TDP) as a lightweight fill in construction of the northwest freeway ramp at the new Pine City interchange.

According to Dale Thompson, of the MPCA, the use of TDP will not negatively affect the surrounding wetlands or groundwater if strict guidelines are followed. The three guidelines are that TDP be used only above the water table, that it not be exposed at the surface and that measures are taken to minimize infiltration into the TDP.

The I-35 and County Road 11 interchange project has been on hold for months due to problems with fill for the ramps. Tires are usually classified as waste material and cannot be buried in the ground, but the MPCA considers TDP a raw

material when used for fill. Over 30,000 cubic yards will be used in the project.

TDP is made entirely of shredded tires and has been used on over 30 construction projects in Minnesota. Over 100,000 tires will be shredded and recycled in making the fill for the ramp.

At last week's county board meeting Commissioner Don Lindquist expressed concern over the use of the TDP, considering the location of the water table in the area and the problems surrounding soil holding fill. The board requested that Shirley Basta, the county's solid waste officer,

look into tire derived products and report to them at the next meeting.

In other business the county received \$60,000 in SCORE payments from the state which had been held up due to changes in the law.

Pine County had to update its recycling plan before the pay-

ments could be made. The SCORE (Select Committee On Recycle & Environment) program is run by the state and receives its funding from a six percent tax on garbage collection and disposal. Some of the money comes back to the counties for recycling programs. None of the money can be used to help the East Central Solid Waste Commission with the operating deficit at the facility in Mora.

The board made no decision on approving the comprehensive plan for Pine County. The plan has been delayed for two months. At the May 12 board meeting a motion was passed to delay final approval of the plan for at least 60 days. The delay was approved to give the county board time to meet with the Pine County Township Officers Association, which asked for the delay. The association

Ramps may open by fall

by Cindy Rolain

Shredded tires might save the day in the lengthy hold up of the new I-35-County Road 11 interchange project in Pine City.

Boggy conditions in the area of the northwest ramp and at the site of the County Road 11 relocation have halted work on the interchange all summer.

The contractor discovered the problem last fall and attempted to settle the wet soil by leaving sand and wood chips on it throughout the winter. The material, known as surcharge, is supposed to draw moisture up out of the soil, allowing it to pack. This spring, the Minnesota Department of Transportation (DOT) and

the contractor discovered the surcharge didn't help.

The DOT referred the problem to its foundation division, which recommended that shredded tires be used to fill the wet northwest ramp area. So far, no solution has been chosen for relocating

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Road work resumes



Interchange work

WORK FINALLY RESUMED on the new County Road 11 interchange in Pine City, and much of it will likely be completed yet this fall. According to personnel from Shafer Construction, the contractor on the job, the four ramps and the new bridge should be finished by late September. Starting Sept. 8, County Road 11 will be closed from County Road 53 to Highway 61 to allow crews to get as much work done as possible without

traffic interruptions. The road should be open to traffic on Tuesday, Sept. 15. A detour will be marked, directing people along County Roads 13 and 7, on the west and south sides of Pokegama Lake. The portion of the project which relocates County Road 11 on the west side of the freeway will probably not be finished until next summer.

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Interchange project

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hits snag

Workers on Pine City's new interchange have run into swampy soil that won't settle, forcing a delay in construction.

According to project engineer Tom Vossberg, from the Minnesota Department of Transportation, crews last fall placed a material called surcharge on the ramp areas and on the County Road 11 relocation. The surcharge weights down the fill and helps settle the underlying soil.

"The surcharge was on over the winter and it still hasn't settled as much as it's supposed to and it hasn't settled uniformly," Vossberg said.

The northwest ramp and the County Road 11 relocation, at the west end of the bridge over I-35, are the two problem areas. Vossberg has asked MN/DOT's foundation department in St. Paul for a recommendation on how to proceed.

"Our foundation crew is doing tests, and we should know what to do with the northwest ramp next week (May 26-29). We should know by mid June on the county road relocation."

He estimated that all ramps should be complete by the end of August, but he would not

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Tires for fill

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County Road 11, but recommendations have been made to project engineer Tom Vossberg.

According to Vossberg, tires can be obtained free from a shredding company near St. Cloud and from a tire dump near Mora. Additional costs will be incurred in hauling them to the site.

"The Minnesota Pollution Control Agency approached us about using tires," he said. "It is a preferred method of recycling tires."

Vossberg said 30,000 cubic yards of tires are needed for

filling the ramp area. He added that the four ramps could be open this fall, possibly in October, if work begins within the week.

"We're negotiating the additional costs with the contractor," he said. "We expect to finish that by Friday (July 17). We plan to start charging working rates on the project Monday (July 20)."

He declined to comment on solutions for the County Road 11 relocation but did say he doubts that portion of the project will be finished this year.

Hoopin' it up

FIELD DAY FUN at Pine includes every sort of track and for kindergarteners

alyzed.

Interchange

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speculate on what kind of a remedy will be found for the problem with the road relocation or when work will resume on that part of the project.

So far, Vossberg said, the project is not behind schedule.

"The plans called for the surcharge to be on for eight months. The foundation unit started investigating in March. We're not really off

schedule yet, but we're getting close."

MN/DOT public affairs coordinator John Bray said local business people are concerned about the delay and have contacted Sen. Florian Chmiewlewski's office. The senator, he said, has been in contact with his office regularly.