

# LOCALNEWS

## INTERNATIONAL FALLS

### Chiefs report April activities

#### JOURNAL STAFF REPORT

In just four months of 2015, the International Falls Ambulance Service has made more runs than it did in the first six months of 2014.

That's the report the city's fire and ambulance chief, Adam Mannausau, gave to the Falls City Council Monday.

Mannausau reported the total ambulance runs so far in 2015 at 538, with 155 runs made in April, the highest number of any one month.

In April, the ambulance made 92 responses to 911 calls and 63 transfers between medical facilities. In April 2014, the ambulance made a total of 108 runs, he reported.



Mike Musich Adam Mannausau

Mannausau also reported four fire department responses to four city calls at: Boise paper mill, a vehicle fire, a running grass fire and a fire when a tree fell on a power line. In addition, he reported two trucks brought water to Canadian National Railway.

In addition, he reported everyone who took the firefighter 1 and firefighter 2 tests passed.

**Police**

Falls Police Chief Mike Musich reported a number of arrests for narcotics violations. "It says the guys have been doing a good job," he told the council.

Other activities reported include officer participation in a diversity presentation at Rainy River Community College, and demonstrations to RRCC students on the effects of alcohol. In addition, an officer took part in a forum to educate seniors on crime prevention.

Shift log activity for April included: 324 general calls for service, 64 traffic stops, 35 medical assists, nine other agency assists, and 76 calls that generated initial complaint reports.

### Project waste needs a site

BY LAUREL BEAGER  
Editor

An unexpected snag in the reconstruction of Koochiching County Highway 332 has county and International Falls officials working to find a place nearby to dump waste clay and soil.

County Environmental Services Director Dale Olson sent an email to the local airport commission, of which Koochiching County and International Falls is a member, seeking a site to place about 40,000 cubic yards of waste material from the project. He said the material, now estimated at 50,000 cubic yards and made up most of clay with some gravel and sand, was to be placed on private property.

However, after the snow melted, staff with contractor Hammerlund Construction found nearly all the planned disposal sites to be wetlands, requiring mitigation credits at a cost of \$15,000 to \$20,000 an acre, which Olson wrote does not seem like a good alternative.

"The difference between wetland and non-wetland can be a matter of a few inches vertically and a few feet horizontally," he wrote, adding "Landowners want the fill, but not at the cost of mitigation."

Olson wondered whether

higher property near the airport and owned by the city and county could be considered.

The question was brought to the city council table Monday when city Street Commissioner Dennis Jonson suggested the material be used to cover the city's demolition landfill, which must be covered with one foot of material each year.

"There's plenty of room there to stockpile, and we could use it to cover the demo for a few years," he said.

City Attorney Steve Shermoen pointed to transport of the material to the city's demo landfill located off County Road 2 as a potential concern.

Jonson said Monday he'd like the contractor to haul it to the city's site, but said the city could assist in the transportation of the material.

On Wednesday, Olson reviewed the issue in an email to county commissioners.

"It would be great if it would work, but here are some barriers that have to be overcome," he wrote.

One of those barriers has to do with transporting the material after the Planning Commission and county board approved the project based on no significant increase in traffic on County Road 2 north.

"Concerned residents in that area were assured that trucks would not be traveling up and down the county road," he wrote. "If that changes, then the CUP (conditional use permit) should be revisited."

Olson estimated it would take about 4,000 dump truck loads to move the material from the site.

An alternative route would involve using Highway 71 and entering the city site through the county's Transfer Station haul road, he suggested. Hauling distances between 332 and the demolition site range from 2.8 to 9.2 miles per round trip, depending on starting location and which route is taken.

Another concern is that Hammerlund Construction plans to use off-road earth moving equipment to move the material. "This type of equipment isn't conducive to running on Highway 71 or County Road 2," wrote Olson. "Ultimately they had hoped to find several sites along the length of Highway 332 where the material could be placed."

The contractor is discussing with a private landowner placing the material on higher ground in the area, but is unsure how much of the revised estimate of 50,000 cubic yards of material could be placed there.

### Spring truck weight restrictions end for Central, North-Central and North frost zones

#### MNDOT REPORT

Spring truck weight restrictions on state highways will end Thursday for Minnesota's Central frost zone, and on Friday for the North-Central and North frost zones, according to the Minnesota Department of Transportation.

Spring load restrictions ended April 22 in the South, Southeast and Metro frost zones.

Ending dates for spring load restrictions vary and are established by monitoring roadway strength as weather conditions change.

**Frost zones**

■ The Central frost zone extends south from the southern limit of the North-Central Zone (US 10 – Highway 210 – Highway 18 – Interstate 35 – Highway 48 – Wisconsin state line) to a line following and including US 12 from the South Dakota state line to the Hennepin county line.

■ The North frost zone extends south from the Canadian border to a line following and including Highway 1 at the North Dakota state line east to Highway 89, Highway 89 south to US 2, US 2 east to Highway 33, Highway 33 south through Cloquet to I-35, I-35 north to the Carlton/St. Louis county line, and then south on that line to the Wisconsin state line.

■ The North-Central frost zone extends south from the southern limit of the North Zone (Highway 1 – Highway 89 – US 2 – Highway 33 – I-35 – Carlton/St. Louis county line – Wisconsin state line) to a line following and including US 10 from the North Dakota state line east to Motley, Highway 210 east to Brainerd, Highway 18 east to I-35, I-35 south to Highway 48, and then Highway 48 east to the Wisconsin state line.

Road restriction maps showing the locations of weight-restricted routes

and state highways open to maximum 10-ton axle weights are listed at [www.dot.state.mn.us/materials](http://www.dot.state.mn.us/materials). Click on "Seasonal Load Limits," and then "Spring Load Restrictions" for the most up-to-date information.

The information is also available by calling MnDOT's 24-hour automated message center at 1-800-723-6543 in the United States and Canada or by calling 651-366-5400.

Middle-range overweight permits become available within each frost zone when spring load restrictions are lifted. Full-summer overweight permits become available within each frost zone starting two to three weeks after spring load restrictions are lifted.

Travelers in Minnesota can get up-to-date information on road conditions, construction and weather reports by dialing 511 or visiting [www.511mn.org](http://www.511mn.org).

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