



BLACKDUCK CITY COUNCIL PUBLIC HEARING  
MONDAY, DECEMBER 16, 2019 @ 6:00PM  
LIBERTY DRIVE PUBLIC HEARING MINUTES

**CALL TO ORDER:** The City Council of the City of Blackduck met in Public Hearing at Blackduck City Hall at 6:00pm. December 16, 2019. Meeting called to order by Mayor Patch and the Pledge of Allegiance was not stated.

**ROLL CALL:**

**Councilors present:** Mayor Patch, Councilors Kolb, Moore, and Gullette

**Councilors Absent:** none

**Staff Present:** City Administrator Christina Regas, and Public Works Supervisor Mike Schwanke, City Engineer Curt Meyer

**Others Present:** Liberty Drive Residents Joe Wilhelmi and Chris Dirkes

**UTILITY & ROAD IMPROVEMENTS TO LIBERTY DRIVE FROM MAIN STREET N. TO MNDOT 71**

1. Description of Liberty Drive Improvement – Review of Feasibility Report – Curt Meyer was present to review the proposed improvements to Liberty Drive. Meyer reported the City of Blackduck ordered the feasibility report and scheduled the public hearing for the public to hear about the existing conditions of Liberty Drive and why the City is considering the improvements and the proposed costs of the project. Meyer reviewed the conditions stating currently the road built in 2001 is showing multiple signs of distress and fatigue, indicating the need for reconstruction. Meyer further stated the project may include replacing the curb and gutter, the pavement, the storm sewer, install drain tile and concrete driveway aprons, and catch basins. Meyer further stated geotextile fabric will be placed at the bottom of the subcut, to serve as material separator between the aggregate base and organic materials.
2. Project Cost – Meyer provided for review an estimated project cost of \$569,130. Meyer stated the City may decide not to improve the entire stretch of the road and instead complete the project in two phases.
3. Conclusion – Meyer stated it is recommended the City of Blackduck review the feasibility report and discuss the report with the residents of the area and decide if the project will move forward. Meyer reported if the City agreed the project should move forward, the City would proceed immediately with the necessary engineering, legal, and administration tasks associated with an assessment-type improvement project for the Summer of 2020.
4. General Questions & Answers –
  - a. Rudy Patch – Has there been any improvements to the road since its original build.
    - i. Chris Dirkes stated Yes – there was some storm sewer replaced back when Nayda Cheney was on the City Council. Meyer stated that came before him and was uncertain of the year.
  - b. Joe Wilhelmi – What is the normal life expectancy of a road in Blackduck.
    - i. Meyer stated 15 years is normal, with the clay soils in Blackduck it could be less – perhaps 10 years.
  - c. Joe Wilhelmi - Is there a fair number of roads replaced in the City?
    - i. Meyer stated the City does not, but if you were to drive around the City one would see that there are some roads that are in reasonable condition, and some



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that are in terrible shape. Those that are not in good condition could be for similar reasons to Liberty with sump pump hoses emptying out onto lawns and soils being very wet. Meyer stated it is difficult to determine how wet some area of the City is going to be than others.

- d. Christina Regas – When the road was built during the development was the storm sewer not placed deep enough in the road and is that what is causing the issues.
  - i. Meyer – Yes, the road was built during the development and did not follow a City standard for roads at that time. Storm sewer could be placed deeper with a V-type trench and it could be wrapped to prevent movement. Meyer also stated it is difficult to know how far down to place the storm so as to not conflict with sewer and water services.
- e. Rudy Patch – What year was the road built?
  - i. Regas – 2001 – completed by the developer
- f. Christina Regas – Is there a better solution for resident’s sump pumps?
  - i. Meyer – provide some way for residents to tie into the storm like drain tile that runs under the curb. Meyer stated it isn’t the best solution. It is best to tie right into the storm sewer with a solid pipe for everyone to tie into but it is more expensive solution.
- g. Joe Wilhelmi – Will the residents on Liberty Drive solely be paying for the project.
  - i. Regas & Meyer – The City has an assessment policy and for road improvements it is assessed by amount of frontage of property owner. There may be some City funding available to offset the Purdon to the property owners. Regas further stated the costs are split overtime with bonding for 10-15 years and the policy has a percentage set in the assessment policy. Meyer stated the assessment cannot exceed the value that is added to the adjacent property and the life expectancy of the improvement.
- h. Max Gullette – Are there pro’s and con’s in doing this project in 2 parts versus 1.
  - i. Meyer – With this size of a project, cutting it in half the project becomes a little small. Meyer stated most contractors have enough work and can be ‘choosier’ of what they would like to take. A larger project will be more of an incentive for a good contractor to bid for. Meyer stated by cutting this project in half he believes it will still be attractive enough to gain bidders that way the City can address the worst of the road at this time. Meyer stated the project with the storm sewer would most likely not be in ‘half’ but more like two thirds due to the length of the storm putting that portion of the project to approximately \$300,000. Meyer stated if the storm is treated separately, he recommends tying it together with another project.
- i. Rudy Patch – What is the life expectancy of the utility in that road?
  - i. Meyer – This road is new and all the utility is PVC so the life on that can be almost 100 years but it is unknown. What is less is the grading of the manholes and the project could include inspecting those. Meyer further recommended inspecting the manholes and planning in 15-20 years relining the manholes. Regas asked if relining be tied into the project? Meyer stated no it is self-contained.
- j. Rudy Patch – Has there been any issues on Liberty Drive with water or sewer lines freezing up?



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- i. Meyer – Has no knowledge of any issues on that road with freezing lines but would like to know if there has been. Dirkes stated he has been in his home since 2003 and has no knowledge of freezing lines in the development.
- k. Jason Kolb – Can the aggregate or under layer be saved?
  - i. Meyer – it is a thin layer of aggregate and could be good fill but not good base-layer so it could be used for surfacing in some gravel areas in the City.
- l. Rudy Patch – Are sidewalks needed in the development.
  - i. Dirkes & Kolb – no, most residents use the walking trail and kids play in the road. Kolb stated his concern is just through traffic and speeding.
- m. Christina Regas – What is the depth of the subgrade now.
  - i. Meyer – this is unknown, there are not good ‘as-builts’ of the subgrade to reference. Meyer stated bores could be completed to find out and that will help to know if reclaiming the asphalt and aggregate is deep enough to reuse.
- n. Chris Dirkes – If the project moves forward with the residents be able to get in and out of their homes.
  - i. Meyer – the road is wide enough so the contractor should keep one lane of traffic open at all times.
- o. Rudy Patch – How long would a project of this size take a contractor to complete.
  - i. Meyer – A project of this size weather permitting should be able to be completed in 5 weeks.
- p. Max Gullette – If nothing is done and the project is not completed how much longer can the road last.
  - i. Meyer – There will be parts of the road that will need to be cut-out and repaired because of the amount of movement from the storm sewer and the reason the voids that are seen now is from movement under the bituminous. Meyer stated with clay soils the particles suspend and don’t void as fast as sand so it is unpredictable.
- q. Rudy Patch – Are there other driveways that are having issues washing away.
  - i. Schwanke – it is difficult to say unless you dig. Meyer stated when the curbs tilt back that is a sign.
- r. Rudy Patch – If the City moves forward with the project when will it begin.
  - i. Meyer – if the project is ordered at the January meeting then the design process can begin and then a good plan set can take about 8 weeks. Meyer stated bidding in April is possible so the project could begin in June. Meyer stated with road projects funding has less options except for loan dollars.

Mayor Patch called for further questions on the project.

Mayor Patch called again for further questions on the project.

**ADJOURN** – Moved by Mayor Patch and seconded by Councilor Moore to adjourn the meeting at 6:42pm. Motion carried unanimously.