



BLACKDUCK CITY COUNCIL PUBLIC HEARING
MONDAY, DECEMBER 16, 2019 @ 7:00PM
CROSWELL AVENUE PUBLIC HEARING MINUTES

CALL TO ORDER: The City Council of the City of Blackduck met in Public Hearing at Blackduck City Hall at 7:00pm. 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: Croswell Avenue Residents: Jim Wolden, Karl Erickson & Sue Rasmussen, Scott Magoon, Rhonda Ferdig, Russell & Sharon King

RECONSTRUCTION OF THE SOUTHERN 420 FEET OF CROSWELL AVENUE

1. Description of Croswell Avenue Improvement – Review of Feasibility Report – Meyer was present to the City council and residents the description of the proposed improvement of Croswell Avenue. 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 Croswell Avenue and why the City is considering the improvements and the proposed costs of the project. Meyer stated the southern most 420 feet of Croswell Avenue is showing multiple signs of distress and fatigue, indicating the need for reconstruction. Meyer stated the proposed improvements may include removing and replacing the aggregate road surface and clay/organic subgrade, culverts; ditching in the right-of-way and grading the Croswell/Carlson intersection. Meyer further stated the project would include installing a geotextile fabric to serve as a material separator between the aggregate base and organic materials; driveway culverts and centerline culverts will be installed as necessary to maintain drainage; topsoil will be provided in disturbed areas; and turf establishment will be included.
2. Project Cost – Meyer provided for review an estimated project cost of \$42,097. Meyer stated the road suffered additional damage in the Spring of 2019 due to a wet season and there is existing class 5 that was added to the road and that will be needed to be removed prior to the improvement. Meyer stated the ditching will assist with the subgrade by moving water in a better way. Meyer stated there will not be a large visible difference to the road once completed but the roadway will be higher than it is now. Meyer stated at this time there are no plans to pave the road, but the project will stabilize the road for a future paving project if the City chose to.
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 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.
4. General Questions & Answers –
 - a. Scott Magoon – Will the road elevation be raised 4”?
 - i. Meyer – The actual elevation in some areas may raise but the overall elevation will remain the same. The plan is to cut-down so the finished profile is higher.



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Meyer stated there is a portion of the road where Carlson and Croswell meet where a culvert crosses the road and there would be more cover added to the road and replace the culvert so it would be prepared for paving. Meyer stated the plan would be to ditch and move the culvert down but if that can't be done significantly then the plan may include raising the grade 6" in that area.

- b. Paige Moore – When the project is under construction will the road being it is only 20' wide be passable and remain open as it is not as wide as other roads in the City.
 - i. Meyer – The road should be able to remain open as the contractors would only work on one lane at a time, however, if the road gets wet during construction there is always a chance the stability of the road could get worse making it difficult to pass. Meyer stated since Croswell is a dead-end road, emergency vehicles need to get in it and the contractors know that. Meyer stated there is always a chance additional material may have to be brought in to bridge the road temporarily during construction.
- c. Rudy Patch – Does Scott Magoon have a sump pump on the Croswell side of the home that water goes into the ditch and does that need to be considered where it goes.
 - i. Meyer – The ditch will be graded in such a way where the water will have somewhere to escape.
- d. Sharon King – How deep is the ditch going to be?
 - i. Meyer – the attempt will be 24" but if there are some trees that could be impacted then there could be discussion with home owners.
- e. Jim Wolden – I built the road in late 80's early 90's and I don't ever remember having issues with the road until last year. Why are there issues now what changed?
 - i. Meyer – A heavy wet year and Spring a combination of heavy vehicles in and out of the area can create ice dams in the ditches and as the road gets older clays migrate up into the road. It is not just a result of one bad winter, but we don't have the luxury of seeing how it breaks up overtime.
- f. Jim Wolden – How much percentage does the City plan on funding the project.
 - i. Meyer – The City has an assessment policy that states what percentage the City assumes and what the property owners assumes. Regas stated the City has not determined what portion of the project the City will fund. Regas further stated the City will need to hold additional public hearings to determine those amounts.
- g. Jim Wolden – The 420 feet was not a plotted street when Townsend Addition was added to the City of Blackduck and it was more of a driveway back then.
 - i. Regas – the subdivision north of Croswell has grown and more homes are in the area so more increased traffic is on the road (i.e. Residential vehicles; buses; garbage trucks, etc.)
- h. Jim Wolden – Were the cement trucks a factor to the deterioration of the road.
 - i. Regas – it is difficult to tell. Wolden stated he did not think the cement trucks should have never been able to enter the road when they did and that is the City's responsibility to keep road restrictions on. Regas stated to her knowledge road restrictions were not on.
- i. Karl Erickson – The cement trucks were in 2018 for his slab grade home that was built on Croswell. There were two loads of crushed granite to be delivered, he was not present when it was delivered, and the granite was delivered over the frost boil then it started to rain. Erickson stated the year before the road was fine. Erickson stated there has been



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additional 'hauling' in the area of the township in previous years. What about ditching on the westside of Croswell?

- i. Meyer – yes there will be ditching on the westside, however none of the driveways should be impacted. Erickson stated he still have more on his project to do but will take care to ensure the road is in good shape for delivery.
- j. Rudy Patch – What is the life expectancy of Croswell given it is a dirt/gravel road?
 - i. Meyer – an urban section of road could be 15 years and since roads that are gravel have more flexibility to move and clays that can migrate up then that will weaken the road but a gravel road will last longer.
- k. Jim Wolden – Why can't the road improvement be deferred until the ditching is completed and see if that takes care of the problem.
 - i. Meyer – the rock that is in the road now needs to be removed, and there is a need for a roadway to have consistency. The City may decide to just ditch the roadway.
- l. Russ King – How many properties would be assessed?
 - i. Regas – in the municipal boundaries there are only 6 property owners and one is to the south of Carlson. Regas further stated the City discussed the state of the road with Hines Township board to ask to consider a shared cost for the improvement but that is an unknown at this time.
- m. Rudy Patch – What is the total amount of property owners in the township?
 - i. Regas – She believes it is 10 property owners.
- n. Scott Magoon – I hope the City has consideration for how much is assessed since he barely uses Croswell except to park his camper in the back of his property.
 - i. Regas – this public hearing is a beginning, and if the City choses to only do the ditching the assessment may not happen.
- o. Max Gullette – Will Magoon be assessed for both Croswell & Carlson?
 - i. Meyer – that would be determined based on what will need to be completed to the culvert at the corner. Gullette asked where the City draws the line.
- p. Jim Wolden – The culvert that is in Carlson is only on the east side of the intersection and there is not one on the west.
- q. Rudy Patch – Is the driveway on the westside of Carlson in the City.
 - i. Wolden – that is a City road.
 - ii. Regas – that is a driveway
 - iii. Wolden – the City has been plowing it for years.
 - iv. Rasmussen – met with Keely's regarding property lines and Keely stated part of Carlson is City road.
 - v. Regas – the only way to really know would be to find the property lines
- r. Rhonda Ferdig – What point would the assessment go north into the township and how far?
 - i. Regas – The City has no jurisdiction in the township and that is why the City met with the town board.
 - ii. Meyer – in the past when a roadway enters into a township each property owner would be assessed the same amount no matter how close to the project, but the township would have to determine that. Meyer stated it may not even be an assessment but a charge to assist in the funding.
- s. Magoon – What kind of timeline is being considered?



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- i. Meyer – not in the Spring 2020 until the road can dry out but shortly after.
- t. Max Gulette – Is there anything public works can do to mitigate the water.
 - i. Schwanke – as far is plowing the best would be to load all the snow out of the area, the road is flat with not much slope for the water to go anywhere.
 - ii. Meyer – the spring of 2019 did not help the road.
- u. Rudy Patch – Does the county plow the road in the winter or does the City?
 - i. Schwanke – the city plows the snow in the winter. Wolden asked if there is formal agreement between the town and city. Schwanke stated that there is an agreement between the county road supervisor and himself. Schwanke stated the county takes care of Beighley road and the City takes care of Croswell.
 - ii. Regas – the plowing of snow was discussed with the township.
- v. Erickson – does the County take care of the grading in the summer?
 - i. Schwanke – mainly an agreement for plowing of snow and the county does the grading for the township.
- w. Magoon – what is the next step after this hearing?
 - i. Regas – at the next city council meeting the board will decide if the project improvement is ordered to move forward and to what extent. The city would then order the plans from WSN and plan for bids. Regas further stated during the next council meeting the board could decide to just ditch the road and do minimal improvements.
 - ii. Patch – if the contractor recommends the rock come out of the road to be improved then it is in the best interest of the city to listen to the engineer.
 - iii. Gulette – stated Magoon’s point to assessments and the scale of them has been heard by the board. He does not believe the City should ‘stick it’ to just two property owners.

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 Gulette to adjourn the meeting at 7:36pm. Motion carried unanimously.

Christina Regas, City Administrator

Rudy Patch, Mayor