

SUMMARY of the minutes of the August 29, 2011 Town of Hull Board Meeting

1) Call to order by Chairperson John Holdridge at 6:30 p.m. at the Town Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point WI 54482.

Present: Chairperson Holdridge, Supervisors Mel Bembenek, Dave Pederson, Dave Wilz and LaVerne Syens.

Others present: Clerk Janet Wolle, Road Foreman Pete Kaminski and Engineer Dave Glodowski.

2) Pledge of Allegiance

3) Citizens wishing to address the board non-agenda items. Agenda items are for discussion with possible action. (This opportunity for citizens to ask questions, express opinions is a 21<sup>st</sup> Century version of the opportunity citizens had in the historic New England town meetings.) Current Wisconsin law requires government action cannot be taken until a topic is placed on the Town Board agenda and published 24 hours in advance of the Town of Hull meeting.

4) Announcements – Chairperson and Supervisors

5) Discussion with area residents of Granite Ridge Road W, Driftwood Drive, Ann Marie Ct and Airport Road regarding water issues – plan by Dave Glodowski Town of Hull Engineer

6) Action regarding water issues:  
a. Granite Ridge Road W  
b. Driftwood Drive  
c. Ann Marie Ct  
d. Airport Road

Motion Syens, second Wilz, approve advertising for bids Driftwood Drive and Airport Road projects. The town road crew will do the Granite Ridge Road W and Ann Marie Court projects. Motion carried.

7) Wisconsin's revised collective bargaining law impact on health insurance and retirement costs to Town of Hull staff

Motion Wilz, second Bembenek, begin payroll deductions for retirement for the Town Clerk in the amount of 6.65% and for the Town Secretary/Deputy Clerk in the amount of 5.80% and to approve hiring of Melissa of Accounting Workshop to do formatting in the Peachtree Accounting System for said deductions. Motion carried.

- 8) Contract from American Asphalt for blacktopping over culverts on Pinewood Drive and North Reserve Drive

Motion Wilz, second Bembenek, approve the contract from American Asphalt for blacktopping over culverts on Pinewood Drive and North Reserve Drive in the amount of \$7,104.00. Motion carried.

8 p.m. Announcement by Chairperson Holdridge: the Hull Town Board and Hull Plan Commission will convene in closed session as allowed by WI State Statute. 19.85(1)(g) conferring with legal counsel for the governmental body. To be discussed is the annexation petition received from Pete & Kerry Klismith and Justin and Christina Callan. Following the closed session the Town Board will reconvene in open session as allowed by WI State Statute 19.85(2). The board may act on their position and opinion of the annexation petition. 19.85(2)

Town of Hull Attorney Bob Konkol present for the closed session. Also present Plan Commission members: Bob Bowen, Bob Enright, Shelley Binder, Al Stemen and Jocelyn Reid (John Holdridge and LaVerne Syens).

Time of closed session: 8:00 p.m. Motion Pederson, second Syens, to convene in closed session as per 19.85(1)(g).

Roll call Town Board:	Plan Commission:
Bembenek – Aye	Bowen - Aye
Holdridge – Aye	Enright - Aye
Pederson – Aye	Stemen - Aye
Wilz – Aye	Reid - Aye
Syens – Aye	

Motion carried.

Time reconvene in open session: 8:55 p.m. Motion Bembenek, second Pederson, to reconvene in open session as allowed by WI State Statute. 19.85(2)

Roll call vote Town Board	Plan Commission
Bembenek – Aye	Bowen - Aye
Holdridge – Aye	Enright - Aye
Pederson – Aye	Stemen - Aye
Wilz – Aye	Reid - Aye
Syens – Aye	Binder - Aye

Motion carried.

The board may act on their position and opinion of the annexation petition.

Motion Pederson, second Bob Bowen, compose correspondence to Stevens Point Common Council outlining Hull's position against commercial development at I-39/Casimir Road and opposition to the annexation petition. Motion carried.

Adjournment: Motion Wilz, second Syens, adjourn the meeting. Motion carried. Meeting adjourned at 9:10 p.m.

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MINUTES OF THE TOWN OF HULL BOARD  
MEETING COUNTY OF PORTAGE WI, HELD  
MONDAY AUGUST 29, 2011

Unofficial

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Others present: Clerk Janet Wolle, Road Foreman Pete Kaminski and Engineer Dave Glodowski.

- 2) Pledge of Allegiance
- 3) Citizens wishing to address the board non-agenda items. Agenda items are for discussion with possible action. (This opportunity for citizens to ask questions, express opinions is a 21<sup>st</sup> Century version of the opportunity citizens had in the historic New England town meetings.) Current Wisconsin law requires government action cannot be taken until a topic is placed on the Town Board agenda and published 24 hours in advance of the Town of Hull meeting.

No citizens present regarding non-agenda items.

- 4) Announcements – Chairperson and Supervisors

Chairperson Holdridge:

- Meeting on Wednesday August 31<sup>st</sup> at Amherst to talk about the solid waste situation
- Budget/Finance meeting Tuesday September 6<sup>th</sup> at 10:30 a.m.
- Water Study Task Force September 8 at 6:00 p.m.
- Town of Hull Board September 12 at 6:30 p.m.
- Public Safety Task Force September 15 at 6:30 p.m.
- Hull Plan Commission September 27
- At approximately 8 p.m. tonight the Board will convene in executive session to discuss a petition to annex some land at I-39 and Casimir Road by Pete & Kerry Klismith and Justin & Christina Callan in to the City of Stevens Point
- Update on finance:
  - o Hull's state shared revenue, which this year is \$207,000, will be decreased by almost \$52,000, to \$155,304 for the next two years 2012-2013 (to be confirmed on September 1)
  - o General transportation aids of \$2,117 per mile will remain as is for 2012-2013 (to be confirmed on October 15)
- Focus on Energy meetings around the state (information given to Supervisor Pederson)

- 5) Discussion with area residents of Granite Ridge Road W, Driftwood Drive, Ann Marie Ct and Airport Road regarding water issues – plan by Dave Glodowski Town of Hull Engineer

J Holdridge – several months ago a meeting was held with citizens from Granite Ridge Road, Driftwood Drive, Ann Marie Court and Airport Road.

- Tour was taken by the board and sites reviewed
- Scott Hintz, business partner of Dave Glodowski, present on the tour of site(s)

Dave Glodowski re **Granite Ridge Road W:**

- ✓ Was in field to get feel for issues at hand
- ✓ Survey equipment taken to site(s)
- ✓ Taken amount of surveying done to capture existing conditions
- ✓ Conditions put to preliminary schematic plans
- ✓ Looking for feedback from board and citizens
- ✓ Possibly the existing conditions, issues and solutions are different than what engineers are thinking
- ✓ This is the first look at solutions to the problems
- ✓ Run off coming across the road and heading in to a driveway and garage area
  - Will add some gravel in about a 300' section directly west of Casimir Road
  - Build up a cross slope so water is not running straight across the road as road pitches to the south
  - Get the water to run away from the center line and capture it in a ditch (shallow ditching along the north side for about 300')
  - The existing ditch then takes over
  - For about 300' do a shallow depression about 1' deep to get water some place to run along the north side
  - Further west a culvert (15") will be installed
- ✓ Cost of project around \$5,000 (hiring a contractor)

D Wilz, for a property owner the problem is off to the south; does the cost include a culvert under their driveway?

Glodowski – no. Feel most of the issues, coming from water, are coming from the north. If we can keep the water in the north side of the road the property owner should have a lot less water to deal with.

- ✓ Also the front yard goes off to the east and south down to the ditch

Chet and Mary Dombrowski, 2032 Driftwood Drive – how high of a cross slope?

Glodowski:

- ✓ If there is enough depth to the red granite on the road now we can reshape it there
- ✓ Could add 4 to 6 inches at the centerline at the most

Dombrowski – the lip of the south edge of the road would be approximately 4+ inches higher than...

Glodowski – the outside edge could probably stay about the same especially on the south side as we are trying to build up the center line and lower the north edge.

Dave Pederson – there is bedrock in the road not too far from the intersection.

Glodowski – are you worried about the ditch work?

Pederson – there might be trouble there too. That will continue to be an issue.

Pete Kaminski, bedrock is on top of the road when grading actually bump over it.

Glodowski, maybe there needs to be less grading and adding new material.

- ✓ If there is rock the ditch will be shallow but we do not need a lot because not dealing with a ton of water, but nuisance water that is coming out of the woods.

Holdridge, if you were to seal coat the road you would have problem with speeders. Because the road is dirt they tend to slow down.

- Wonder about putting a stop sign on the northeast corner of Casimir Road N and Granite Ridge Road W
- Possibly we need to look at a 3-way stop at that intersection

Ellen Rutta, there are Mother Nature's speed bumps from Smith's to the asphalt.

Pederson, found an end of an old culvert once but it is probably not functioning.

### **Driftwood Drive (South End)**

- Issue with almost the entire length of Driftwood
- Built with a bath tub effect – instead of having ditches we have berms
- When built many years ago it was built with taking the sub-grade material out of middle of the road, putting it where the ditch should be and developing a bath tub effect – bad from a drainage standpoint
  - Example of hill, water sits in between the edge of the road and where the ditch should be, runs down and then you get erosion
- Potential solution:
  - Ditch back from Granite Ridge Road up about 400' takes you near the high point and past the Dombrowski's driveway going to the west
  - Clearing and grubbing of trees (oak trees along the west side are in the center of the ditch or between the center of the ditch and the road)
  - Culvert would be installed at the road so it is in the town right-of-way Hull's maintenance and property
  - Road right-of-way is 66'
  - East side of Driftwood Drive is close – do we try to fit a ditch that is desirable or do we scale back some? That is a Town Board decision
  - Ditches would tie down to the south right in to the area we are looking for a new culvert on Granite Ridge Road and the one to the left feeds down the road and heads to the Pipe
  - Would not recommend any surface treatment until better drainage is developed
    - If you double seal a road that is built with a bath tub water sits along the edges and the edges would break up quickly
    - A lot of grading and ditch work would be needed before Hull puts any amount of money in to the surface

Wilz, does this start at the top of the hill or a little over the hill.

Glodowski, we can fine tune it but now we are going just near the top of the hill. At the top there is not a lot of water, as you get closer to Dombrowski driveway is where we start to deal with some water.

Dombrowski, what happens to the water coming off of Driftwood going on to Granite Ridge?

Glodowski, on the east side the water would wrap around and catch into the ditch that is to the east and we will add a culvert (about 150' east from the intersection); the water will then work its way off to the south.

- To the west the water goes off to the west
- If it is a problem to the west, we would have to deal with it, otherwise it looks lower and will flow that direction
- Do we need another culvert?

Kaminski, proper way is to install another culvert underneath the road.

Glodowski, further west there is another low point.

Pederson, the loop that goes south is where it drops. That is an intersection.

Glodowski there are no problems with water over topping the road (Granite Ridge).

Dombrowski – there is a low point by the Dombeck mailbox on the north side.

Glodowski, not looking to blow every corridor wide open and drain everything; it is nice to have storage areas as long as people are historically okay with it.

- When you store in little pockets here and there it is better than sending water downstream fast and causing trouble downstream.
- Culverts are necessary but not always the best solution
- A desirable ditch on Granite Ridge would be about 1½' below the gravel – from the center line it is almost 2 feet

Wilz, during the tour Road Foreman Kaminski mentioned coming off the “t” you would suggest putting asphalt down as you approach.

Kaminski, this was talked about but that would be some day if we chip seal Driftwood Drive that intersection would have to be blacktopped.

Glodowski for surface on Driftwood we would decide between red granite or the 3/4 inch gravel. The ¾” gravel may hold up a little bit better as the red granite rolls down the hill a little, however getting the water off in to the ditches will help tremendously.

- There would be about twelve hundred feet of ditch work and 44' of road work.
- This is to get to 50'+/- north of the Dombrowski driveway
- Estimated cost around \$15,000

### **Driftwood Drive (North End)**

- This section of Driftwood Drive is actually in the Wisconsin Driver 100 year flood plain
- This is about 1092 at the center line and the 100 year flood in that area is 1094
- When it flooded this spring and last fall we saw 2 to 3 feet of water over the top of the road
- Would like to get this 2 feet above the flood plains but getting it to the flood plain and adding 2 to 3 feet at the low point it ends up being about 440 feet of road work that is needed
- This is in a fill slope and wetlands on both sides
- A new structure will probably have to be put in
- Scrape off the existing gravel
- Add sand sub-grade to build the road up
- Widen the road
- Do landscaping that is needed along the edges
- Coordinate with the DNR and the Corp. of Engineers for wetlands
- New structure crossing and building it up so we are at least 1094
- Cap it off with gravel

Dennis and Ellen Rutta, 2270 Driftwood Drive, when talking about building the road up 3', how would you keep the sides from washing out? Heavy rains actually wash the granite/gravel in to the river or slough.

Glodowski – you are talking about the water coming off the road?

Rutta, I am talking about the rivers flowage. When I row a boat across it takes me off in to the slough. There was about 4 feet of water last fall and 3 feet of water this spring.

- Last fall and this spring was the first time in a lot of years since the boats were brought out
- Back in the '80's that was a common thing

Glodowski, have you noticed change since they did Highway 10? What was the change?

Rutta, I made a complaint as my land is on the Highway too. I have access under the Highway bridge. Last fall when the high waters flooded the whole field they did not put the culvert in the right spot where the natural hollows were, so by the bridge it hit the embankment. The embankment turned the water to flow underneath the bridge. It washed a big hole out next to the bridge. The Highway Department was called last year and this spring, and the hole got larger again – they are not doing anything about it. There is erosion of trees in Rutta right-of-way.

Glodowski was there a difference in flow direction? Did the water come up stream and surcharge in to the sloughs or was the water still flowing down the sloughs to the river?

Rutta, when the water starts raising it comes down the stream through Rutta's woods by the house. When it equalizes it flows across the field, hits the highway and comes underneath the bridge.

Glodowski, the structure sometimes feeds to the east?

Rutta, yes.

Glodowski, once it gets to the point things settle down and water starts to drain out, it goes fast back out.

Rutta, it goes fast, down until it reaches the existing culvert level. There is a hollow in Rutta's hayfield, everything runs north, goes around the hayfield and comes down the main slough that comes out along the road. I have a lower hayfield by the highway that was under water until mid-June.

Rutta's request a barrier of some type be installed along the road so the water does not carry them to the west when they need to use their row boats.

Wilz, from a foot print standpoint, how much wider is this going to be going into the wetlands?

Glodowski, the fill slopes could possibly expand from 10 to 15 feet on each side of the road. This is permit able in my experience.

Wilz, if the road is going to be raised by 3 to 4 feet it will take that kind of width to support that.

Glodowski, yes if you want gentle enough slopes that are not eroding.

- ✓ Estimated cost \$38,000
- ✓ Costs for engineering to get permits from DNR and Army Corp \$5,000

### **Ann Marie Court**

- Cul-de-sac is undersized and not positioned correctly
- The plan shows a 43' radius of gravel cul-de-sac (town's ordinance)
- A ditch around the cul-de-sac will act as a retention/infiltration area
  - o This is another situation where there is not the perfect outlet to direct positive drainage
  - o Once the water builds up the natural grade to go southeast
- There are a couple of French drains at the end and we would extend the ditch and wrap it around the cul-de-sac and provide more storage area
- There is private electrical lighting in the right-of-way area of the cul-de-sac
- Would make a connection if we are having more problems to the north than to the south
  - o Making the connection equalizes it and spreads out the storage on both sides of the driveway (Gary Stoltz, 5260 Ann Marie Court)

Stoltz – driveway is probably at a high point. There is more of a crown on the south side.

- The north side the sun hits so it does not ice up and it drains but it is very shallow

Glodowski:

- The gravel would be built up a little to get above the highest point so it would stay dry at all times
- Then ditch out 1 to 1 ½ feet gradual slopes to provide storage
- In a sandy area it should infiltrate quickly

Mel Bembenek – where will the water be going from the cul-de-sac?



Glodowski, ultimately we spread out but store safely in the ditches. Once it builds up so high, the next point of withdrawal will be \_\_\_\_\_. Think about in the future if additional lots are going to be drawn up. Secure a spot safely to have so it doesn't go in to somebody's front yard and you have troubles. Some work has been done in the back of the Stoltz property.

Stoltz, there is a ditch in back for when the field in spring thaws quickly

Glodowski, is this local water or are we getting water from.....

Stoltz, some springs water comes through the culverts from Torun Road. Stoltz land is higher around.

Others present from Ann Marie Court: Anthony & Kathryn Carpenter (5245) and Kevin Grady (5252).

Grady's have resided at 5252 Ann Marie Court for 4 years and we have not experienced any major issues. It is all to the south.

Stoltz, will you ditch straight along Ann Marie Court too?

Glodowski, basically where the pavement ends we would make the connection.

Stoltz, would think you would need culverts on driveways.

Glodowski, if you are used to the water you could drive through it because it will be pretty gradual. New culverts for driveways are typically at the owner's expense.

Stoltz, I don't think you need to have approved driveways on cul-de-sacs it is just on main roads.

Kaminski, in our ordinance we allow 4 driveways in a cul-de-sac area. There has to be a system as when cul-de-sacs are plowed there is no place to go with the snow. People need to tell us when they are going to install driveways so we can direct them as to the location.

Stoltz, lots were established 10 years ago or better. There are 3 lots of record.

Pederson, typically we approve the driveway construction on that but the owner is responsible for the culvert.

Glodowski, it is a gray area because usually is split when they are going to construct a house and they apply for a driveway permit. This is a little gray area because this has been there for awhile

- The estimated cost for Ann Marie Court, without the culverts, is \$9,000.

Wilz, would the connection go from the French drain to the ditch?

Glodowski, grade wise probably all would be about the same grade because it is so flat. You still have to store the water.

Wilz, how much does a French drain hold?

Glodowski, it depends on how much sediment there is.

Bembenek, how high the water table is. Does wiring have to be removed?

Glodowski, between the grading plus having private utilities within the right-of-way is non-traditional, the wiring will have to be moved by the property owner.

### **Airport Road**

- Do not have a great outlet for water in that area
- Create longitudinal, retention, infiltration type areas along the north and south side
- Some of the runoff is coming from the south side, from front yards, from the roofs – getting in the front yards and crossing Airport Road
- There are areas where the pavement is tipped one direction
- Create a slight depression, a 'V' notch ditch on the south side as there is less room to work with; and a trapezoidal ditch with a 4' bottom width and gradual slopes on each side to get a little more storage capacity
- The road right-of-way is 49.5'
- Concern with first driveway on the north side. Some work would have to be done. There are low pockets by the driveway. If there was depth on each side, we could grade to drain and store in a better location

Jerome Klicinski, 5212 Airport Road, indicated his neighbor across the road has somebody plow snow and piles snow. When the snow melts it comes across the road in to Jerome's driveway.

Holdridge – does he put snow across the road?

Klicinski – yes he does. He has 3 driveways and instead of pushing the snow back he pulls the snow to the front and puts on the north side.

Pete Kaminski will be notified of the names of neighbor and person plowing snow. Personnel from Hull will talk with the individuals.

Glodowski:

- The purpose of this project would be not to change the road at all because of the cost standpoint but to provide storage in a safer location
- Will put 4' wide bottom to ditch and slopes up to match
- The area is flat
- When near Highway 66 water is draining toward Hwy 66, but for about 200' from 66 it comes north.

Estimated cost \$6,000

## 6) Action regarding water issues

D Pederson and M Bembenek inquired where funds are available for these projects.

M Bembenek stated we have been told we are broke due to the cuts from the state.

J Holdridge indicated Hull's finances are fine and we have known for awhile about the cuts to be received from the state.

Motion Syens, second Wilz, approve advertising for bids for Driftwood Drive and Airport Road projects. The town road crew will do the Granite Ridge Road W and Ann Marie Court projects. Motion carried.

- 7) Wisconsin's revised collective bargaining law impact on health insurance and retirement costs to Town of Hull staff

Discussion:

- Confirmed the information from two attorneys of the Wisconsin Towns Association
- Programming assistance needed in Peachtree Accounting System for set up of deductions relating to retirement

Motion Wilz, second Bembenek, begin payroll deductions for retirement for the Town Clerk in the amount of 6.65% and for the Town Secretary/Deputy Clerk in the amount of 5.80% and to approve hiring of Melissa of Accounting Workshop to do formatting in the Peachtree Accounting System for said deductions. Motion carried.

- 8) Contract from American Asphalt for blacktopping over culverts on Pinewood Drive and North Reserve Drive

Pete Kaminski has received a new contract from American asphalt. Last years contract was for blacktopping over 2 culverts following the flooding in 2010, however that work is not yet complete.

- ✓ 2 culvert projects added in 2011
- ✓ By having more projects the cost per ton is less
- ✓ Pete will have Chris from American Asphalt mark the contract of culverts in 2010 for FEMA reimbursement

Motion Wilz, second Bembenek, approve the contract from American Asphalt for blacktopping over culverts on Pinewood Drive and North Reserve Drive in the amount of \$7,104.00. Motion carried.

Recess taken at 7:43 p.m. Waiting for Hull's attorney and Plan Commission members to arrive for 8 p.m. closed session.

8 p.m. Announcement by Chairperson Holdridge: the Hull Town Board and Hull Plan Commission will convene in closed session as allowed by WI State Statute. 19.85(1)(g) conferring with legal counsel for the governmental body. To be discussed is the annexation petition received from Pete & Kerry Klismith and Justin and Christina Callan. Following the closed session the Town Board will reconvene in open session as allowed by WI State Statute 19.85(2). The board may act on their position and opinion of the annexation petition. 19.85(2)

Town of Hull Attorney Bob Konkol present for the closed session. Also present Plan Commission members: Bob Bowen, Bob Enright, Shelley Binder, Al Stemen and Jocelyn Reid (John Holdridge and LaVerne Syens).

Time of closed session: 8:00 p.m. Motion Pederson, second Syens, to convene in closed session as per 19.85(1)(g).

Roll call Town Board:

Bembenek – Aye  
Holdridge – Aye  
Pederson – Aye  
Wilz – Aye  
Syens – Aye

Plan Commission:

Bowen - Aye  
Enright - Aye  
Stemen - Aye  
Reid - Aye

Motion carried.

Discussion:

- March 23, 2010 Hull Plan Commission voted not to change zoning on the Klismith and Callan property at I-39 and Casimir Road
- May 4, 2010 was confirmed by Town Board with a vote of 4 to 1
- Now have received a petition for direct annexation to the city of Stevens Point from Klismith and Callan

8:10 p.m. Plan Commission member Shelly Binder arrived at meeting.

- Errors in petition
- Property not contiguous to city
- No leap frog annexation – what happened with that law?

Time reconvene in open session: 8:55 p.m. Motion Bembenek, second Pederson, to reconvene in open session as allowed by WI State Statute. 19.85(2)

Roll call vote Town Board

Bembenek – Aye  
Holdridge – Aye  
Pederson – Aye  
Wilz – Aye  
Syens – Aye

Plan Commission

Bowen - Aye  
Enright - Aye  
Stemen - Aye  
Reid - Aye  
Binder - Aye

Motion carried.

The board may act on their position and opinion of the annexation petition.

Motion Pederson, second Bob Bowen, compose correspondence to Stevens Point Common Council outlining Hull's position against commercial development at I-39/Casimir Road and opposition to the annexation petition. Motion carried.

Adjournment: Motion Wilz, second Syens, adjourn the meeting. Motion carried. Meeting adjourned at 9:10 p.m.

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Janet Wolle, Clerk

