

## BALDWIN TOWNSHIP WORKSHOP

October 14, 2014

**Present** – Supervisors Jay Swanson, Jeff Holm, Larry Handshoe and Randy Atwood. Supervisor Tom Rush arrived at 7:03 p.m.

**Call to Order** – The October 14, 2014 Baldwin Township workshop was called to order by Chairman Jay Swanson at 7:00 p.m.

**Pledge of Allegiance** – All present recited the Pledge of Allegiance.

**Discuss Financing Options for Plow Truck** – Financing options for the purchase of a new truck were discussed including leasing and obtaining a Certificate of Indebtedness. Also under deliberation was the topic of capital projects and the dollar amount earmarked for both road and bridge and fire.

**Approve/Disapprove Plow Truck Purchase** – Handshoe/Atwood unanimous to approve the purchase of a 2002 International truck from Astleford International Trucks for a purchase price of \$46,595.00 with an accepted friendly amendment from Holm to take \$20,000 out of the Capital Fund and \$26,595 from the Road and Bridge Fund for the purchase of the truck.

**Discuss 112<sup>th</sup> Street Ponding Issue** – Supervisors Handshoe, Swanson and Atwood were able to look at the site on the Dorweiler property on 112<sup>th</sup> Street. Jon Bogart said there were 3 options to help correct the problem.

Option 1 would be to drop the culvert to 1020.2 feet next to the fence in which case the fence would have to be moved. Mr. Dorweiler questioned if the alignment of the fence would be straight with Bogart responding that it would have a jog.

Option 2 would be to drop the culvert outside of the fence in which case there would be no need to move the fence. Down to 1021.1 and there would be a foot of standing water until it filtrated away. Lower the culvert and push it in.

Option 3 would be to install storm sewer underneath the current ditch and angle a piece in. This is the most expensive option. Swanson questioned if it would take maintenance by the township and if it would involve an easement for the township to gain access. Bogart replied yes. Mr. Dorweiler stated that he thought it should have been done right from the get go. His original argument was that his driveway has been there for 22 years and never had a culvert under it. The fill in the ditch has settled quite a bit and now the deepest spot of the low spot is 26 inches below the top of the berm. He believes that Option 3 should have happened at the get go.

Atwood asked the purpose of the berm with Bogart replying that Mr. Dorweiler did not want the township water going into the low spot. Mr. Dorweiler stated that, more

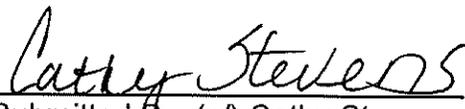
importantly, the water naturally went that way down to the sump. All water ran down there guaranteed. Atwood asked if the berm was lowered would it keep water off. Bogart responded that the water would come off the road and build up until it go to the culvert invert and then it would flow out. Mr. Dorweiler asked if the elevation was different for the culvert to flow out of the low spot with Bogart replying that it is at 1023.2 now and he could get it down to 1021.1 with removing the berm and dropping the culvert. That would leave a foot of water. Rush asked if there was any money left over with the contractor with Bogart replying that it was not a warranty issue. Swanson stated that Option 3 would take some form of a permanent easement. Bogart stated that it would be expensive and more maintenance.

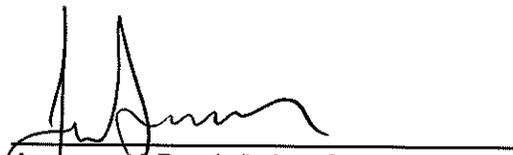
Mr. Dorweiler asked why it was prohibitive to go a bit lower on the culvert. Bogart explained that, as the slope comes in off the road, would need to move over so far to go down so far. We are trying to maintain a 3:1 slope. Mr. Dorweiler asked if there weren't exceptions on 112<sup>th</sup> Street to the 3:1 slope with Bogart replying that they are outside of the road right of way. Discussion on lowering the culvert 18 inches which would result in a 2:1 slope. If going to a 3:1 slope it would push back to the Dorweiler's fence. Bogart stated the Option 2 is the one we like because it is the cheapest and it would allow a little ponding on the Dorweiler property and it would remove the berm and allow almost all the water to go out.

Handshoe asked if more water was being pushed down there now than before with Bogart replying it is essentially the same. Swanson stated that if we lower the culvert we will ultimately get rid of the berm. Atwood asked if there has been any problems since the silt fence was removed. Mr. Dorweiler replied no. Swanson stated that he would like to see what a 2:1 slope would look like as it seems it would not need an easement and no maintenance would be needed. Mr. Dorweiler stated that he would like to see it get done as cheap as possible and he will work with the board. Bogart asked if he drops the culvert all the way down would Mr. Dorweiler allow any water to pond. Mr. Dorweiler responded only if we can reestablish the sump that was there for 22 years. Bogart stated that if the sump is reestablishing itself then he would suggest just removing the berm. Swanson stated that if the sump is reestablishing itself then the problem is almost solved with Mr. Dorweiler responding not with the berm there. Remove the berm then it would be back to where it was before. He is willing to try anything as his proposal was that he did not need a culvert. The culvert is higher than it should be. Bogart responded that the reason why the culvert is higher is he had to put in a berm. The culvert is protecting the Dorweiler driveway. If the sump works the way it did before than the culvert is just insurance for them. Holm questioned if we could do a trial with the tanker just to see if the water is going to that place and going down and, if so, then remove the berm and wait until next spring then we can look to see what a 2:1 slope will look like. Swanson agreed and, if that works, then the fence is sitting on top of the berm. Bogart stated that the last chunk of the berm is between the end of the fence and next post temporarily and see how that looks. Mr. Dorweiler was fine with that. The maintenance employees will use the tanker. Rush stated that it would need to be coordinated with the fire chief. Bogart and Swanson both want to be on site when it is done. Swanson stated he wants to see what a 2:1 looks like out there also.

**Discuss Future Road Projects & Capital Improvement Plan** – Determining there is \$351,000 for projects with a \$100,000 reserve for the 2015 season it was discussed that since there is an updated road conditions map it is time to continue working on the Capital Improvement Plan. Bogart suggested that developing and maintaining a spreadsheet to track a capital improvement plan would be beneficial, and he will work with the clerk to help develop one. After work is completed on 125 ½ Street, it was discussed moving onto 100<sup>th</sup> Street and 305<sup>th</sup> Avenue. Bogart said the county has been good with Livonia with getting road counts, and perhaps they can do the same for Baldwin which would give a plan to prioritize from. To be added to the next regular meeting agenda is Approve/Disapprove Scheduling Meeting with Town Engineer.

**Adjourn** – Handshoe/Rush unanimous to adjourn at 8:46 p.m.

  
Submitted By: (s/) Cathy Stevens  
Clerk/Treasurer  
Baldwin Township

  
Approved By: (s/) Jay Swanson  
Chairman, Board of Supervisors  
Baldwin Township  
11-18-2014  
Date

Attendees: Julius Dorweiler, Nancy Dorweiler, Elaine Philippi