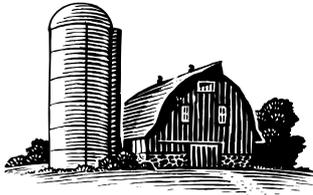


**Grant Town Hall**  
 9011 County Rd WW  
 Wisconsin Rapids, WI 54494  
 715/423-9193



**Board of Supervisors**

*Chair*

**Sharon Schwab** 325-3827

*Supervisors*

**Richard Kertis** 421-5644

**Jim Wendels** 423-3496

*Clerk*

**Vicky Zimmerman** 325-6319

[grantclerk@wctc.net](mailto:grantclerk@wctc.net)

*Treasurer*

**Dorothy Raasch** 423-6589

**Planning & Zoning**

*Zoning Administrator*

**Marty Rutz** 335-6835

*Plan Commission, Chair*

**Jim Wendels** 423-3496

**Public Works/Roads**

*Full-Time Employee*

**Garry Saeger** 423-9118

**Election**

*Chief Inspectors*

**Julie Kramer** **Kelley Steinke**  
 (Democrat) (Republican)

*Poll Workers*

Diana Luecht Garnet Tucker  
 Jean Zeman Avis Schroer  
 Cherie Hanneman Elaine Eberhardt  
 Dorothy Cook Marge Weinfurter  
 Janis Ristow Carol Studzinski  
 Thea Provost Kathy Olson  
 Sandy Brody

**Monthly Board Meeting**

April 8

[Note: Meeting subject to change]

**Annual Meeting**

April 14

> Newsletter prepared by Sharon Schwab<

**Winter/Spring 2009**

**Budget Woes (or not)!** - By Sharon Schwab, Chair

On Nov. 4, 2008 we held a referendum to increase the Town's tax levy. It did not pass. Although residents may want better roads and services, most are not willing, or are unable, to pay for them at this time.

Fortunately, we are in good financial standing. The Town Board has worked hard to achieve and maintain solvency. To balance the 2009 budget we reduced it \$96,500, nearly 15%. We saved over \$20,000 after the Portage County Board of Supervisors approved our year-long request to pay for Higgins Ambulance Service. We saved another \$5,000 by extending our agreement with the Portage Co. Humane Society. To reduce costs on road projects, our employees made the ditch cuts, replaced culverts and shouldered roadways, saving thousands. Our 2008 audit report gave us high marks for maintaining 8% in reserves, up from only 3% in 2007. So, in spite of the challenges, we saved.

The Department of Revenue has strongly discouraged us from borrowing for operational costs. If we need a new piece of equipment or a capital improvement that's one thing, but borrowing for roads or fire protection can be a losing proposition. One look at the national economic situation demonstrates how borrowing for day-to-day operations can fail. So, perhaps our buzz word should be "sustainability". We can appreciate our rural ways and limited services including: gravel or granite roads, the transfer station, to name a few. These rural aspects help keep our costs manageable at this time of tightened budgets.



**Roads, roads, roads....**

(Look inside for details)!

**Transfer Station Hours**

Wednesday

Saturday

**Apr - May**

**11AM-5PM**

**9AM-5PM**

Jun - Aug

11AM-7PM

9AM-5PM

Sep - Oct

11AM- 5PM

9AM-5PM

Nov - Mar

11AM-4PM

9AM-4PM



## Road Report – By Dick Kertis, Supervisor

As the '08-'09 winter draws closer to an end, we see diesel fuel prices down to around \$2.00/gallon; about half of what it was at a year ago. With our snowfall frequency seeming to be tapering off, we are operating within our budget. We hope the lower price will be reflected on the bid proposals we will be requesting this spring. As we all have witnessed, this winter has been one snowfall after another for almost two months which means the plow trucks were out several times a week all winter up until about February 1<sup>st</sup>.

We've had no major breakdowns with the equipment so far this season; although, a shorted out power cable between the frame and cab on our 2000 Sterling truck could have been a disaster because it shorted out during the night after the truck had been parked several days. This failure was not an isolated incident however. Portage County Highway Department had the same problem, but with theirs it occurred during operation and not after it was parked.

The arcing not only burned the positive cable in two (about 3/4 in. in diameter) but also the negative cable running next to it and two smaller lines that feed the power distribution boxes and computers. Rather than replace the cables (that list for over \$200.00 each), we spliced the cables and wires, saving nearly \$400.00. Also, destroyed by the arcing was the main hydraulic line that supplies the pressure to all the hydraulics on the vehicle. The line is about 12-14 ft. long and is a 4-ply wire braided hose nearly 2 in. in diameter. We had this truck up and running the next day!

Our other truck, a 1997 Ford, has an Allison automatic transmission that likes to misbehave at times but is operational. This problem has the people at Mid-State Truck and Allis Transmission scratching their heads since it only acts up during operation and unannounced. Their computer test equipment shows nothing wrong. They suspect the problem could be the dash-mounted transmission touch control pad but it is an electronic gadget priced at \$1,100.00 and, of course, is nonreturnable. We are scratching our heads too!

With weather pattern and predictions this winter being snow and more snow, we requested and were granted permission to use our motor grader to create ridges in some of the big, open fields to reduce the drifting onto the adjacent roadways. This was accomplished but not without incident...After going a few hundred feet in the very first field, a cultivator shoe in the frozen ground sliced the right front tire on the grader wide open. The tire that was destroyed was the third one to fail since they were put on new only four years ago (prior to the current administration).

By chaining the axle up to the frame, the grader was driven back to the shop where it was parked inside the heated part and 6 almost new (75%) tires were installed the next day. The aforementioned six tires were purchased from a local municipality about a week before this failure. These 6 ea. rock lug, 12 ply, tires were purchased for \$150.00 ea. or \$900.00 total. Pumps installed them for \$480.00 which brought the total cost to \$1,380.00. These same tires listed for \$800.00 each installed; a significant difference.

The 90th St. culvert project has turned out to be what we expected. The "dips" did reappear temporarily but are "mild" enough to not require warning signs during the "freezing season." The extreme cold we experienced this winter was the ultimate test for heaving. With the frost depth being between 4 and 5 ft., this would put the frost down to the existing water table which means it won't go any deeper. Two factors could have improved this situation - (1) if we would have had the existing material that was dug out initially or (2) by extending the length of the taper patch. The dips are mild enough to live with and could improve if the replaced material takes on a little more moisture. I've driven on major roadways this winter that are also distorted by the deep frost depth.

**Town of Grant  
Portage County, Wisconsin  
WINTER ROAD MAINTENANCE POLICY**

**PURPOSE:**

The overall goal is to establish a realistic, meaningful, and practical policy for winter road maintenance that has the flexibility required to make adjustments as warranted with the character of the snow and ice control needs for any given winter event.

**GENERAL POLICY STATEMENT:**

It shall be the general policy of the Town of Grant to mechanically and as efficiently as possible, remove accumulated snow or ice from the travel portion of the town roads within a reasonable time. (By state statute 893.83(1) the township has three (3) weeks to remove natural snow and ice accumulations.)

This does not mean bare, dry pavement, gravel or dirt should be expected after each snowfall or ice storm. In fact, many township roads may have only plowed snow pack throughout much of the winter season. Motorists will be expected to modify their driving in accordance with the road conditions.

Planning and preparing for snow and ice removal operations is difficult due to the uniqueness of each storm. The inter-relationship of factors such as rate of snowfall, moisture content, accumulation, temperature, time of day, wind velocity and available resources determine the operational response for the proper clearance of the roads.

Under this policy the goal of winter maintenance is to 1) minimize hazards of slippery road conditions to motorists 2) facilitate handling of emergencies 3) restore traveling conditions for the safety and convenience of the general public, all within the limitations of equipment, manpower, resource conservation, facility & personnel protection and environmental concerns.

**SNOWPLOW OPERATIONS:**

Routine snow plowing usually begins when snow accumulates to 2-3" on average; it is still snowing; and the forecast is for 3 or more inches. Earlier deployment of maintenance crews may be necessary if combined with freezing and icing conditions, occurrence of an ice storm, high winds or freezing rain. Second pass snow plowing and post storm clean up is encouraged during early morning weekday hours but is heavily dependent upon the nature of the winter storm event.

Note: A winter storm depositing 2-3" total accumulation or less during off hours and/or weekends may be cleaned on early weekday mornings in lieu of overtime hours.

The main objective of snow removal operations is to plow the roadway surfaces and shoulders in a single pass per travel direction. Roads with the highest traffic volume, school bus routes, households and dangerous spots have the highest priority. All roads shall be cleared as expeditiously as is economically and operationally practical to provide reasonable traffic service. In order to provide efficient operation it may be necessary plow a lower class of roadway to reach an area of higher priority. It may also be necessary to clear a route for emergency calls such as police, fire and ambulance.

The Town Chairperson and/or Town Board of Supervisors has the authority to suspend snow and ice control operations in severe storm conditions when there is danger to operators or it is not practical or cost effective to continue. Operations may be suspended or reduced if there are equipment breakdowns, qualified operators are not available or other conditions occur beyond the town's control. Plowing of snow may be limited in storms in late spring due to the lack of frost to support the snowplow.

The discretionary act of ordering personnel and equipment into service for a winter maintenance operation shall be primarily with the full time employee, the Town Chairperson and/or Town Board of Supervisors.

### **SNOWPLOW OPERATORS:**

Snowplow operators shall only be allowed to work a maximum of 14 consecutive hours and at such time shall have a 6-8 hour minimum reprieve of duties. Relief operators will be sought if snowplowing efforts remain.

### **EQUIPMENT MAINTENANCE:**

Prior to the deployment of any snow fighting equipment it shall be the practice of equipment operators to perform all of the following:

- Check all oil levels (engine, transmission, hydraulics, windshield washer)
- Check accessory drive belts (fan, alternator)
- Check coolant level
- Check for fluid leaks by visual inspection\*
- Check for loose bolts on cutting edges/shoes etc.
- Check for wear on cutting edges, shoes, blades etc.
- Check safety items – safety lights, headlights, taillights, brakes etc.
- Check for worn or frayed wiring/lines/hoses etc.
- Check gauges for oil pressure, alternator, fuel, engine temperature etc.\*
- Check cleanliness, windows, mirrors, floor (rolling or airborne objects)

\* Indicates items to be checked consistently during actual operations

### **BEST MANAGEMENT PRACTICES:**

- As much as practical, plow school bus routes as warranted prior to pick up and drop off times.
- All equipment including patrol trucks, one-ton pickup and the motor grader shall be equipped and ready to deploy for winter maintenance prior to the onset of winter storm events.
- Scraping of roadways to remove snow and ice with equipment such as the motor grader should be done when temperatures and thawing conditions permit.
- The enhanced cleaning of radius points and benching of snow to improve vision and safety at intersections shall be done during normal work hours in a post storm clean up effort.
- Benching of accumulated snow along the shoulders to facilitate additional snow storage shall be done during normal work hours as warranted.
- If practical and permission is granted by adjacent property owners, benching of accumulated snow in open fields is encouraged to prevent drifting of roadways.

**ICE REMOVAL:**

The township uses abrasive sand treated with rock salt. This mixture will be applied at curves, intersections, hills and steep grades. Other road surfaces may receive an application of sand/salt as may be required or directed, to provide a safe surface for traffic. Certain weather conditions may allow the sand/salt mixture to promote a thawing or clearing of compact snow or ice.

**DRIVEWAYS:**

Driveway maintenance is the property owner's responsibility. The Town does not have any obligation to clear snow from blocked driveways as a result of snowplow operations. State Statute 86.01 & 346.94 prohibits plowing any snow from driveways onto State, County or Town roads. No snow or ice removal from private property shall be deposited in the roadway and then expected to be cleared by personnel from the township. Pushing, blowing, or carrying and depositing snow or ice onto a public roadway is prohibited. Such activities are dangerous and could cause injury or accidents and may not allow for safe passage by the public.

**MAILBOXES:**

Snowplow operators are instructed to be cautious near mailboxes. In most cases a properly installed mailbox will permit a snowplow to pass by without damage. Most cases of damaged mailboxes are caused by heavy snow hitting the box and damage resulting from snow and ice is not the Township's responsibility for repair or replacement. The town will repair or replace a mailbox installation if it is hit by the plow and the town is notified. If a new box is necessary the maximum amount of \$30.00 is allowed for the town or owner to purchase one. Owners may be asked to move mailboxes if they hinder or obstruct snowplow operations.

**PARKING REGULATIONS:**

The public shall refrain from parking on all road right-of-ways. Vehicles parked illegally or abandoned on roads are subject to towing at the owner's expense.

**MAINTENANCE REQUESTS & EMERGENCY CALLS:**

All courteous calls will be handled promptly and with discretionary judgment by town board supervisors. The response to such calls may vary depending upon the availability of the person called and status of snowplow operations. Emergency calls should be directed to 911 for the quickest service possible. Complaints or comments should be made at the monthly town board meetings.

It is not the Township's responsibility to tow distressed or stuck vehicles from the roadway or ditches unless a safety risk to the traveling public or equipment operators exists. It is the owner's responsibility to expeditiously free the vehicle from the roadway or roadside.

The Winter Road Maintenance Policy shall be deemed to be in effect after its adoption by the Town Board.

**This policy was drafted by Supervisor Jim Wendels and adopted by the Town Board on February 11, 2009. Snowplow operators for winter 2008-09 are: Garry Saeger, Marty Rutz, Dale Winkler and Brian Steinke. Next time you see them, be sure to say:**

The word "Thanks" is written in a large, bold, black, sans-serif font. The letter 'h' is stylized with a white outline and a hand-like shape at the top, as if pointing to the word.



## Emergency Address Plaque Update

Installation of double sided, reflective fire numbers at each address location in the Town will continue this year. Recall, this upgrade was recommended by residents at April 2008 Annual Meeting. A one-time \$30 Special Charge was posted to each tax parcel with an address.

Please **DO NOT MOVE** the address plaques once they have been installed! They are placed according to directions from the Portage County Emergency Management Department. If you have a concern or question about your emergency address plaque placement, call Zoning Administrator Marty Rutz at 335-6835. Thank you for your consideration.

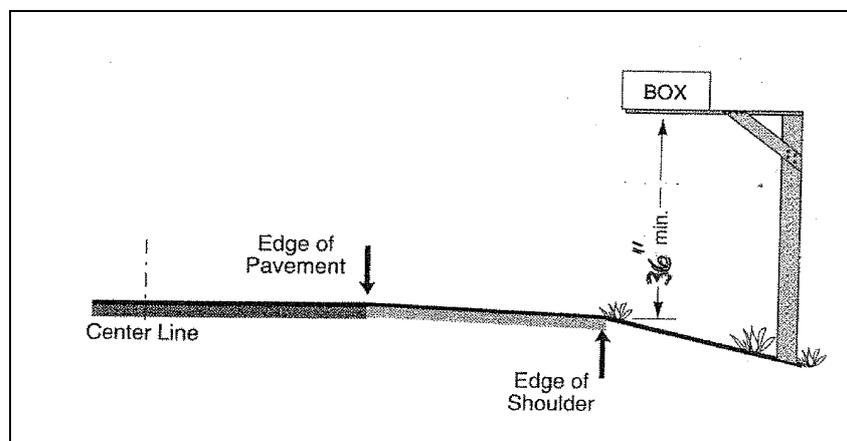
## Mailbox Installation

Here's a great spring project that the Town Board would like you to do! Place your mailbox according to the diagram shown below. There are two key aspects of the installation:

1. Face of mailbox is directly over the edge of shoulder
2. 36" minimum height and not too much higher

If the face is aligned over the edge of shoulder gravel this allows us to clear snow and bench it back from the main traveled roadway and shoulders. This also allows our mail carrier to keep at least one set of tires on a surface that provides traction. In the case of an all gravel roadway or dirt roadway, this edge is defined as where the gravel or dirt meets the grass line. To allow our mail carriers to reach into the back of your mailbox without having to exit the vehicle, the height of the mailbox should be 36" or slightly higher.

Your cooperation with these installation details would be greatly appreciated by both the Town Board and the US Postal Service. Thank you!



**Zoning Update** – by Marty Rutz, Zoning Administrator

2008 turned out to be a normal year for overall number of zoning permits. A total of 54 permits were issued, only three less than 2007. We issued only half as many new residence permits, but almost double the number of accessory buildings. Here's the breakdown:

5 - New Residences

40 - Accessory Buildings

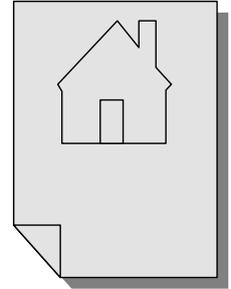
4 - Additions

1 - Porch

5 - Razes

5-Addresses

Total of \$3825.00 collected



Spring is just a few weeks away and I am already getting calls from anxious homeowners that can't wait to swing their hammers. Now is the time to start planning, so **before** you start swinging make sure you get a permit. The biggest problem I run across is a setback issue. Please know where your lot line is. If you're not really sure, please call me so that I can help you find it, or with any other concerns or questions.

As always, I thoroughly enjoyed working for you last year. Thank you!

**Dog Licenses** – by Dorothy Raasch, Treasurer

It takes a township working together to save our town money. When all owners of dogs do the right thing and purchase the annual license for their pets, it saves the town money. How you might ask? When all dogs are licensed by their owners the town is not billed by Portage County for a portion of the cost to run the Portage County Humane Society. The last couple of years our township received money back from the dog licensing program set up by Portage County. In 2008, with some dogs within our township not being licensed and the human society having to contact some households about their dogs, the town ended up paying the county about \$484.

Do the responsible thing and license your dogs. Dog licensing is regulated by state statute. Send a copy of the rabies vaccination receipt and a check made out to the Town of Grant for the fees. Each neutered or spayed dog has a \$6 fee and each non-neutered or non-spayed dog has a \$16 fee. Licenses purchased after March 31 also has a \$5 per dog late fee.



**Town of Grant Zoning Fees – Effective July 1, 2008**

<b>Type</b>	<b>Conservancy/Residential/Agricultural</b>	<b>Commercial/Industrial</b>
New residence including mobile home (new or old) & commercial/industrial building	\$200.00	\$400.00
Additions: Primary residence or Commercial/Industrial Building	\$100.00	\$200.00
Establish an address	\$30.00	\$30.00
Moving a previously located residence or commercial/industrial building into the town	\$300.00	\$400.00
Moving residence or commercial/industrial building within the town	\$200.00	\$400.00
Moving accessory building within the town	\$100.00	\$200.00
Moving accessory building into the town	\$200.00	\$400.00
Moving building through the town on town roads	\$30.00	\$30.00
Accessory building or addition under \$1000 or 100 square feet or less	\$0.00	\$0.00
Accessory building or addition above 100 square feet to 200 square feet	\$30.00	\$60.00
Accessory building or addition above 200 square feet to 2500 square feet	\$50.00	\$100.00
Accessory building or addition above 2500 square feet	\$75.00	\$150.00
Razing any building	\$15.00	\$15.00
Signs and Billboards	\$25.00	\$50.00
Public hearing fees	\$150.00	\$300.00
Quarrying – Permitted Use	\$50.00	N/A
Quarrying – Conditional Use (Does not include public hearing fees)	\$250.00 minimum plus \$50.00/acre greater than 1 acre in size with a maximum amount of \$1,250.00 (Example for 3 acres: \$250 + \$150)	
Decks, Porches, Pools	\$15.00	\$30.00
Telecommunication Tower Permit Fees	\$2500 – Collocation on existing tower & \$5000 – New Tower	
<b>Penalties – Failure to purchase a permit prior to construction, moving or demolition shall result in twice the cost of such permits</b>		
<b>Fees are charged by current zoning district or proposed zoning district at the time of construction</b>		



## Spring Election: Tuesday, April 7, 2009

### Ballot Order:

Chairperson: Sharon Schwab (Incumbent)  
Gary Getzloff

Supervisors (can vote for two):  
Dick Kertis (Incumbent)  
Jay Goska  
Jim Yetter

Clerk: Vicky Zimmerman (Incumbent)    Treasurer: Dorothy Raasch (Incumbent)  
Kitty Gross

### Poll Hours 7:00AM – 8:00PM

√ Absentee ballots available from the Clerk at 423-9193 (hall) or 325-6319 (home)  
Registration during Election Day is permitted – bring identification to polls

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***Town of Grant***  
*9011 County Road WW*  
*Wisconsin Rapids, WI 54494*

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