

**TOWN OF WASHINGTON  
SPECIAL TOWN BOARD MEETING**

**Agenda**

**Tuesday, July 31<sup>th</sup>, 2012**

**7:00 p.m. in the Rutledge Room**

1. Call Meeting to Order
2. Pledge of Allegiance to the Flag
3. Roll Call by Town Clerk
4. Communications
  - A. Letter from WIFL to Town of Washington, FYI - Status Update – dredging project. Discussion only.
  - B. Update on WICHP ? Questions as to If and Why they are apart of the Town all ready. Future of ? What Now ? Discussion Only.
5. New Business:
  - A. Approval of Operators License, Anna Wacaser. Motion / Discussion
  - B. Approval of final routes & figures for slurry sealing. Motion / Discussion
  - C. Approval of Variance Request. Willscott Properties LLC. Motion / Discussion.
  - D. Veblin Cabin at Little Lake: Status / Future of, Discussion Only
  - E. Closed Session, as authorized under section 19.85(1)(c) for the purpose of considering employment, compensation, and performance of public employees. Roll Call Vote. Adjournment from closed session will occur. No Action will be taken, Discussion Only.

\* Deviation from above order may occur \*

\* Board members may talk to public at anytime during meeting to gather input on any item \*

*Authorized for posting 07-26-2012*

*Joel Gunnlaugsson, Chairman, Washington Island Township*

**WASHINGTON ISLAND FERRY LINE, INC.**

DETROIT HARBOR  
WASHINGTON ISLAND, WISCONSIN 54246  
920-847-2546  
800-223-2094  
FAX 920-847-2807



10 July 2012

Town Of Washington  
Joel Gunnlaugsson, Chairman

Joel,

Washington Island Ferry Line has contracted directly with Foth Infrastructure & Environment for Professional Services outlined in the enclosed agreement. As you are probably aware, WDOT has given Foth 30 days to answer questions from the Citizens Advisory Committee of the Harbor Assistance Program (H.A.P.), questions which arose while reviewing the Town's H.A.P. Grant.

Foth has full confidence all questions will be answered timely and to the satisfaction of the Committee. Upon approval by the H.A.P. Committee, it is possible to fund project engineering and permitting immediately making the Detroit Harbor Channel dredging truly "shovel ready" and a likely candidate for funding in the next H.A.P. Grant cycle or direct appropriation.

The less than stellar rise in lake levels this spring and summer has not provided any relief to our collective worries and only seems to add more incentive to proactively deal with this issue now.

Sincerely,

Hoyt Purinton  
Washington Island Ferry Line, Inc.

Enclosure: Agreement For Professional Services (Foth)

# OPERATOR'S LICENSE

No. 2012-12

\$ 10.00

WHEREAS the local governing body of the Town of Washington, County of Door, Wisconsin has, upon application duly made, granted and authorized the issuance of an "Operator's" License to:

Anna Wacaser

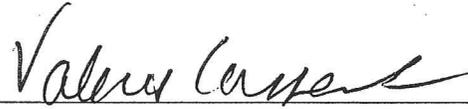
AND WHEREAS the said applicant has paid to the treasurer the sum of \$10.00 as required by local ordinances and has complied with all the requirements necessary for obtaining such license;

Now Therefore, an "Operator's" License, pursuant to Sections 125.32(2) and 125.68(2) of the Wisconsin Statutes, and Local ordinances, is hereby issued to said applicant.

For the period from July 1, 2012 to June 30, 2013



Given under my hand and the corporate seal of the Town of Washington, County of Door, State of Wisconsin, this  
18 day of July, 2012



Valerie Carpenter-Clerk

PAID  
JUL 13 2012

BY: Cash Ty



SLURRY SEAL SPECIALISTS

# STRUCK & IRWIN PAVING, INC.

7219 Gene Street • DeForest, WI 53532 • Phone: 608-842-1676 • Fax: 608-842-1680

July 18, 2012

Mr. Joel Gunnlaugsson  
Chairman, Town of Washington  
P.O. Box 220  
Washington Island, WI 54246

Re: Slurry Seal and Spray Patching Proposal - Town of Washington

Dear Joel:

I want to thank you and Greg for taking the time to discuss the slurry seal project in the Town of Washington with me earlier this week. For your information, all of the roads that you selected are very good candidates for our slurry seal product. They are showing signs of deterioration, but overall, remain in fair to good condition.

Because of the unsealed cracks and small potholes that exist on some of the roads, we recommend our spray patching process prior to slurry sealing these roads. The spray patching will seal up these weaker areas and minimize any water from having the ability to infiltrate down into any reflected cracks, which would further degrade the existing pavement and damage the gravel base beneath the pavement. If excess water is allowed to travel down into the gravel base, the pavement subgrade is weakened which leads to a faster pavement failure rate. Unsealed cracks and potholes also deteriorate pavement conditions in the vicinity of these areas at a faster rate. Our spray patching work is effective in both sealing these areas as well as maintaining the integrity of the pavement in the areas where these cracks and potholes exist. As a result, we are including spray patching in our proposal for your consideration. Our spray patching process is described on the attached Agreement, and is the same process that we have used successfully at thousands of municipalities with roads that have unsealed secondary cracks. Our experience has been that spray patching followed by slurry seal results in a significantly more cost effective product on pavements with conditions such as those that exist on several of the roads selected for slurry sealing.

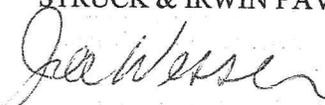
Attached to this letter is our proposal. The cost of the roads are based on the unit prices in our June 4, 2012 slurry seal quote to you. The cost for the spray patching work to be performed is based on the pavement condition of the roads, and is consistent with the information we disclosed in our April 26, 2012 letter to you. Our proposals are in the form of an Agreement, and we are enclosing two copies of our Agreement for your consideration. Each road being considered for pavement maintenance work is itemized separately. Initial next to each item you would like work performed where indicated.

Signing and returning one copy of the attached Agreement(s) will authorize us to proceed with the work outlined in the Agreement(s). Struck & Irwin Paving maintains Workers Compensation and Employer's Liability insurance for its employees as required by state laws. We also maintain general liability and automobile liability insurance for personal injury and property damage. A certificate of insurance will be issued upon execution of the enclosed Agreement. In addition, once we receive a signed Agreement back from you, we will make a return trip to spray weeds, mark starts and stops, and perform all other necessary activities in preparation of our work. Following that, we will schedule the spray patching and slurry seal work, and keep you informed of the schedules.

We appreciate the opportunity to submit our proposal and look forward to working in the Town of Washington this year. If you have any questions or if we can be of further assistance, please do not hesitate to call.

Sincerely,

STRUCK & IRWIN PAVING, INC.

  
D. Joseph Wessley  
Project Manager

Enclosures

# AGREEMENT

This is an agreement by and between STRUCK & IRWIN PAVING, INC. (hereinafter called CONTRACTOR) and the TOWN OF WASHINGTON (hereinafter called OWNER).

**SCOPE OF WORK:** Contractor shall furnish materials and labor necessary to complete the Work described as follows:

Perform spray patching work in accordance with Contractor's specification for spray patching to all cracks and potholes that exist on the roads listed below. Contractor shall supply all labor and materials needed to complete the spray patching work.

Perform slurry seal work in accordance with Contractor's specification for slurry seal onto the roads listed below. Contractor shall supply all labor and materials needed to complete the slurry seal work.

**COST:** The Scope of Work outlined in this Agreement shall be completed as follows:

<u>Item</u>	<u>Spray Patching Work</u>	<u>Slurry Seal Work</u>	<u>Total</u>	<u>Authorization initials for each item</u>
<u>Little Lake Road</u> from Main Road northwest to end of road	\$2,228.50	\$32,090.40	\$34,318.90	_____
<u>McDonald Road</u> from Main Road west to end of road	\$2,176.00	\$19,584.00	\$21,760.00	_____
<u>Deer Lane Road</u> <sup>(1)</sup> from Jackson Harbor Road to Town Line Road	\$6,228.80	\$28,029.60 <sup>(1)</sup>	\$34,258.40	_____
<u>Town Line Road</u> from Deer Lane Road to Sunrise/Wickman Road	N/A	\$20,854.80	\$20,854.80	_____
<u>Old Camp Road</u> from Jackson Harbor Road to Sunrise Road	\$817.90	\$14,722.20	\$15,540.10	_____
<u>Sunrise Road</u> from Old Camp Road to Town Line Road	\$1,371.10	\$24,679.80	\$26,050.90	_____
<u>Wickman Road</u> from Town Line Road to Michigan Road	N/A	\$16,666.20	\$16,666.20	_____
<u>Hemlock Road</u> from Lake View Road to Woodland Road	N/A	\$54,054.00	\$54,054.00	_____
<u>Town of Washington Community Center Parking Lot</u> Community Center parking lot	\$2,020.00	\$6,060.00	\$8,080.00	_____
<u>Town of Washington Welcome Center Parking Lot</u> Welcome Center parking lot	N/A	\$6,690.00	\$6,690.00	_____
<u>Washington School Parking Lot and Drives</u> Washington School parking lot and drives	\$2,226.00	\$11,130.00	\$13,356.00	_____
<u>Mosling Recreation Center Parking Lot</u> Mosling Recreation Center parking lot	\$1,155.00	\$4,620.00	\$5,775.00	_____

Total Cost: \_\_\_\_\_  
(Owner to fill in total)

**FOOTNOTE**

(1) Slurry seal work on this road shall include an 8-ft x 150-ft slurry wedge by culvert, resulting in a double coat in this area

**CONTINUED ON BACK**

# Lake Michigan

Green Bay

15

22



Lake M