

COPY

TOWN OF WASHINGTON Driveway/Road Permit

for access to town highway

Permit Number: 13-236 if approved

Issued to: ROBERT PETRIE Parcel Number: 028-250023

Address: 150 HEMLOCK DR.
WASHINGTON ISLAND, WI 54246 Date Property Last Surveyed: UNKNOWN
SURVEY PENDING

Road(s) driveway will adjoin: GUDMUNDSEN DRIVE JUST S. OF FIRE # 2236

No. of driveways: 1 Installation Contractor: SMALL'S EXCAVATING

Type of road surface: GRAVEL Land use (private/business): PRIVATE

Length of driveway: 475' Distance from lot line: ≥ 5'

Located on what side of road? EAST Completion Date: FALL 2013

Attach drawing of proposed work (include special restrictions, clearances and other details).

Applicant's Signature [Signature] Date: 8/27/13

For Office Use Only

Date Inspected by Town: 8-29-13 Culvert Required? No [Signature]

Approved by: _____ Date: _____
Chairman

Fee: \$20.00 Make check payable to: **TOWN OF WASHINGTON**

All driveways/roads shall be constructed in accordance with all requirements printed in the Town Ordinance § 298-14(a,b) & § 298-13 and any special conditions stated therein.

The maintenance of the driveway(s) shall be the responsibility of the ~~applicant~~ LANDOWNER

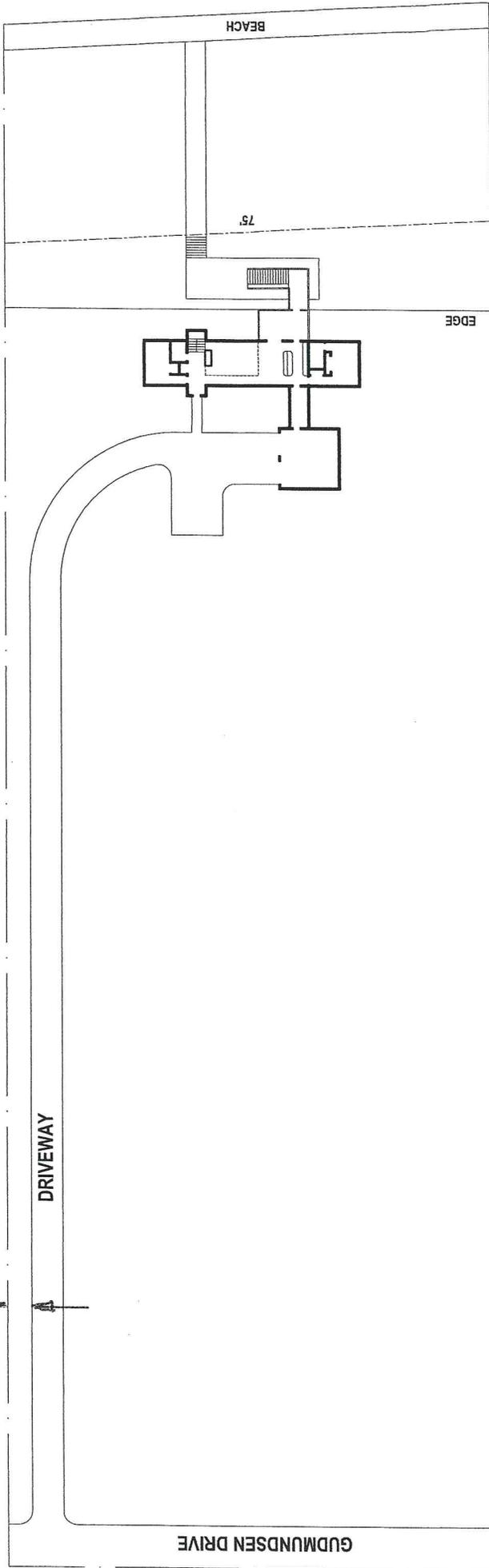
POST ON PREMISE IN PLAIN VIEW FROM ROAD.

LOU G. SMALL JR. MPRS 3486
 SANITARY SYSTEMS, EXCAVATING
 1227 RT. 1, BOX 141 LAKEVIEW ROAD
 WASHINGTON ISLAND, WI 54246
 920-847-2353



FIRE # 2236

15' →



THE ARCHITECT MAKES NO CLAIM TO THE
 ACCURACY OF THIS DRAWING,
 IT IS ONLY GRAPHICALLY REPRESENTATIONAL
 OF CURRENT OR PROPOSED SITE CONDITIONS.



FIRE # 2210

M.G. KICKBUSH
 DESIGN & CONSULTING LLC

503 JACKSON HARBOR ROAD
 WASHINGTON ISLAND, WI 54246
 TEL: 414.305.8984

PETRIE RESIDENCE

A1.0

SITE PLAN

SCALE: 1"=60'-0"
 AUGUST 21, 2013

August, 2013

Washington Island Town Board
Washington Island, Wisconsin 54246

Dear Members of the Town Board,

We the undersigned, ask the Town Board to consider replacing the stop signs that have been removed at the intersection of Main and Gudmundsen Roads. It was previously a three-way stop, configured that way for safety reasons. This intersection is the first intersection of Gudmundsen going North on Main, and is not a County road, but Town responsibility. It leads to the short, dead-end, Dock Road Turn-around on the West shore of Washington Harbor. Please see the attached diagram.

Our reasons for this are numerous:

- Cars on Gudmundsen stopped at Main, cannot see traffic approaching from the North until the last minute because the crest of the hill is close to the intersection. And obscuring vegetation decreases visibility further compounding a potentially dangerous situation.
- Furthermore, it is necessary that stop signs be placed on Main at Gudmundsen—both ways. Traffic going North on Main veering onto Gudmundsen doesn't slow down enough for traffic coming out of the McDermed driveway or entering Gudmundsen from the Dock Road Turn-around.
- Moreover, a car on Dock Road stopped at Gudmundsen, has precious few seconds to see a car coming down the hill from Main onto Gudmundsen. If they have stopped at Main before veering onto Gudmundsen they will be going much slower and consequently, more visible to drivers on the Dock Road Turn-around.
- Lack of a stop sign on Main at Gudmundsen for traffic going north could be a contributing factor to accidents.*
- During the tourist season the many visitors pay little attention to these traffic conditions. They are not familiar with the surrounding landscape. Veering off Main onto Gudmundsen at speeds greater than 30 mph is not safe. And since when entering Gudmundsen Road, one is entering a residential neighborhood (this is not a thoroughfare), we propose a 30 mph limit for Gudmundsen.

When paving of Main Road is completed, one could expect that traffic speeds will increase and the above conditions will only be exacerbated.

*Please note the attached August 15, 2005 letter to the Town Board concerning this matter. Refer to subsequent Town actions in replacing and removing road signage at this location. Speak with Chief of Police McGrane.

We would appreciate your serious consideration of this matter.

Concerned residents:

Stan & Pat Zysboosle
Richard & Susan Bohm
Jerry Landwehr
Paul C. Loman
Ellen Landwehr

Maureen Samson
James J. Samson
Michelle and Reg Rubjohan
Roger & Chao Monke

Jim & Margaret Young
2286 Gudmundsen Drive
Washington Island

Washington Island Town Board
P.O. Box 220

Attn. Dutton Morehouse

August 15, 2005

Jim and I urge the Washington Island Town Board to re-evaluate the road signage and obscuring vegetation at the intersection of Main Road and Gudmundsen Drive (south end). We and some of our neighbors have long considered this intersection one of the most dangerous on the island. I personally have had two very close calls while driving south and coming up the hill from Gudmundsen. The existing vegetation obscures visibility of any oncoming traffic until one is already in the middle of the intersection and the "Stop" and "Yield" signs are frequently NOT obeyed. Our suggestions therefore are to:

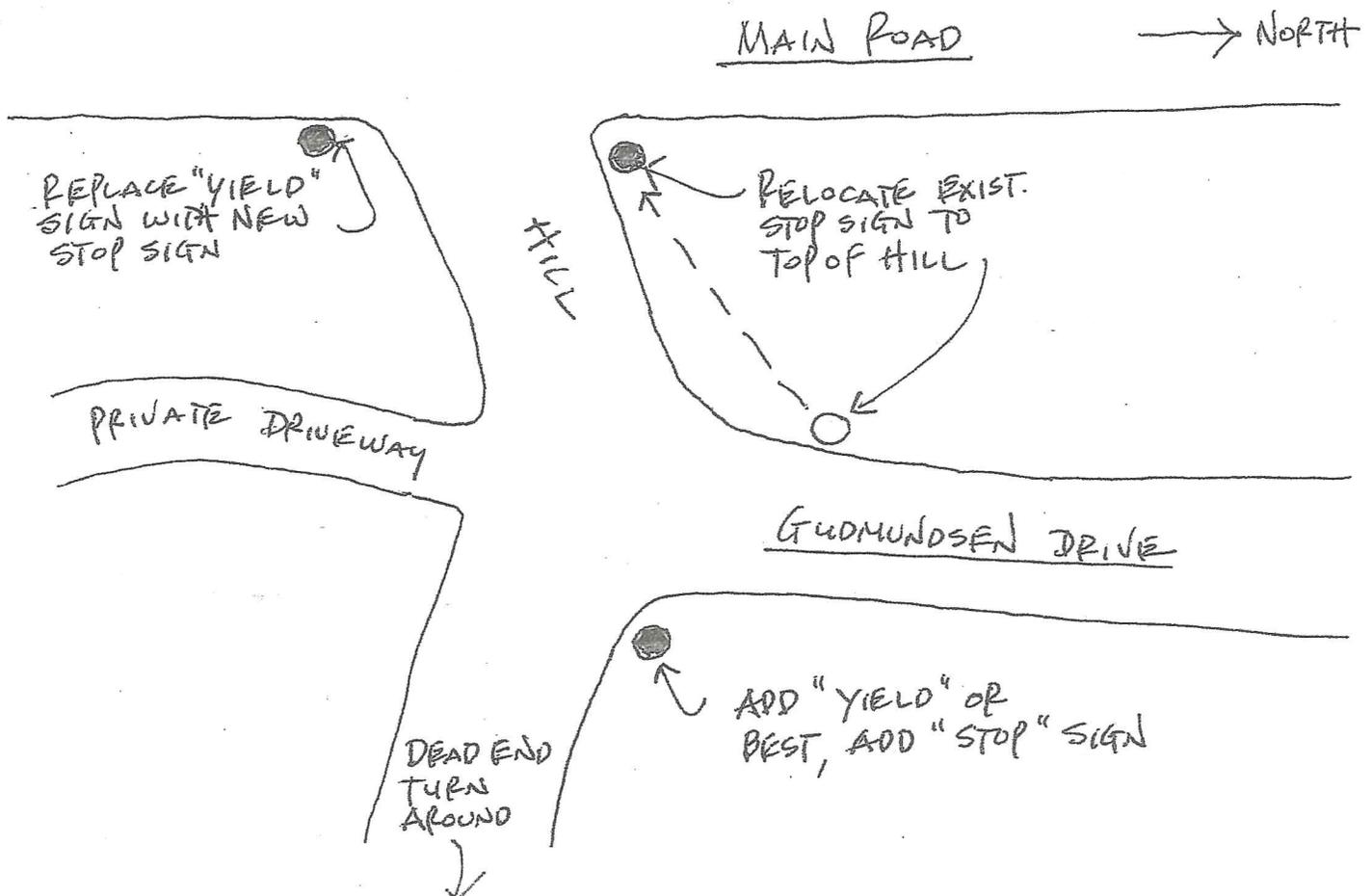
- 1) Seriously trim out enough of the existing vegetation (trees and bushes) at ALL corners
- 2) Increase the number of "Stop" signs and relocate one (see sketch below)
- 3) Occasionally patrol the area for non-compliant drivers (us included).

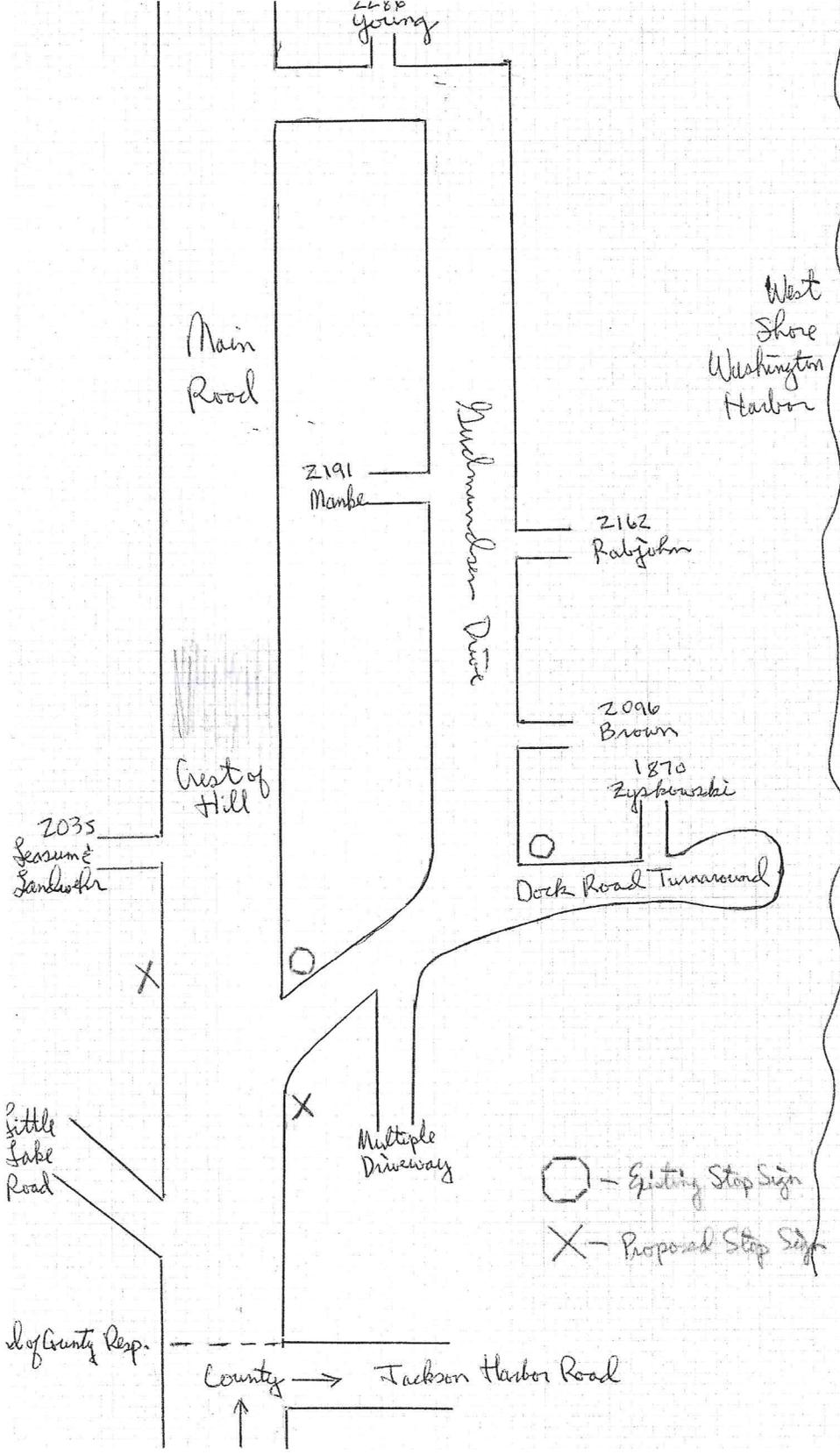
Sunday's very serious accident prompts this request for our neighbors' and our own future safety.

Sincerely,


Margaret Young

EXISTING
STOP SIGN





← 800 Young

Main Road

West Shore Washington Harbor

Jackson Harbor Drive

2191 Manbe

2162 Rabjohn

2096 Brown

1870 Zyskowski

Dock Road Turnaround

Crest of Hill

2035 Season & Landwehr

X

X

Multiple Driveway

○ - Existing Stop Sign

X - Proposed Stop Sign

Little Lake Road

of County Resp.

County →

Jackson Harbor Road

↑

Signatories:

1870 Dock Road

Stan & Pat Zyskowski

2096 Gudmundsen Drive

Richard & Susan Brown

2035 Main Road

Paul Leason

Jerry & Ellen Sandwehr

2191 Gudmundsen Drive

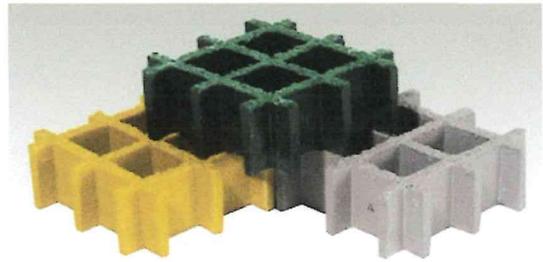
Poger & Char Manke

2286 Gudmundsen Drive

James & Margaret Young

2162 Gudmundsen Drive

Reg and Micheline Pabjohn



Joel Gunnaugsson
Town Chairman
Town of Washington
PO Box 220
Washington Island, WI 54246

September 6, 2013

Dear Joel;

Enclosed is a rough drawing, along with quotations, showing Options 1 and 2. After giving the project a lot of thought, and talking with you last week, there are some things we should consider. Some of them we will have to discuss with the DNR, I suspect.

1. I've talked this over with our staff in Green Bay, and have done some testing with the sample panel I brought over, laying it out on uneven ground, and driving over it. It has no problem bearing the weight of a 1 ton truck. The problem, though, is that when panels move in relation to one another, they can't be clipped together for long. I believe that the job REQUIRES that the right of way be graded for the proper installation of the panels.
2. In light of #1 above, I would also recommend that the panels remain in place through the summer to allow shore vegetation to grow through the panels. This ultimately creates the least disturbance of vegetation, and eliminates the cost associated with removal in the spring and replacement in the fall.
3. After our discussion last week, I would strongly recommend that snowmobile traffic NOT travel on the grating. It will last a very long time under tire traffic. It won't last if steel treads are on it. You will probably want to consider other options for snowmobiles, even if you choose Option 1, with space down the middle.

I think this application ticks all the boxes required to have a stable, safe, conservationist, access for ice fishermen that can be installed and maintained economically. As always, I'm available to talk about the options we've proposed.

Best Regards,

John Williams

VersaGrate Fiberglass Grating
2970 Greenbrier Road Green Bay, WI 54311
1-877-GRIT-TOP (1-877-474-8867) www.versagrate.com



VersaGrate Fiberglass Grating
 1834 Morrow Street
 Green Bay, WI 54302
 (877) 474-8867 (920) 469-4167 fax
 www.versagrate.com

Quotation

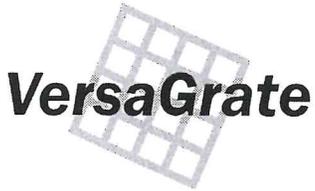
Date	Quote #
9/6/2013	1367

Name / Address	Account #
Joel Gunnlaugsson Town Chairman Town of Washington Main Road Washington Island, WI 54246	

Ship To
Joel Gunnlaugsson Town Chairman Town of Washington Main Road Washington Island, WI 54246

Terms	Quoted By:	FOB	Project	Delivery
1% 10, net 30	James	Green Bay, WI		
Item	Description	Qty	Cost	Total:
M151515APGRN	VersaGrate fiberglass grating, 1-1/2" thick, 1-1/2" square mesh, 4' x 12' panel size, PFR-25 resin, embedded grit, green color	34	402.50	13,685.00
CLIPC15	1-1/2" "C-Clip", 1/2" bar width, 316SS, includes bolt & nut	180	1.30	234.00
	OPTION 1			
			Total:	\$13,919.00

Thank you for the opportunity to quote your grating needs! Quotations are valid for 30 days and VersaGrate reserves the right to change or revise any quotes, including typos. Cutting tolerances are +/- 1/4" due to load bar locations. Let us know if you need hold-down clips or other accessories!



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Green Bay, WI 54302
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Quotation

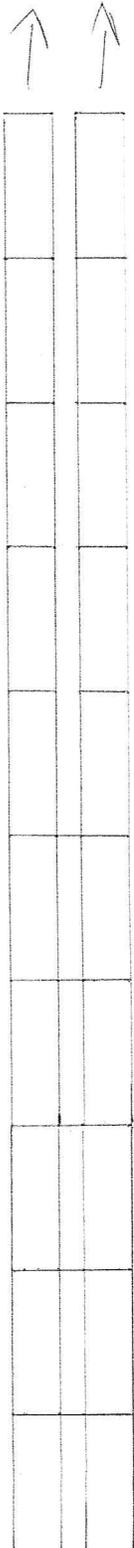
Date	Quote #
9/6/2013	1368

Name / Address	Account #
Joel Gunnlaugsson Town Chairman Town of Washington Main Road Washington Island, WI 54246	

Ship To
Joel Gunnlaugsson Town Chairman Town of Washington Main Road Washington Island, WI 54246

Terms	Quoted By:	FOB	Project	Delivery
1% 10, net 30	James	Green Bay, WI		
Item	Description	Qty	Cost	Total:
M151515APGRN	VersaGrate fiberglass grating, 1-1/2" thick, 1-1/2" square mesh, 4' x 12' panel size, PFR-25 resin, embedded grit, green color	50	402.50	20,125.00
CLIPC15	1-1/2" "C-Clip", 1/2" bar width, 316SS, includes bolt & nut	192	1.30	249.60
OPTION 2				
Total:			\$20,374.60	

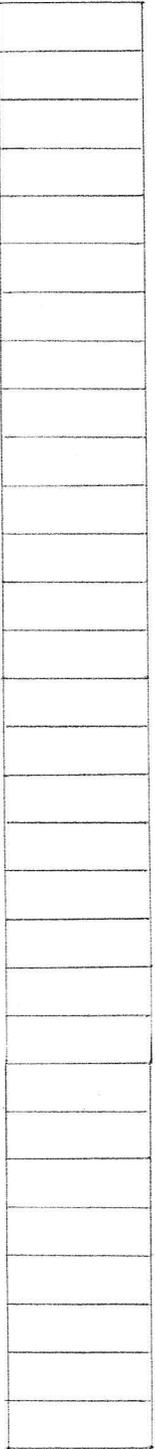
Thank you for the opportunity to quote your grating needs! Quotations are valid for 30 days and VersaGrate reserves the right to change or revise any quotes, including typos. Cutting tolerances are +/- 1/4" due to load bar locations. Let us know if you need hold-down clips or other accessories!



Option #1

LENGTH - ~ 200 FEET
 PANELS = 34
 PANELS CONNECTED WITH 3 C-CLIPS PER SEAM = (180) CLIPS

Option #2



LENGTH = 200 FEET
 PANELS = 50
 PANELS CONNECTED WITH 4 C-CLIPS PER SEAM = 192 CLIPS