

Begin forwarded message:

From: <tim@badgerlandexcavating.com>
Date: May 2, 2013 4:38:28 PM CDT
To: "Brian Christianson" <bkc@cpgmidwest.com>
Subject: RE: fence on koshkonong

Hi Brian,

We were **not** ticketed for any overweight loads. We had one driver haul one load that was approximately 49,200 Ibs, which according to their ridiculous rules was 1,200 Ibs overweight, but did **not** receive any citations. The truck was escorted back to the quarry where he dumped his load and was reloaded lighter. These dump trucks are legally capable of weighing 76,000 Ibs, so even at 49,200 Ibs nobody was trying to take advantage of or abuse the Town of Sumner roads.

I am not familiar with Snyder Engineering, Rob Montgomery has a relationship with someone over there.

Also, when I worked in the asphalt industry we charged \$425.00 per hour for a small asphalt patch crew. Asphalt is currently selling for \$48.00 per ton. For Sumner to ask for \$18,000 in repairs is asking for a lot more than filling a few pot holes. During the initial inspection of North Shore Road, the engineer from Snyder Engineering informed me that when the road was originally constructed they did not use sufficient aggregate in building the base course and most of the substrate is sand...the road is deteriorating on its own and Sumner is aware of it. When I met with the Town of Koshkonong maintenance supervisor, Gary, he told me that Town of Sumner does not have their own maintenance crews and they have to pay premium dollars to have the County fix their stuff and that is that is why Glendan is such a b*#ch.

I find it a bit ironic that no damage was done to the Town of Koshkonong portion of the road but the Town of Sumner road was damaged. Not to mention, we hauled the same loads over frozen water (ice), but damaged their frozen pavement!

Let me know if I can help,

Tim Van Bommel
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