

**LINCOLN COUNTY
HIGHWAY COMMITTEE
Thursday, July 7, 2016 7:30 AM
Commissioner's Office, 100 Cooper St, Merrill**

AGENDA

1. Call Meeting to Order
2. Approve Minutes of Previous Meeting(s)
3. Set Future Meeting(s)
4. Public Comment
5. Financial Report
6. 2016 Budget Modification
7. 2017 CIP Budget
8. Blade and Wing Stock Steel Bids
9. Vehicle Registration Fee Program
10. Facility Evaluation Study and CIP Request
11. Report by Superintendents
 - a. Monthly Progress Report
12. Commissioner's Report on Highway Operations
 - a. 2016 Salt Order Program
 - b. Asphalt Recycling Seminars, August 16 – 17
 - c. Highway 51 Emergency Incident Detour Routing
 - d. CTH CC Bridge Deck Repairs
 - e. WCHA Road School Review
13. Adjourn

DISTRIBUTION:

Highway Committee Members

Carl Vander Sanden

Bill Bialecki

Kortney Pike

Christopher Heller

Kevin Koth

Administrative Coordinator

Other County Board Supervisors

Department Heads

News Media

Bulletin Boards

Courthouse – Posted on _____ at _____ .m. by _____

News Media – Notified on _____ at _____ .m. by _____

Service Center – Posted on _____ at _____ .m. by _____

Tomahawk Annex – Posted on _____ at _____ .m. by _____

There may be a quorum of other Lincoln County committees present at this meeting.

Requests for reasonable accommodations for disabilities or limitations should be made prior to the date of this meeting. You may contact the County Clerk at 715-539-1019. Please do so as early as possible so that proper arrangements can be made. Requests are kept confidential.

GENERAL REQUIREMENTS:

1. Must be held in a location which is reasonably accessible to the public.
2. Must be open to all members of the public unless the law specifically provides otherwise.

NOTICE REQUIREMENTS:

1. In addition to any requirements set forth below, notice must also be in compliance with any other specific statute.
2. Chief presiding officer or his/her designee must give notice to the official newspaper and to any members of the news media likely to give notice to the public.

MANNER OF NOTICE:

Date, time, place, and subject matter, including subject matter to be considered in a closed session, must be provided in a manner and form reasonably likely to give notice to the public.

TIME FOR NOTICE:

1. Normally, a minimum of 24 hours prior to the commencement of the meeting.
2. No less than 2 hours prior to the meeting if the presiding officer establishes there is a good cause that such notice is impossible or impractical.

EXEMPTIONS FOR COMMITTEES AND SUB-UNITS:

Legally constituted sub-units of a parent governmental body may conduct a meeting during the recess or immediately after the lawful meeting to act or deliberate upon a subject which was the subject of the meeting, provided the presiding officer publicly announces the time, place, and subject matter of the sub-unit meeting in advance of the meeting of the parent governmental body.

PROCEDURE FOR GOING INTO CLOSED SESSION:

1. Motion must be made, seconded, and carried by roll call majority vote and recorded in the minutes.
2. If motion is carried, chief presiding officer must advise those attending the meeting of the nature of the business to be conducted in the closed session, and the specific statutory exemption under which the closed session is authorized.

STATUTORY EXEMPTIONS UNDER WHICH CLOSED SESSIONS ARE PERMITTED:

1. Deliberation of judicial or quasi-judicial matters. Sec. 19.85(1)(a)
2. Considering dismissal, demotion, or discipline of any public employee or the investigation of charges against such person and the taking of formal action on any such matter; provided that the person is given actual notice of any evidentiary hearing which may be held prior to final action being taken and of any meeting at which final action is taken. The person under consideration must be advised of his/her right that the evidentiary hearing be held in open session and the notice of the meeting must state the same. Sec. 19.85(1)(b).
3. Considering employment, promotion, compensation, or performance evaluation data of any public employee. Sec. 19.85(1)(c).
4. Considering strategy for crime detection or prevention. Sec. 19.85(1)(d).
5. Deliberating or negotiating the purchase of public properties, the investing of public funds, or conducting other specified public business whenever competitive or bargaining reasons require a closed session. Sec. 19.85(1)(e).
6. Considering financial, medical, social, or personal histories or disciplinary data of specific persons, preliminary consideration of specific personnel problems or the investigation of specific charges, which, if discussed in public would likely have an adverse effect on the reputation of the person referred to in such data. Sec. 19.85(1)(f).
7. Conferring with legal counsel concerning strategy to be adopted by the governmental body with respect to litigation in which it is or is likely to become involved. Sec. 19.85(1)(g).
8. Considering a request for advice from any applicable ethics board. Sec. 19.85(1)(h).

CLOSED SESSION RESTRICTIONS:

1. Must convene in open session before going into closed session.
2. May not convene in open session, then convene in closed session and thereafter reconvene in open session with twelve (12) hours unless proper notice of this sequence was given at the same time and in the same manner as the original open meeting.
3. Final approval or ratification of a collective bargaining agreement may not be given in closed session.

BALLOTS, VOTES, AND RECORDS:

1. Secret ballot is not permitted except for the election of officers of the body or unless otherwise permitted by specific statutes.
2. Except as permitted above, any member may require that the vote of each member be ascertained and recorded.
3. Motions and roll call votes must be preserved in the record and be available for public inspection.

USE OF RECORDING EQUIPMENT:

The meeting may be recorded, filmed, or photographed, provided that it does not interfere with the conduct of the meeting or the rights of the participants.

LEGAL INTERPRETATION:

1. The Wisconsin Attorney General will give advice concerning the applicability or clarification of the Open Meeting Law upon request.
2. The municipal attorney will give advice concerning the applicability or clarification of the Open Meeting Law upon request.

PENALTY:

Upon conviction, any member of a governmental body who knowingly attends a meeting held in violation of Subchapter IV, Chapter 19, Wisconsin Statutes, or who otherwise violates the said law shall be subject to forfeiture of not less than \$25.00 not more than \$300.00 for each violation.

Lincoln County Highway Committee
Minutes from Thursday, June 2, 2016
7:30 a.m. – 8:39 a.m.
Commissioners Office, Merrill

Members Present: Kevin Koth, Bill Bialecki, Kortney Pike and Chris Heller,
Carl Vander Sanden excused
Visitors: Randy Scholz, Kelly Reith, Heather Marheine, Mike Warber, Jason Lemmer,
Todd Schmeltzer, and Joe Allen

Call Meeting to Order

Meeting was called to order at 7:30 a.m.

Approve Minutes of Previous Meeting(s) – Motion by Pike, seconded by Bialecki to approve the minutes from May 5, 2016. All ayes. Motion carried.

Set Future Meetings

Thursday, July 7, 2016, 7:30 a.m. Commissioner's Office, Merrill

Thursday, August 4, 2016, 7:30 a.m. Commissioner's Office, Merrill

Public Comment – None

Financial Report – Marheine reported on the financials through April 24, 2016. Motion by Pike, seconded by Bialecki to accept the financial report as presented. All ayes. Motion carried.

Discuss 2016 Budget Modification – Marheine explained the final numbers from the audit are not in yet. This item will be brought back to the July committee meeting.

Discuss 2017 Budget – Marheine presented the 2017 budget. Motion by Koth, seconded by Pike to accept and sign the budget as presented. All ayes. Motion carried.

Review Contract Highway 8 Wayside/Park & Ride – Reith explained the difference between the Wayside along CTH A and STH 8 currently in use and the Park & Ride along STH 51 and STH 8 the State is proposing to construct, how the two tie together and that due to a previously signed agreement the Highway Department is required to maintain them both. The state has offered an additional \$35,000 funding for additional optional amenities to add to the new Park & Ride along STH 51 and STH 8 after it is constructed. These additional amenities would also have to be maintained by the County. Motion by Pike, seconded by Heller to decline the \$35,000 of amenities. All ayes. Motion carried.

Review Uniform Bids – The committee reviewed the three bids. Motion by Koth, seconded by Bialecki to award the bid to Cintas. All ayes. Motion carried.

Review Tractor Bids – The committee reviewed all the bids. Motion by Pike, seconded by Bialecki to award the bid to Riesterer & Schnell, Inc. All ayes. Motion carried.

Request for RFP for Blade Order and Wing Stock steel – Reith informed the committee the bids have gone out, they have a due date of June 30 and will be brought to the July meeting to be voted on.

Discuss DMA Highway 17 – Reith presented the DMA from the state for STH 17. Motion by Pike, seconded by Koth to accept the agreement and sign. All ayes. Motion carried.

Discuss DMA Highway 107 – Reith present the DMA from the state for STH 107. Motion by Bialecki, seconded by Pike to accept the agreement and sign. All ayes. Motion carried.

Review Bid for Emulsion Oil (Tri County Agreement with Price & Oneida) – Motion by Pike, seconded by Heller to award the emulsion oil bid to Henry G. Meigs, LLC. All ayes. Motion carried.

Report by Superintendents

- a. **Monthly Progress Report** – Lemmer explained they are finished with one PBM contract for the state, currently they are crack filling, working on opening the Wilderness pit and replacing culverts where needed. He plans to pulverize in June, chip seal in August and start on the STH 17 DMA contract on Monday, June 6. Schmeltzer agreed. Warber reported on the status of the new equipment and the water truck.

Commissioner's Report on Highway Operations

- a. **Update Usage of Rumble Strips** – Reith as received a lot of feedback from tax payers regarding the use of the rumble strips. He sent out a press release to the papers and on

the radio informing the public of their use. They Supervisors have been adding additional signs to the work zones reducing the speed and having the strips be closer than WISDOT initially recommended to help provide for safer work zones on the roadways. Schmeltzer reported the state has approved the changes and he will draw up new diagrams for the workers.

- b. **Guard Rail Replacement Project** – Reith explained there has been an open records request regarding highway guard rails. The county provided the information as requested.
- c. **Job Descriptions/Sign Up Sheets** – Reith stated all items for the wage study have been turned in to the Administration Department.
- d. **Rockin' Tomahawk Run** – Reith reported the Highway Department provided cones.
- e. **Annual Traffic Signage RMA** – Reith and Schmeltzer said this is an annual contract from the WISDOT for traffic signage replacement/updating for state owned roadways.
- f. **Crash Attenuator Update** – Reith has been discussing the requirements of the utilization of crash attenuators in work zones with the Supervisors and WISDOT and plans to purchase one or possibly two new units next year.

Adjourn – Motion by Pike, seconded by Heller to adjourn at 8:39 a.m. All ayes. Motion carried.

Respectfully written and submitted by: Heather Marheine and Kelly Reith

GENERAL MAINTENANCE

Project	Job No.	2015 Transfer In	2016 Proposed Budget	2016 Adjustments	Adjusted 2016 Budget	Monthly Activity 4/25-5/22/2016	YTD Activity	Balance	% of Budget Used
PAVING PROJECTS:									
CTH E = GRAVEL	310.448		30,000	(13,129)	16,871		(1,662.21)	15,209	
Pulverize & Repave: AD: 2015 Contingency from County									
CTH M - Copper River to Cedar Rd (4 miles)	310.2016.M		600,000	30,825	630,825		(26,408.14)	664,417	3.82%
City Rd JJ (Pier St) - City of Merrill to 1st set of RR tracks (4.8 miles)	310.2016.JJ		700,000	125,600	825,600	(9,819.12)	(9,819.12)	815,781	1.19%
*\$250,000 CIP Funding									
*\$470,000 2015 Contingency									
*118,610 from CHI Hwy K substitution									
County wide chip sealing									
CTH C - 3.5 Miles K to 17	310.2016.C	37,973		18,027	56,000		(4,642.16)	51,358	8.29%
CTH X - 13.5 Miles Marathon City Line to STH 17	310.2016.X	126,575		110,425	237,000		(40,284.85)	196,715	17.00%
Culvert Replacement									
CTH W	310.2016.W		22,500		22,500			22,500	0.00%
CTH S	310.2016.S		50,000		50,000			50,000	0.00%
CTH "D" Boat Landing	310.2016.D					(8,539.01)	(8,539.01)	(8,539)	
Ditching & Culvert replacements	310.001.D		0			(648.48)	(648.48)	(648)	#DIV/0!
Highway Safety Maint. Program	310.531	20,940	(20,940)			(1,471.74)	(20,968.82)	(20,969)	
TOTAL PAVING PROJECTS		164,548	1,350,940	383,308	1,698,796	-20,478	-112,973	1,785,823	5.95%

MISCELLANEOUS GENERAL MAINTENANCE:

Surface Maintenance	314,203		314,203		314,203	(35,176.14)	(95,371.51)	214,831	31.63%
Painting	100,000		100,000		100,000			100,000	0.00%
Crack Sealing	100,000		100,000		100,000	(11,439.36)	(28,775.55)	71,224	28.79%
Shoulder Maintenance	93,956		93,956		93,956	(28,538.47)	(69,104.47)	33,852	63.97%
Vegetation Control	100,000		100,000		100,000	(3,999.66)	(30,235.30)	69,765	30.24%
Drainage Maintenance	46,005		46,005		46,005	(2,923.15)	(6,091.92)	37,913	18.89%
Traffic Control	73,135		73,135		73,135	(4,244.21)	(27,168.17)	45,967	37.15%
Supervision	148,569		148,569		148,569	(15,773.16)	(40,298.39)	108,271	27.12%
Miscellaneous	24,245		24,245		24,245	(1,843.46)	(2,189.58)	22,055	9.03%
Equipment Storage	100,000		100,000		100,000		(95,562.18)	4,438	95.56%
GPL Insurance (County Portion)	35,000		35,000		35,000		(5,562.69)	35,000	0.00%
Training	24,000		24,000		24,000		(1,830.98)	18,437	23.18%
CDL/Drug Testing	2,972		2,972		2,972		(548.98)	2,423	18.47%
Adopt a Highway									0
TOTAL MISCELLANEOUS GENERAL	0	1,162,085	0	1,162,085	1,162,085	(105,787.04)	(398,508.74)	763,576	34.29%
TOTAL GENERAL MAINTENANCE	164,548	2,513,025	383,308	3,060,881	3,060,881	(125,265.39)	(611,481.63)	2,549,399.37	16.71%
0070 GM	164,548	2,513,025	383,308	3,060,881	3,060,881	-126,265	-511,482	2,549,399	

WINTER MAINTENANCE

	<u>4/25-5/22/2016</u>	<u>YTD</u>
Additions:		
Budget Amount		<u>900,000.00</u>
Subtractions:		
Wages	(788.24)	(159,530.70)
Fringe Benefits	(626.49)	(127,959.81)
Salt Storage	(50.53)	(532.70)
State Salt Storage Reimbursement		647.58
Small Tool Rental	(18.39)	(3,737.38)
Equipment Rental		(211,321.77)
Materials		(81,232.89)
20% Patrol Supervision		(6,896.84)
Misc. Supplies & Expenses	(131.63)	(552.41)
Material Handling	443.28	5,549.62
Snow Fence Rental		292.47
Total Subtractions	<u>(1,172.00)</u>	<u>(585,274.83)</u>
Budget to Actual Total		<u><u>314,725.17</u></u>
Total budget used to date		65.03%
winter contingency		150,000.00

ROAD CONSTRUCTION

Project	No.	2015 Transfer In*	Total 2016 Budget	2016 Adjustment	4/25-5/22/2016 Activity	YTD Activity	Balance	Per Cent of Budget Used
CTH CC Reconstruction/Repair	312.2016.CC		50,000	-20,000	-	-	30,000.00	0.00 #DIV/0!

Total Expenses		0	50,000.00	(20,000.00)	0	-	30,000.00	0.00 #DIV/0!
0070 Roads		0	0	0	0	0	30,000	
						Total Balance:	30,000.00	0.00 #DIV/0!

Project	No.	2016 Transfer In	2016 Budget	2016 Adjustment	Total 2016 Budget	4/25-5/22/2016 Activity	YTD	Balance	Per Cent of Budget Used
<u>County Bridge Maintenance</u> General Maintenance - County	313.300	0	30,000	50,000	80,000 maint	-9,537.01	-21,814	58,186	27.27%
		0							
<u>Cost Share Projects with Towns</u> Culvert Cost Share - Town (Replace Culverts 48" or larger-50% County)	313.300	0	20,000		20,000 maint		0	20,000	0.00%
<hr/>									
<u>County Bridge Construction</u> CTH CC Bridge	316.342	0	50,000	14,000	64,000 const design		0	64,000	0.00%
<hr/>									
Total for Bridge Maintenance		0	50,000	50,000	100,000	-9,537	-21,814	78,186	21.81%
Total for Bridge Construction		0	50,000	14,000	64,000	0.00	0	64,000	
		0	50,000		100,000	-9,537	-21,814	78,186	
		0	50,000		64,000	0	0	64,000	

Highway Cash Flow Statement for Month End 2016

Cash Flow From Operating Activities	April	May	YTD
From other County Departments	342,000.94	137,072.13	\$ 1,125,859.81
From Government and Other Parties for sales	275,213.29	250,440.69	\$ 1,224,491.30
To employees for compensation and fringe benefits	(359,890.64)	(241,225.30)	\$ (1,375,484.27)
To vendors for goods and services	(6,661.55)	(117,970.99)	\$ (618,397.49)
Other cash Received	910.86	1,417.79	\$ 4,505.04
Net cash provided by (used in) operating activities	251,572.90	29,734.32	\$ 360,974.39

Cash Flow from Capital and related financing activities			
Sale of Capital Assets	\$	44,440.74	\$
Insurance Recovery	\$	-	\$
Focus on Energy Grant	\$	-	\$
Acquisition of Capital Assets Equipment	(95,101.92)	(264,459.18)	\$ (518,282.89)
Net cash used for capital and related financing activities	(95,101.92)	(264,459.18)	\$ (473,842.15)

Increase (Decrease) in cash and cash equivalents	156,470.98	(234,724.86)	(112,867.76)
Beginning Cash Balance (1/1/16)	\$	334,475.71	\$
Cash Balance	\$	221,607.95	\$

	5/31/2016	
	April	May
Receivables unpaid as of		
State	\$ 394,676.36	275,402.31
Lincoln Hills/DNR	1,608.98	817.60
Cities/Towns	40,420.66	44,294.42
City/Town Bridges		
Schools		
County Departments	2,993.78	5,438.24
Insurance Recovery		
Total	\$ 439,699.78	325,952.57

Lincoln County

Budget Modification Form

For the Year 2016

County Department: County Roads/Highway Funds

Issue Date: 5/31/2016

Budget Modification Number: 05/160
 (Finance will assign)

Account Number	Account Name	Increase	Decrease
2000053.435310.10028	State Transportation Aid		<u>44,399</u>
2000059-492000	County Roads Fund - Transfer In	<u>471,707</u>	
20331053-570000	County Roads Fund - General Maintenance	<u>383,308</u>	
20331653-570000	County Roads Fund - Bridge Construction	<u>14,000</u>	
20331353-570000	County Roads Fund - Bridge Maintenance	<u>50,000</u>	
20331553-570000	County Roads Fund - Road Construction		<u>20,000</u>

Description of Need:

2016 budget Modification/Project cost changes & Contingency recognition

Department Head Signature _____

Committee Approval: _____

Finance Committee Approval: _____

Lincoln County Highway Department
Capital Outlay Schedule
2017-2021

Purchases between \$5000 and \$49,999

Equipment Description	Model	Year	Acquisition Cost	New or Replacement	Expected Life	Criteria for Replacement (e.g., # of miles/copies)	Source of Funds (tax lev., revenues, grant)
Purchases for 2017							
Broom		2017	15,000	Replacement	7 years	Mileage	Highway Revenues
1/2 Ton Truck		2017	40,000	Replacement	10 years	Mileage	Highway Revenues
Crash Attenuator		2017	27,000	Replacement	10 years	hours	Highway Revenues
Router		2017	10,000	Replacement	10 years	Mileage	Highway Revenues
Purchases for 2018							
Broom		2018	15,000	Replacement	10 years	hours	Highway Revenues
Mower-Ditch - Tomahawk		2018	10,000	Replacement	8 years	hours	Highway Revenues
Router		2018	10,000	Replacement	10 years	Mileage	Highway Revenues
Mower-Ditch - Merrill		2018	10,000	Replacement	8 years	hours	Highway Revenues
1/2 Ton Truck		2018	40,000	Replacement	7 years	Mileage	Highway Revenues
Purchases for 2019							
1/2 Ton Truck		2019	40,000	Replacement	7 years	Mileage	Highway Revenues
Tandem Axle Tip Trailer		2019	35,000	Replacement	10 years	Mileage	Highway Revenues
Crash Attenuator		2019	27,000	Replacement	10 years	Hours	Highway Revenues
Purchases for 2020							
1/2 Ton Truck		2020	40,000	Replacement	7 years	Mileage	Highway Revenues
Tandem Axle Tip Trailer		2020	35,000	Replacement	10 years	Mileage	Highway Revenues
(2) 3/4 Ton Trucks (used)		2020	48,000	Replacement	10 years	Mileage	Highway Revenues
Purchases for 2021							
Steamer - Merrill		2021	20,000	Replacement	7 years	Mileage	Highway Revenues
Skid Steer Loader (used)		2021	45,000	Replacement	10 years	Mileage	Highway Revenues
3/4 ton truck (used)		2021	24,000	Replacement	10 years	Mileage	Highway Revenues

Oversight Committee
Approval:

Carl Vander Sanden

Kevin Koth

Bill Bialecki

Kortney Pike

Christopher Heller

Date: July 7, 2016

Lincoln County Highway Department
 Capital Outlay Schedule
 2017-2021

Purchases over \$50,000

Equipment Description	Model	Year	Acquisition Cost	New or Replacement	Expected Life	Replacement (e.g., # of miles/copies)	Funds (tax levy, revenues, grant)
Purchases for 2017							
Tar Kettle		2017	65,000	Replacement	10 years	mileage	Highway Revenues
(2) 1 Ton Trucks w/Dump Box		2017	135,000	Replacement	10 years	mileage	Highway Revenues
Paver		2017	350,000	Replacement	12 years	mileage	Highway Revenues
Purchases for 2018							
Rubber Tire Roller		2018	120,000	Replacement	10 years	mileage	Highway Revenues
Gradall		2018	450,000	Replacement	15 years	hours	Highway Revenues
Purchases for 2019							
(2) Single Axle Plow Trucks		2019	360,000	Replacement	10 Years	Mileage	Highway Revenues
Loader 4 yd		2019	175,000	Replacement	5 Years	Years	Highway Revenues
Purchases for 2020							
(3) 1 Ton Trucks		2020	200,000	Replacement	10 Years	Mileage	Highway Revenues
Tandem Axle Plow Truck		2020	200,000	Replacement	10 Years	Mileage	Highway Revenues
2- Grader Buy Backs		2020	125,000	Replacement	5 Years	Years	Highway Revenues
Purchases for 2021							
(3) 1 Ton Trucks		2021	200,000	Replacement	10 Years	Mileage	Highway Revenues
Tandem Axle Plow Truck		2021	200,000	Replacement	10 Years	Mileage	Highway Revenues

Oversight Committee
 Approval:

 Carl Vander Sanden

 Kevin Koth

 Bill Bialecki

 Kortney Pike

 Christopher Heller

Date: July 7, 2016

**Lincoln County Highway Department
Capital Improvement Projects - County Roads**

Modified: 6/23/2016

Description of projects submitted for approval to the Lincoln County Highway Committee:

	TOTAL	Current Year Tax Levy	Other Sources	General Fund designations-CIP
Projects for 2017				
Pier Street-Cold N Place CTH J to Tug Lake Rd.(3miles)	390,000	390,000		250,000
CTH S - Pulverize and Repave Cat Tail Lane to City of Tomahawk (4 Miles)	800,000	430,000	120,000	
Total for 2017	1,190,000	820,000	120,000	250,000
Projects for 2018				
CTH S- Pulverize and Repave US 51 to CTH H (3.5 miles)	700,000	450,000		250,000
CTH K- Pulverize and Repave Merrill to Marathon (3.2 Miles)	750,000	750,000		
Total for 2018	1,450,000	1,200,000		250,000
Projects for 2019				
CTH D- Pulverize and Repave US 51 to CTH B (9 miles)	1,700,000	1,350,000	120,000	250,000
Total for 2019	1,700,000	1,330,000	120,000	250,000
Projects for 2020				
CTH H-Wedge and Overlay CTH D to Pine Creek (5 Miles)	750,000	500,000		250,000
Chip Sealing county wide (25 miles)	500,000	500,000		
Total for 2020	1,250,000	1,000,000		250,000
Projects for 2021				
CTH H-Pulverize,Repave,Realign Pine Creek to CTH V (2.3 miles)	1,250,000	1,000,000		250,000
Total for 2021	1,250,000	1,000,000		250,000

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Lincoln County Highway Department
Chip Sealing - Schedule of Projects - including Records & Reports
2017-2021

Projects for 2017

2017-01	CTH P from CTH W To CTH X	7.5	136,999
2017-02	CTH G from STH 17 to STH 17	9	164,399
2017-03	CTH Z from CTH Q to STH 64	6.5	118,732
2017-04	CTH K from CTH Q to Marathon Co Line	1	18,267
2017-05	CTH FF from CTH K to STH 107	7.5	136,999

Total 2017	31.5 miles chip sealing @ \$17,500/mi look at wedging	31.5	575,395
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Projects for 2018

2018-01	All of CTH R	5	91,333
2018-02	All of CTH CC	10	182,665
2018-03	CTH K from STH 51 to Larson Lake	6	109,599
2019-04	CTH S from Tomahawk City Limits to CTH H	8	146,132

Total 2018	29 miles chip sealing @ \$17,500/mi look at wedging	29	529,729
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Projects for 2019

2019-01	CTH A from Mail Route Rd to CTH H	4	73,066
2019-02	CTH E from STH 86 to Burma Rd	15	273,998
2019-03	CTH O from STH 86 to CTH E	8.5	155,265
2019-04	CTH Q from Merrill City Limits to CTH K	1.4	25,573

Total 2019	28.9 miles chip sealing @ \$17,500/mi look at wedging	28.9	527,902
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Projects for 2020

2020-01	CTH L from STH 8 to Oneida County Line	1.5	27,400
2020-02	CTH N from STH 8 to Oneida County Line	1.5	27,400
2020-03	CTH Y from STH 8 to Price County Line	2	36,533
2020-04	CTH J from STH 107 to Turtle Lake Rd	10	182,665
2020-05	CTH M from STH 64 to Taylor County Line	13	237,465

Total 2020	28 miles chip sealing @ \$17,500/mi look at wedging	28	511,462
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Projects for 2021

2021-01	CTH D from CTH B to STH 15	5	91,333
2021-02	CTH B from CTH D to STH 17	9	164,399
2021-03	CTH H from CTH A to CTH D	4	73,066
2021-04	CTH CCC from STH 17 to Langlade County Line	2	36,533
2021-05	CTH J from Turtle Lake Rd to Langlade Co Line	10	182,665

Total 2021	29 miles chip sealing @ \$17,500/mi look at wedging	30	547,995
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15) Project Purpose(s) - check all that apply and please explain below:

- The project is required to meet legal, mandated or contractual obligations.
- Project will result in the protection of life and/or property and maintain or improve public health and safety.
- The project will result in reductions in expenditures.
- The project will result in a positive return for Lincoln County.
- Repairs, rehabilitates or replaces an important existing physically deteriorated or functionally obsolete county facility, system, service or equipment.
- Provides a new service, facility, system or equipment.
- Project would generate sufficient revenues to be essentially self-supporting in its operation.
- Project would make existing facilities or personnel more efficient or increase their use with minimal or no operating cost increase.
- Project will benefit and/or be utilized by other Lincoln County Departments.
- The project is consistent with an overall Co. plan, policy, or goal; and is necessary to complete a project that has begun or under construction.

Additional Comments and explanation from above:

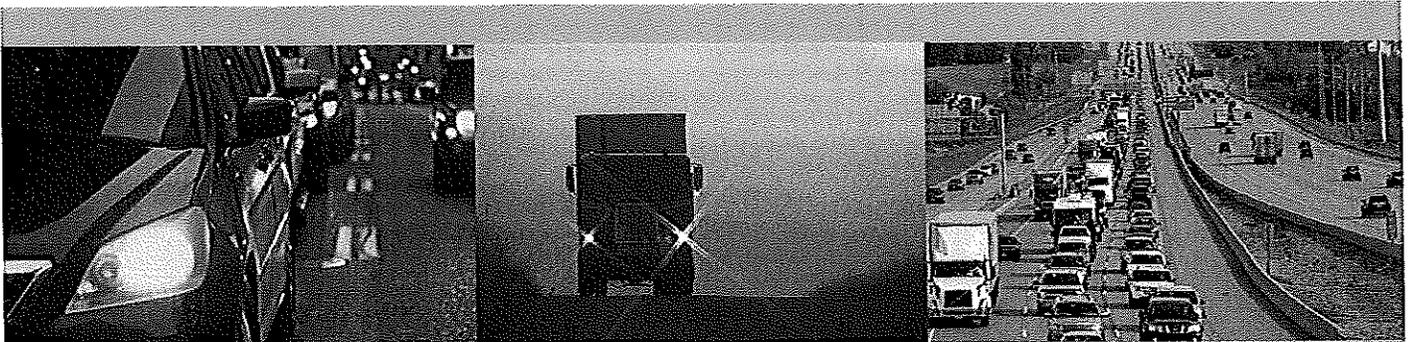
16) Oversight Committee Approval:

_____	_____
_____	_____
_____	_____

Date: 7-Jul-16

Wisconsin Transportation BY THE NUMBERS

MAY 2016



Meeting the State's Need
for Safe, Smooth and
Efficient Mobility

 **TRIP**
a national transportation research group

Founded in 1971, TRIP® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

202-466-6706 | tripnet.org

Executive Summary

Eight years after the nation suffered a significant economic downturn, Wisconsin's economy continues to rebound.

The rate of economic growth and the quality of life in Wisconsin will be greatly impacted by the reliability and condition of the state's transportation system.

An efficient, safe and well-maintained transportation system provides economic and social benefits by affording individuals access to employment, housing, healthcare, education, goods and services, recreation, entertainment, family, and social activities. It also provides businesses with access to suppliers, markets and employees, all critical to a business's productivity and ability to expand. Reduced accessibility and mobility—as a result of traffic congestion, a lack of adequate capacity, or deteriorated roads, highways, bridges and transit facilities—diminish a region's quality of life by reducing economic productivity and limiting opportunities for economic, health or social transactions and activities.

The three pillars of Wisconsin's economy—manufacturing, agriculture, and tourism—depend on a safe and efficient transportation system.

In this report, TRIP looks at the top transportation numbers in Wisconsin as the state addresses its need to modernize and maintain its transportation network.

Ten Key Transportation Numbers in Wisconsin

#1 Deficient roads cost Wisconsin drivers \$6 billion annually
Substandard roads that lack needed safety features, are chronically congested or have poor pavements cost Wisconsin motorists approximately \$6 billion annually. The largest portion of this, \$3.2 billion, is due to additional vehicle operating costs such as accelerated depreciation, added repair costs, wasted fuel and tire wear that motorists incur by driving on inadequate roads. Traffic congestion wastes time and fuel and costs state motorists \$1.7 billion each year, while the financial cost of traffic crashes is estimated at \$1.1 billion.

#2 Cost per driver of poor roads: \$2,072 in Madison and \$2,060 in Milwaukee
Inadequate roads cost the average driver in Madison \$2,072 each year in the form of extra vehicle operating costs, lost time and fuel while stuck in traffic jams, and the financial burden of crashes. The average Milwaukee motorist loses \$2,060 each year because of these factors.

#3 2,743 were killed in Wisconsin traffic crashes
Wisconsin traffic fatalities totaled 2,743 from 2011–2015, increasing by 13%, or 62 deaths, from 2014 to 2015. It is estimated that roadway features, such as dangerous curves or inadequate lane width, are a contributing factor in approximately one-third of fatal traffic crashes.

#4 Rural roads 2x as dangerous

The fatality rate on Wisconsin's non-Interstate rural roads in 2014 was 1.24 fatalities per 100 million vehicle miles of travel, more than double the fatality rate of 0.54 on all other roads in the state. Rural roads often have less forgiving hills, shoulders and curves than Interstate highways which are designed for greater volumes of traffic traveling at higher speeds.

#5 Major roads in mediocre to poor condition: 42% Statewide, 68% Madison, 56% Milwaukee

Stagnant state and local funding has resulted in more than two-fifths of major roads and highways in Wisconsin having pavements in mediocre to poor condition, with high levels of substandard pavements in the state's two largest cities. Statewide, 42% of major roads are in mediocre to poor condition. In the City of Milwaukee, 56% of major roads have pavements in mediocre to poor condition. In Madison, 68% of major road pavements are in mediocre to poor condition.

#6 \$264 billion in commerce outbound, \$236 billion in commerce inbound

Each year, \$264 billion in goods are shipped from sites in Wisconsin and another \$236 billion in goods are shipped to sites in Wisconsin. Eighty-two percent of the goods shipped annually from sites in Wisconsin are carried by trucks and another 14% are carried by courier services or multiple mode deliveries, which include trucking.

#7 14% of Wisconsin bridges are in need of repair or modernization

Over 2,000 or 14% of the state's 14,085 bridges show significant deterioration or do not meet current design standards. Nine percent are classified as structurally deficient, meaning one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in poor or worse condition. And another five percent are functionally obsolete. These bridges don't meet current design standards.

#8 Hours lost annually to congestion: 36 hours in Madison, 38 in Milwaukee

Every year, motorists lose priceless hours stuck in traffic. For the average driver, this amounts to 36 hours in the Madison area and 38 hours in Milwaukee region.

#9 Average Wisconsin motorist pays \$274 in fees and taxes to drive

According to the Wisconsin Department of Transportation, the average motorist pays \$274 a year or approximately \$23 per month in registration fees and gas tax. This is lower than our neighbors in Illinois, Michigan, Iowa and Minnesota.

#10 1,393,428 full-time jobs tied to transportation-dependent industries

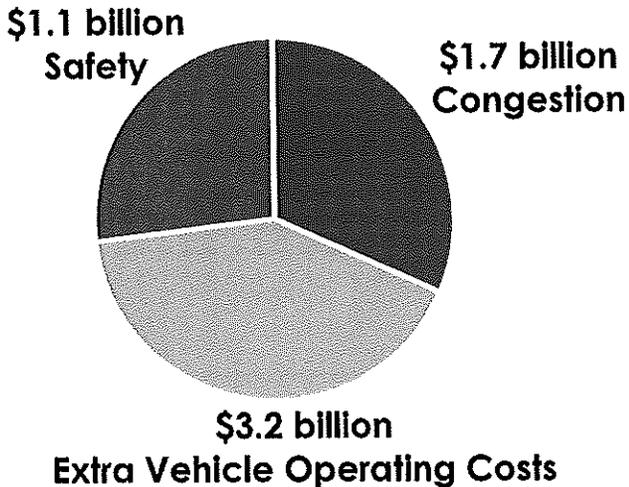
Wisconsin's economy is driven by manufacturing, agriculture and tourism, all industries reliant on a vibrant transportation system. These industries, plus retail sales and other transportation-dependent industries, account for almost 1.4 million jobs in Wisconsin, with \$54.8 billion in wages.

#1
Deficient Roads Cost Wisconsin Motorists \$6 Billion Annually

Wisconsin's 4.2 million licensed motorists collectively pay a "hidden tax" of \$6 billion annually by driving on substandard roads.

Most expensive is \$3.2 billion in extra vehicle operating costs in the form of repairs, accelerated depreciation and increased fuel consumption and tire wear.

Cost of Bad Roads: \$6 Billion



Time and fuel wasted while motorists are sitting in traffic jams account for \$1.7 billion in additional costs each year. For example, WisDOT reports that of 28 urban freeway and highway segments in the state, motorists traveling along only 8 of those segments could reliably reach their destinations in their expected travel time.

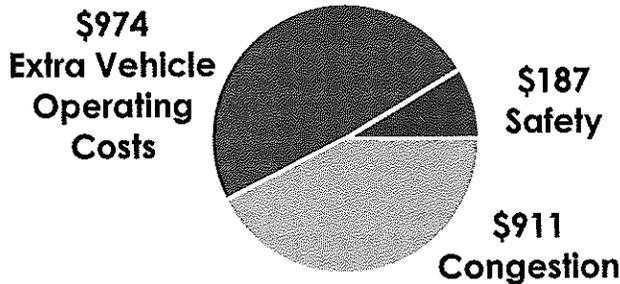
Finally, serious and fatal traffic crashes cost motorists \$1.1 billion annually, largely in lost productivity, medical costs and property damage.

#2
Cost per Driver: \$2,072 Madison \$2,060 Milwaukee

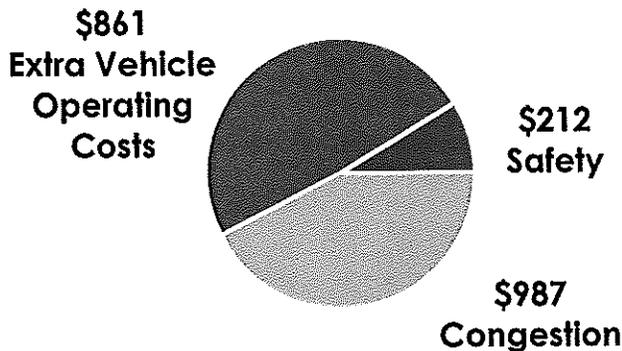
Bad roads cost the average driver in Madison \$2,072 each year in the form of extra vehicle operating costs, lost time and fuel while stuck in traffic jams, and the financial burden of crashes.

The average Milwaukee motorist loses \$2,060 each year because of these factors.

Cost Per Driver: \$2,072 Madison



Cost Per Driver: \$2,060 Milwaukee

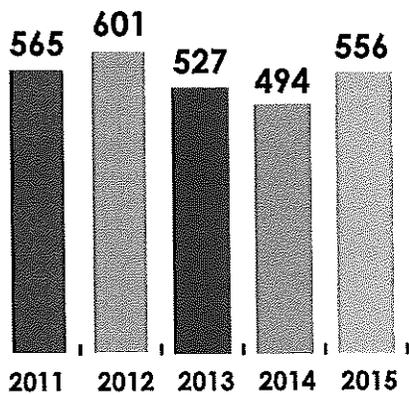


#3
2,743 Traffic Fatalities from 2011-2015

From 2011–2015, 2,743 people died in traffic crashes in Wisconsin, including a 13% increase from 2014 to 2015.

Traffic engineers generally cite three factors associated with fatal vehicle crashes—driver behavior, vehicle characteristics and roadway features.

Traffic Fatalities in Wisconsin from 2011–2015



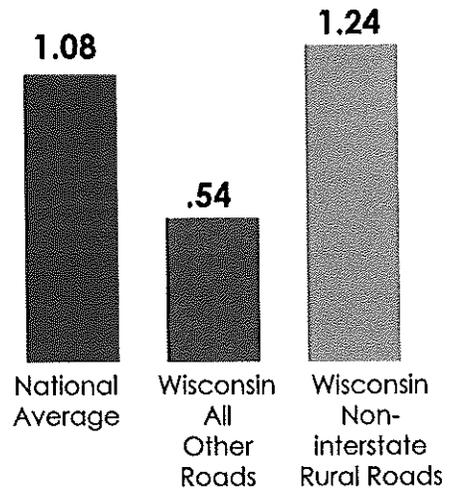
Source: WisDOT

It is estimated that roadway features are likely a contributing factor in approximately one-third of fatal traffic crashes. Highway improvements can reduce traffic fatalities and crashes while improving traffic flow to help relieve congestion. Such improvements include removing or shielding obstacles; adding or improving medians; improved lighting; adding rumble strips, wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; and better road markings and traffic signals.

#4
Wisconsin Rural Roads 2x as Deadly as Other Roads

The most dangerous roads in Wisconsin in terms of fatalities are rural two-lane roads that are less forgiving to motorists because they have narrow or no shoulders, dangerous hills and curves, and short clearance space for vehicles that leave the roadway.

2014 Fatalities Per 100 Million VMT



In fact, the fatality rate on Wisconsin's non-interstate rural roads in 2014 was more than double that on all other roads in the state (1.24 fatalities per 100 million vehicle miles of travel vs. 0.54).

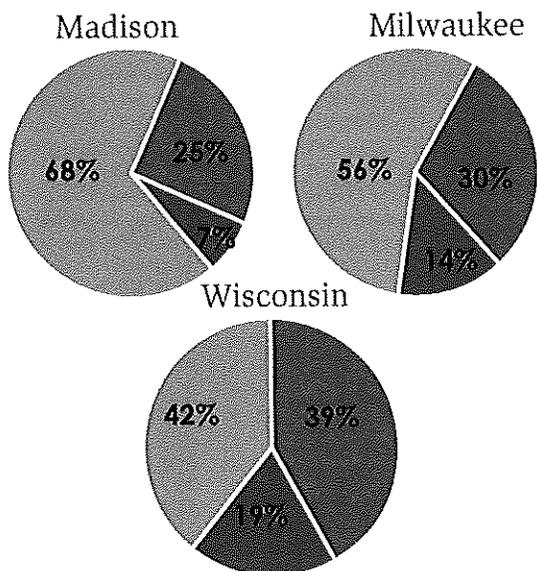
The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving shoulders, improving intersection layout, and providing better road markings and upgrading or installing traffic signals.

Roads with poor geometry, with insufficient clear distances, without turn lanes, having inadequate shoulders for the posted speed limits, or poorly laid out intersections or interchanges, pose greater risks to motorists, pedestrians and bicyclists.

#5
42% of Wisconsin's Major Roads in Mediocre to Poor Condition

TRIP examined Federal Highway Administration (FHWA) pavement data for all arterial and collector roads and highways that are under the jurisdiction of both state and local governments.

Road Conditions



■ Mediocre to Poor ■ Fair ■ Good to Excellent

This data is submitted annually to FHWA by WisDOT. Statewide, 42% of Wisconsin's major local- and state maintained roads and highways are in mediocre to poor condition, meaning they are showing significant signs of deterioration such as rutting, cracks and potholes. In some cases, poor roads can be resurfaced, but often are too deteriorated and must be reconstructed. In the state's two largest cities, 68% of major roads in Madison are in mediocre to poor condition, while 56% of roads in Milwaukee are in mediocre to poor condition.

#6
\$264 Billion in Product Shipped from Wisconsin

Each year, \$264 billion in goods are shipped from sites in Wisconsin and another \$236 billion in goods are shipped to sites in Wisconsin.

Eighty-two percent of the goods shipped annually from sites in Wisconsin are carried by trucks and another 14 percent are carried by courier services or multiple mode deliveries, which include trucking.

Wisconsin Industries with Largest Percentage Output Growth, 2005-2030

(\$ billions, 1992 dollars)

Industry	2005	2030	% growth
Machines and computers (m*)	\$57.3	\$155.5	171
Electric equipment (m)	13.4	35.0	160
Primary metals (m)	4.4	10.7	123
Instruments (m)	5.8	12.7	118
Miscellaneous business services (s)	10.7	20.8	94
Wholesale (o)	16.3	30.8	89
Air transportation (o)	1.3	2.5	86
Automobile repairs and service (s)	3.6	6.6	84
Communications (o)	5.0	9.1	84
Rubber (m)	7.3	13.0	79

*m=manufacturing s=service o=other

Source: WisDOT Connections 2030 Final Report

Companies are increasingly seeking to minimize transportation and logistics costs to stay competitive in national and international markets. That's why reliable highway access consistently ranks among the key factors businesses consider in making relocation or expansion decisions.

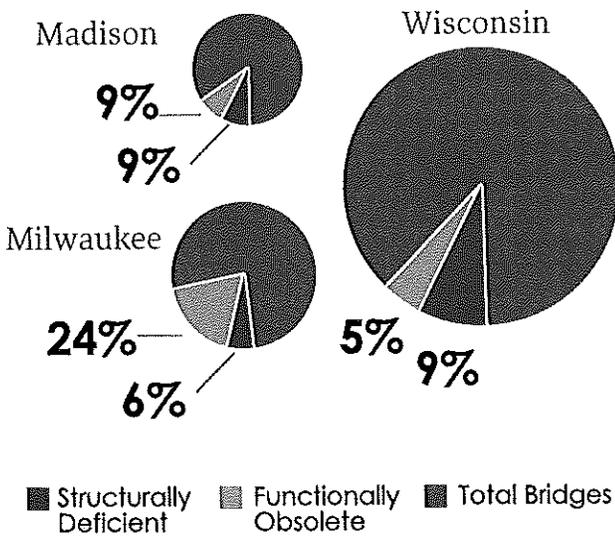
Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

#7 14% of Wisconsin Bridges in Need of Repair or Modernization

Fourteen percent of bridges in Wisconsin show significant deterioration or do not meet current design standards.

A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often posted for lower weight or closed to traffic, restricting or redirecting large vehicles, including commercial vehicles, agricultural and forestry equipment, and emergency services vehicles.

Bridge Conditions



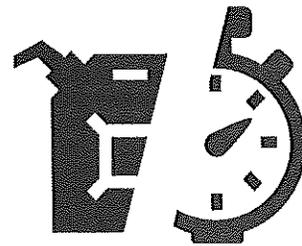
Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.

Each day in Wisconsin, there are millions of crossings on bridges classified as either structurally deficient or functionally obsolete. These classifications do not imply the bridges are unsafe, but it does mean these bridges need to be inspected, monitored, maintained, and eventually replaced.

#8 Hours Lost to Congestion: 36 Madison, 38 Milwaukee

Increasing levels of congestion cause significant delays in Wisconsin, particularly in the larger urban areas.

For the average driver, this amounts to lost hours—36 hours each year in the Madison area and 38 hours each year in Milwaukee region.



The value of lost time and wasted fuel in Wisconsin is approximately \$1.7 billion a year. The annual cost to the average driver is \$911 in Madison and \$987 in Milwaukee.

In August of 2015, a press release from the Texas A&M Transportation Institute (TTI) announced, "America's traffic congestion recession is over. Just as the U.S. economy has regained nearly all of the 9 million jobs lost during the downturn, a new report produced by INRIX and TTI shows that traffic congestion has returned to pre-recession levels."

Like the rest of the nation, Wisconsin vehicle travel has rebounded with the economy and the lower price of gas. Vehicle miles traveled in Wisconsin grew 4.2 percent in 2015, exceeding the national growth rate of 3.5 percent.

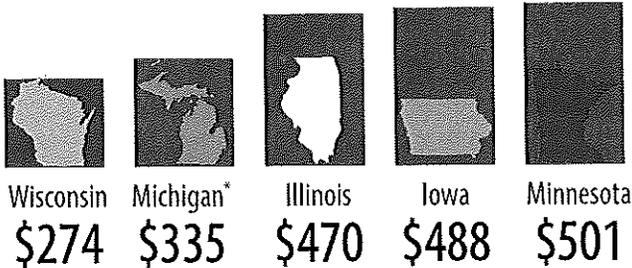
#9

\$274 Annual Cost to Drive

The average motorist pays \$274 a year or approximately \$23 per month in registration fees and gas tax according to the Wisconsin Department of Transportation.

ANNUAL COST TO DRIVE Compared to Our Neighbors

Registration Fees and Motor Fuel Taxes



Source: Wisconsin Department of Transportation

*An estimated \$404/year in 2017. Michigan passed a funding package in November 2015 which increases the gas tax by 7.3 cents per gallon and the registration fee by 20% in 2017.

This is lower than our neighbors in Illinois, Michigan, Iowa and Minnesota.

With many of the nation's interstates over 50 years old, the federal government and states across the nation are wrestling with how to pay for rebuilding these corridors of commerce while maintaining the rest of the transportation system. Since late 2012, 23 states have passed legislation with recurring state transportation funding, with 16 states passing user fee increases.

#10

1.4 Million Jobs

Wisconsin is a national leader in manufacturing, agriculture and tourism, all industries reliant on a safe, efficient transportation system.



These industries, plus retail sales and other transportation-dependent industries, account for almost 1.4 million jobs in Wisconsin, with \$54.8 billion in wages.

Each year, *Area Development* magazine asks U.S. corporate site selectors and CEOs to rank the most important site selection factors. Consistently, highway accessibility ranks as a top consideration. This is not surprising as transportation can range from 50-80 percent of supply chain costs.

Conclusion

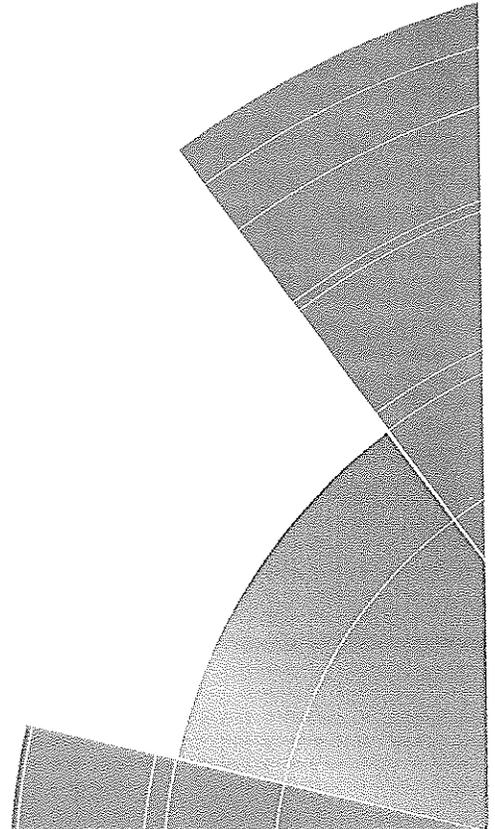
As Wisconsin works to build and enhance a thriving, growing and dynamic state, it will be critical that it is able to address the state's most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

Wisconsin will need to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems could provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

While modest federal funding increases provided by the latest surface transportation bill will be helpful, numerous projects to improve the condition and expand the capacity of Wisconsin's roads, highways, bridges and transit systems will not be able to proceed without a substantial boost in state or local transportation funding. If Wisconsin is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

Sources

For discussion of methodology and sources, see the complete *Wisconsin Transportation by the Numbers* report on the TRIP website, www.tripnet.org.



Municipal Vehicle Registration Fee Frequently Asked Questions

1. What is the Municipal Vehicle Registration Fee?

It is a fee (recommending \$20) that is added to the normal DMV vehicle registration fees. This fee is specifically designated to fund transportation related purposes.

2. When will the fee be implemented?

The new ordinance would take effect on January 1, 2017 and collection for vehicles that are subject to the fee will begin on these dates:

3. How is the fee collected?

WisDOT collects the fee at the time of first registration and at the time of each subsequent registration renewal. WisDOT sends vehicle registration renewal notices at least 30 days before their plates expire. The renewal notice will show the total fee due including \$20.00 for each vehicle that is subject to the fee.

4. What does it cost to implement the fee?

Currently, WisDOT charges a fee per vehicle application of 10 cents. This administrative fee is the same for all municipalities regardless of the amount of fee imposed by the municipality or the number of vehicles for which the fee is collected. The village staff time to administer the transfer of revenue from the DMV to the Village is minimal.

5. Can the revenues received from fee payments be used for any purpose?

Counties and municipalities must use the moneys from the fee for payments for transportation related purposes only (s. 341.35(6r), Wis. Stats.). "Highway" is defined by state law to mean "all public ways and thoroughfares and bridges on the same." Courts have interpreted "highways" to include trails because they are "public ways and thoroughfares and bridges on the same." "Sidewalk" means that "portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians."

6. What vehicles are subject to the fee?

An automobile or a motor truck registered under 8,000 lbs gross weight and customarily kept in the municipality or county that enacted the fee. This includes:

- Automobiles, vans and Sport Utility Vehicles (SUV) that qualify as a passenger vehicle
- Motor trucks and dual-purpose motor homes (trucks that can be equipped with a slide-in camper unit) registered at a gross weight of 8,000 lbs. or less.

- Read more details on vehicles subject to the fee. **Municipal Vehicle Registration Fee Frequently Asked Questions**

7. What vehicles are exempt from this fee?

- Buses, motorcycles, mopeds, motor homes, low-speed vehicles and trailers
- Trucks registered at more than 8,000 pounds or registered as Farm or Dual Purpose Farm
- Vehicles registered as Antique, Collector, Driver Education, Historic Military Vehicle, Hobbyist, Human Service Vehicle, Low Speed Vehicle, Medal of Honor, Municipal, State-Owned or Special X and one vehicle with Ex-Prisoner Of War registration issued to any qualified individual
- Any vehicle with registration issued by a Wisconsin Indian tribe or band
- Vehicles displaying Dealer, Distributor, Finance Company or Manufacturer plates

8. What about vehicles with Collector plates?

- “Collector” plates, issued to vehicles more than 20 years old, are non-expiring and **exempt from the fee**
- “Collector special” plates are issued for any auto or light truck owned by someone who has “Collector” plates and are **subject to the fee**.

9. What is the policy for refunds and proration?

The fee is never prorated. The full fee is required whenever it is collected. Refund requests of the fee paid in error may be directed to the WisDOT Research and Information Unit:

Email: VehicleQuestions@dot.wi.gov Telephone: (608) 266-1466 Mail: PO Box 8070, Madison, WI 53708-8070

10. Where can I get more information on the fee and impact on my vehicle registration?

Additional information is available from the Wisconsin DMV.

Current Registration Fee Jurisdictions 2016

WisDOT currently collects a wheel tax for the following:

- Municipalities
 - Appleton (city; \$20)
 - Arena (township; \$20)
 - Beloit (city; \$20)
 - Fort Atkinson (city; \$20 beginning for March 2016 registrations)
 - Gillett (city; \$20 beginning for July 2015 registrations)
 - Janesville (city; \$20 beginning for January 2016 registrations)
 - Kaukauna (city; \$10 beginning for August 2015 registrations)
 - Lodi (city; \$20 beginning for May 2016 registrations)
 - Milwaukee (city; \$20)
 - Prairie du Sac (village; \$20 beginning for January 2016 registrations)
 - Sheboygan (city; \$20 beginning for February 2016 registrations)
 - Tigerton (village; \$10 beginning for September 2016 registrations)

- Counties
 - Chippewa County (\$10)
 - Iowa County (\$20)
 - St. Croix County (\$10)

WI County Name	Plate Type Code	Count of Registrations
LINCOLN	AMA	60
	AUT	18,123
	CLS	11
	CVG	5
	DIS	226
	DUK	6
	END	37
	ENN	28
	FRF	49
	GLF	4
	GST	5
	HAR	11
	HEG	2
	HEM	20
	IGT	1
	KID	8
	LCF	2
	LIF	5
	LTK	8,043
	MBN	14
	MBO	19
	MGP	3
	MLG	137
	MRQ	1
	PAK	75
	SPT	12
	TRT	2
	VET	45
	WNG	2
	XPW	2
Total for LINCOLN County		26,956

Voucher
Number 1 - 46

COUNTY OF LINCOLN
STATE OF WISCONSIN

SCHEDULE OF VOUCHERS
LINCOLN COUNTY HIGHWAY DEPARTMENT

TOTAL AMOUNT \$75,652.56

Numbers _____ through _____

County _____
Account No. _____ 0070

TO THE LINCOLN COUNTY FINANCE DIRECTOR: I hereby certify that the items listed have been approved for payment. You are hereby instructed to issue a check to each of the parties listed herein for the amount appearing after their respective name.

Kelly A. Keith
LINCOLN COUNTY HIGHWAY COMMISSIONER

Date: June 7, 2016

HIGHWAY COMMITTEE

Date filed: June 7, 2016

**LINCOLN COUNTY HIGHWAY DEPARTMENT
SCHEDULE OF VOUCHERS
June 7, 2016**

Paid for by Check for 2016		
1	Advanced Drainage Systems, Inc.	\$ 28,898.92
2	Ahlborn Equipment, Inc.	\$ 324.24
3	American Asphalt of Wisconsin	\$ 1,325.29
4	American Welding & Gas	\$ 441.04
5	Applied MSS	\$ 965.44
6	Auto-Wares Group of Companies	\$ 146.27
7	Carquest of Merrill	\$ 5.65
8	Carquest of Tomahawk	\$ 50.19
9	Casper's Truck Equipment	\$ 252.09
10	Dave's Septic	\$ 150.00
11	Fox Valley Safety & Training, Inc.	\$ 128.59
12	Heartland Cooperative	\$ 228.75
13	K & K Auto Glass LLC	\$ 275.00
14	Merrill ACE Hardware	\$ 86.55
15	Merrill FOTO News & Merrill Courier	\$ 273.00
16	Mid-State Truck Service, Inc.	\$ 4,727.83
17	Mid-States Equipment, Inc. - Hydraulics	\$ 162.94
18	Midwest Trailer Sales	\$ 21.00
19	Mississippi Welders Supply Co., Inc.	\$ 76.55
20	Newman, Dick	\$ 250.00
21	Northeast Asphalt, Inc.	\$ 500.25
22	O'Reilly Auto Parts	\$ 188.41
23	Pomp's Tire Service, Inc.	\$ 278.00
24	Quality Truck Care Center	\$ 64.24
25	Reith, Kelly	\$ 9.00
26	Rent-A-Flash of Wisconsin, Inc.	\$ 2,394.50
27	Rock Oil Refining, Inc.	\$ 45.00
28	Scaffidi Truck Center	\$ 616.35
29	Schaeffer's Manufacturing Co.	\$ 2,247.50
30	Sherwin Industries, Inc.	\$ 17,398.11
31	Sunbelt Rentals, Inc.	\$ 38.44
32	Tire Technologies	\$ 80.00
33	Tomahawk ACE Hardware	\$ 367.53
34	Tomahawk Builders Supply	\$ 67.50
35	Tomahawk Leader	\$ 334.45
36	Tomahawk Truck Parts, LLC	\$ 37.00
37	Total Tool Supply, Inc.	\$ 184.88
38	Truck Equipment, Inc.	\$ 332.10
39	Unique Truck Equipment, Inc.	\$ 79.89
40	Victory Janitorial	\$ 313.68
41	VIP Office Products	\$ 412.18
42	Volm Companies, Inc.	\$ 1,647.10
43	Zarnoth Brush Works, Inc.	\$ 8,070.00
44	Zientara Fleet Equipment, Inc.	\$ 1,027.31
	Total	\$ 75,522.76
Paid by Credit Card for 2016		
45	Airgas USA, LLC	\$ 41.80
46	Marshfield Clinic	\$ 88.00
	Total	\$ 129.80
TOTAL		\$ 75,652.56

Voucher
Number 1 - 22

COUNTY OF LINCOLN
STATE OF WISCONSIN

SCHEDULE OF VOUCHERS
LINCOLN COUNTY HIGHWAY DEPARTMENT

TOTAL AMOUNT \$17,647.92

Numbers _____ through _____

County _____
Account No. 0070

TO THE LINCOLN COUNTY FINANCE DIRECTOR: I hereby certify that the items listed have been approved for payment. You are hereby instructed to issue a check to each of the parties listed herein for the amount appearing after their respective name.



LINCOLN COUNTY HIGHWAY COMMISSIONER

Date: June 14, 2016

HIGHWAY COMMITTEE

Date filed: June 14, 2016

Voucher
Number 1 - 19

COUNTY OF LINCOLN
STATE OF WISCONSIN

SCHEDULE OF VOUCHERS
LINCOLN COUNTY HIGHWAY DEPARTMENT

TOTAL AMOUNT \$6,563.07

Numbers _____ through _____

County _____
Account No. 0070

TO THE LINCOLN COUNTY FINANCE DIRECTOR: I hereby certify that the items listed have been approved for payment. You are hereby instructed to issue a check to each of the parties listed herein for the amount appearing after their respective name.

Kelly A. Rath
LINCOLN COUNTY HIGHWAY COMMISSIONER

Date: June 21, 2016

HIGHWAY COMMITTEE

Date filed: June 21, 2016

Voucher
Number 1 - 14

COUNTY OF LINCOLN
STATE OF WISCONSIN

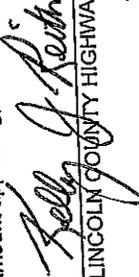
SCHEDULE OF VOUCHERS
LINCOLN COUNTY HIGHWAY DEPARTMENT

TOTAL AMOUNT \$46,892.71

Numbers _____ through _____

County _____
Account No. 0070

TO THE LINCOLN COUNTY FINANCE DIRECTOR: I hereby certify that the items listed have been approved for payment. You are hereby instructed to issue a check to each of the parties listed herein for the amount appearing after their respective name.


LINCOLN COUNTY HIGHWAY COMMISSIONER

Date: June 28, 2016

HIGHWAY COMMITTEE

Date filed: June 28, 2016

