BOARD OF SUPERVISORS

Brown County

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PLAN. DEV. & TRANS. COMMITTEE
Bernie Erickson, Chair
Dave Kaster, Vice Chair
Dave Landwehr, Norbert Dantinne, Tom Sieber

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE
Monday, November 27, 2017
Approx. 6:15 PM (Or to follow Land Con)
Room 200, Northern Building
305 E. Walnut Street
Green Bay, WI

NOTICE IS HEREBY GIVEN THAT THE COMMITTEE MAY TAKE ACTION ON ANY ITEMS LISTED ON THE AGENDA

I. Call Meeting to Order.
II. Approve/Modify Agenda.
III. Approve/Modify Minutes of October 16, 2017.

Comments from the Public

1. **Review Minutes of:**
   a. Board of Adjustment (November 13, 2017).
   b. Harbor Commission (October 9, 2017).
   c. Planning Commission Board of Directors (September 6, 2017).

Advance Economic Development

2. Quarterly Report from Advance Business – Peter Zaehringer, Vice President, Economic Development.

Communications

3. Communication from Supervisor Linssen re: Draft ordinance to create methodology for crafting procedurally generated voting districts without human interference. *Referred from October County Board.*
4. Communication from Supervisor Landwehr re: Request a speed study to consider lower CTH J limit to 35 MPH from RK to Brown County Golf Course. *Referred from October County Board.*

Public Works

5. Health Department Move & Public Works Improvements.
6. CTH J Speed Study.
7. Culvert Pipe v. Liner Discussion.
8. Summary of Operations.
9. Director's Report.

Register of Deeds

10. Budget Status Financial Report for October 2017 (Unaudited).

Planning and Land Services

Planning Commission

11. Budget Status Financial Reports for August, September and October 2017 (Unaudited).

12. Discussion and Action regarding the Brown County Farmland Preservation Plan Amendment.
13. Resolution re: Amending the 2017-2027 Brown County Farmland Preservation Plan by Adding Parcels.
14. Resolution re: Authorizing and Directing Application for the Community Development Block Grant – Housing Program for Small Cities.
15. Budget Adjustment Request (17-85): Any allocation from a department's fund balance.

Zoning

16. Budget Status Financial Reports for August, September and October 2017 (Unaudited).

Property Listing

17. Budget Status Financial Reports for August, September and October 2017 (Unaudited).

Land Information – No agenda items.

Airport

18. Budget Status Financial Report for October 2017 (Unaudited).
19. Airport Departmental Opening Summary.
20. Director's Report.

UW-Extension

21. Budget Status Financial Report for October 2017 (Unaudited).
22. Director's Report.

Port & Resource Recovery

23. Resolution Authorizing the Purchase and Sale of Real Estate. *Referred back from October County Board.*
24. Property Transaction – Request for Approval.
25. MOU with Outagamie County and Amendment #3 with Fox River Fiber – Update.
26. Port Budget Status Financial Report for 3rd Quarter - Approval.
27. Resource Recovery Budget Status Financial Report for 3rd Quarter - Approval.
28. Director's Report - Update.

Closed Session

29. Open Session: Motion and Recorded Vote pursuant to Wis. Stats. Sec. 19.85(1), regarding going into closed session pursuant to Wis. Stats. Sec. 19.85(1)(e), i.e. deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, in particular, deliberating and negotiating strategy and options regarding buying and selling property for landfill use.
30. Convene into Closed Session: Pursuant to Wis. Stats. Sec. 19.85(1)(g), the Brown County PD&T Committee shall convene into closed session for purposes of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, as competitive or bargaining reasons require a closed session here for deliberating and negotiating strategy and options regarding buying and selling property for landfill use.
31. Reconvene into Open Session: The Brown County PD&T Committee shall reconvene into open session for possible voting and/or other action regarding buying and selling property for landfill use.

Other

32. Acknowledging the bills.
33. Such other matters as authorized by law.
34. Adjourn.

Bernie Erickson, Chair

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, October 16, 2017 in Room 200, 305 E. Walnut St., Green Bay, WI

Present: Supervisors Bernie Erickson, Dave Kaster, Dave Landwehr, Norbert Dantinne, Tom Sieber
Also Present: Register of Deeds Cheryl Berken, Chief Deputy Register of Deeds Sara Frisque, Planning Director Chuck Lamine, Zoning Administrator Bill Bosiacki, Port & Resource Recovery Director Dean Haen, Airport Director Tom Miller, Airport Financial Specialist Vicki Reynen, UW-Extension Admin Staff Lynda Bothun and Rachel Graner, Public Works Director Paul Fontecchio, Public Works Business Manager Brandy Younger; Supervisors Lund, Brusky, Kneiszel; Internal Auditor Dan Process, Senior Accountant Sandy Parmer, Finance Director David Ehlinger, HR Analyst Camille Stymiest, Director of Administration Chad Weininger; Executive Streckenbach, Deputy Executive Jeff Flynt; and other interested parties

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**Audio of the meeting is available by contacting the County Board office (920) 448-4015.*

I. **Call Meeting to Order.**

The meeting was called to order by Chair Bernie Erickson at 5:47 p.m.

II. **Approve/Modify Agenda.**

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to approve with the amendment to take non-budget item #2 in November. Vote taken. MOTION CARRIED UNANIMOUSLY

III. **Approve/Modify Minutes of September 25, 2017.**

Motion made by Supervisor Kaster, seconded by Supervisor Dantinne to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

****BUDGET REVIEW****

Comments from the Public on Budget Items None.

REVIEW OF 2018 DEPARTMENT BUDGETS:

1. **Register of Deeds - Review of 2018 department budget.**

Register of Deeds Cheryl Berken and Chief Deputy Register of Deeds Sara Frisque were present to speak to the 2018 Budget Proposal Highlights provided in the agenda packet; highlighting New Initiatives, Revenues, Expenses, Revenue Losses and Exceed Target budget levy.

Responding to Dantinne, Berken informed that if someone got married anywhere in the state, they could issue that marriage record in Brown County but only from 2015 to present and that had to do with state vital records. They were back indexing all of their stuff as well. There was quite a timeline on that. Births were the first that they had gotten to; they could go back to 1907. They got mostly birth records. Death was 2013-present statewide. Erickson noted this eliminated a big problem for individuals that were born in a different county. Frisque stated 2013 and 2015 were when the documents went fully electronic and there were no paper copies. There were no paper copies of any type of vital record anymore, everything was produced electronically. Berken added that as each county downloaded their records, the state vital records were downloading them as well. You can't sit at your home computer and generate your birth record; you had to come into their office.

Supervisor Landwehr arrived at 6:01 pm.

Sieber reiterated his concerns from last month's discussion regarding increases in fees. He referring to pg. 256-Public Charges, in the budget book, and stated in his mind he didn't think the overall operating expenses should increase more than $13,293 but he didn't know how to get them there. He informed he will work on it and bring it before the County Board budget meeting.

Erickson assumed the other counties were doing the same thing, Frisque agreed. Proportionally Brown County was still going to be in a very similar position. Most of these customers do business in other counties and their rates had been higher than Brown County and they were getting raised again in those counties so they were accustomed to payment raises for all practical purposes.

Lund stated if they hadn't raised a lot of their fees, 1 in 14 years, he felt raising it up and getting a little higher so they don't have to rise again next year was better than raising a fee every single year. He felt customers could understand that if fees hadn't been raised since 2003, they'd been getting a pretty good deal and computer costs for the programs continue to go up.

Landwehr stated it was obvious they were going to end up raising it somewhat but they were talking about a 40% jump. He didn't have a problem doing 20% one year and 20% down the road. He felt most customers would prefer a step increase. He didn't see them solving it tonight but tend to agree with Sieber.

Berken informed that their target levy was increased by $6,389 and without the fee increases it was an additional levy increase. Weininger added or it was cutting their budget or cut someone else's department. Berken understood Landwehr and Sieber's concerns noting that she didn't want to be the new Register of Deeds coming in raising fees. Kaster noted that her department was not on the levy. Weininger informed she returned money to the levy. If they were going to lower hers, they'd had to raise the total levy.

In looking through all the different departments, Landwehr questioned why workers comp jumped a bunch in certain departments but others were going the other way. Berken stated their department wasn't a physical labor type of job. Weininger stated workers comp was going up a little bit but part of the changes were how it was allocated. They were mirroring the state's employment class code to determine each department's allocation; it was a fair equitable way of making sure departments were charged the right amount. They were previously allocated in a different way. As a county as a whole, it was going up roughly $40,000 out of $1 million dollars equaling .4%, pg. 344.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to approve the Register of Deeds budget as presented and pass it on to the full County Board. Vote taken. Nay: Sieber. <u>MOTION CARRIED 4 to 1</u>

2. **<u>Planning & Land Services</u> (Land Information, Planning Commission, Property Listing & Zoning)**
- Review of 2018 department budgets.

Chuck Lamine noted their budget started on pg. 220, he referred to pg. 221 and spoke to their initiatives for next year.

In terms of Staffing Summary on pg. 222 & 223 the only change, they took off a GIS Technician position as it was not funded for the last several years. It was brought to their attention that if a position was not funded they had to remove it from the Table of Organization. It had no impact on the levy. In the past it had been funded with their LIO funds, they slowly had been building that fund back up. They were down to GIS Coordinator Jeff DuMez. A lot of departments and private offices were depending on that information so they were keeping it available. Hopefully they will be in a position next year to fill that vacancy.

Lamine noted that their subdivision activity had taken off and certified survey maps had picked up. The good news was development activity was picking up quite a bit, the bad news was they had a tough time keeping up at the staffing levels that they were at.

Pg. 369 – Lamine informed they showed an increase as they had not increased their fees for the private on-site waste treatment system or shoreland permits in 15 years. They proposed to increase them between $25 and $50. The Zoning Division of their office was 100% off the levy and was funded by user fees through the permits. There were increases this year in terms of insurance costs and chargeback costs going up ($10,000-$12,000) and to make that up they reanalyzed what it cost for them to do the permits and they felt comfortable that the increases were warranted. By statute they couldn't increase above what it costs them to do the regulatory reviews. They did an analysis of what it took on an average permit to go through the permitting process. They also evaluated neighboring counties and felt they were in a good position, not the most expensive or least expensive.

Pg. 226 - Land Records Modernization – they changed the charge of the fees to match the Register of Deeds collections; they got a portion of the recording fees. It was reduced from $360 to $320 to reflect the reality of what was going on with recordings.

Expenses – There was an increase in Maintenance Agreement Software. LIO paid for a portion to the Register of Deeds for the Fidler software so it went up next year.

Landwehr questioned the replacement of the AS400 system, Lamine stated they were frantically working on it. Their goal was to have it up and running to put out the tax bill this year. They had a glitch in terms of getting Fidler, who was one of the providers of information to this project, they had been on a 4 week request to get some of their information transferred in which delayed them a bit. They had a backup plans if they are not able to get the system up and running, they were hoping it would not be the case but they were fully moving forward with it.

They did not apply for Coastal Grant revenue because of not knowing for sure if they were going to have staff available. They had a Principal Planner position that they were having a tough time getting people to apply for that position. It had been vacant for 4 months now and he advertised it nationally a few weeks ago and had to applicants from that. Dantinne stated his concerns with this, Streckenbach interjected that there was no salary listed on the job because the last guy turned down the $74,000. Lamine stated they started the recruitment in the middle of summer, had 6-applicants, 3- had degrees. When they first posted the salary they didn't get any applicants. When they went through the recruitment process they offered more than the previous had been receiving and it still wasn't enough. There may have been other factors in the person's decision to not take the position but it had been challenging. Dantinne stated this department was not very tax levy, it was heavily funded by grants. Weininger stated the process was simple and it was the process all Department Heads followed. If there was an open position they couldn't fill, they go to the board to request additional money if they don't have money within their budget to allocate the additional funds. Also they had the ability to let the Class Comp play out. Streckenbach stated more services may need to be contracted out. Human capital was expensive with a 2.9%-3.1% unemployment rate and only going to get more challenging in the future. For coastal grants or overseeing some of those programs was important, there might be a strategy that they need to look else ware. Dantinne felt if 13-communities passed comp plans and hired different companies to complete comp plans, none of the comp plans match. If they don't use some central organization that helps communities do their comp plans they were going to have a whole hodgepodge of different ideas.

Sieber questioned what they needed to get a Principal Planner? Lamine stated it was hard to say but what he was seeing in the few applications, people were coming in within their existing positions closer to $90,000 a year. The challenge was through the organizations, if you change one then your run into compression issues in the other positions in the department. His thinking was they will probably need to take a holistic look at the department and it would be difficult tonight. The individual they offered the position to was also interviewing with the City of Green Bay, which paid the same as the county but it was a position below theirs so it was equivalent to the Senior Planner in the county organization but getting paid the same as the county's Principal Planner. They had some market issues and it might be specific to planning. He believed they faced this in the engineering group a few years ago. Maybe they had to rely on the Class and Comp update implementation. He had a few thoughts but it was a tough time being in the middle of the budget so making wholesale changes was really difficult right now. Kaster said it was the time to do it. Lamine would like to sit down and talk with HR and Administration and come back next month with some other ideas. He didn't feel like he put them in the best position or collectively to give good numbers to react to at this time. To put in context, Weininger stated a Principal Planner, the match range on that was $87,000, Lamine was about $90,000 and it was currently budgeted at $76,000.

Sieber stated if they wanted expenditures over $50,000 it should come through committee with a recommendation in order to pass so they should be alright. He didn't know if they wanted to put something forward with or without a dollar amount but this committee knew there was an issue. Otherwise they could wait until the pay scale program came online, which would probably be another 6 months. Lund stated if they felt it was important and wanted to put something in the budget by committee then put it in the budget so it's already in the notes of what they were going to do instead of bringing it up at the budget review. Sieber stated if they wanted to put $85,000 they can always remove it. Weininger stated right now they had a principal planner at $76,301 and a another at $73,164 so if they bring someone in above the $76,000, they were going to have an internal equity issue so if they make an adjustment, they may want to adjust both of them especially if the other was a long-term employee. This is where if HR had time to look at it, they could do a closer market wage analysis. Sieber informed that he had been working with Supervisors Van Dyck and Schadewald, Weininger and Roellich on this pay scale program and he had confidence that this was going to give them a number that was accurate. He hesitated doing anything now until the pay scale was implemented, on the other hand, if they were losing grant money because they were not getting work done within a department that needed to get done, this was obviously a problem and a need area where it had been open for 4-5 months. If they waited for the pay scale they could be out a Principal Planner for another 8 months. If they put the extra $8,000-$9,000 in the budget now, have the internal equity for 6-months as long as the 2% pool to fund the pay scale passed at County Board. Weininger stated they were going to focus on the high turnover departments first with the pay scale and Planning was not a high turnover department. Erickson firmly believed they would be looking for 2-Principal Planners if they did it the way they were talking. Sieber's stated a lot of people stuck out low wages for a long time and they finally see a plan and a funding mechanism and was hoping they stick around to see how it turned out before they leave. Streckenbach felt they could carryover the funds and maybe there was a way to outsource some of that workload specific for certain things, it might be a solution, short gap until they got the other aspect of the class and comp plan figured out to hone on the dollar amount.

Motion made by Supervisor Sieber, seconded by Supervisor Erickson to refer to staff and bring back a recommendation at the November County Board meeting. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Kaster, seconded by Supervisor Landwehr to approve and move the Planning and Land Services budget to full County Board. Vote taken. MOTION CARRIED UNANIMOUSLY

3. **Port and Resource Recovery - Review of 2018 department budget.**

Port and Resource Recovery Director Dean Haen provided a memorandum (attached) regarding 2018 Budget Overview and spoke to it. He informed their budget consisted of 3-Port budgets and 6-Resource Recovery budgets rolled up into an overall $13 million dollar a year budget.

Sieber stated they were not on the levy so they weren't levying anything for modifications but questioned what fund it came out of. Haen informed it would come out of their cash reserves, their operating cash. Last year they had quite a good year both at the landfill and recycling so they had been continuously moving towards paying on a cash basis rather than bonding for things. They were there and had the resources and they were projecting another good recycling and landfill year. The landfill year was in a window of good times, it will change as they were building a new sequence at Outagamie County's landfill and that would put a whole bunch of capital costs onto their books and their surplus would disappear. Both 2016 and 2017 will be good years and the years to make some investments if they were warranted.

Landwehr wanted to clarify that if they brought in a tire, they would pay $1.75 apiece and not the $20 minimum delivery charge.

For the future, Landwehr suggested implementing an option where if someone was over the minimum, they could pay a flat fee of $40 rather than have to come back and sit in line again. It may also help with congestion. Haen stated it wasn't something he hadn't thought of but it was interesting but it made it more subjective. Landwehr stated they were already being subjective and there were obviously things that needed to be thought through but may be something to consider. Haen stated they would talk it around and get back to him.

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Erickson questioned the jump in professional services on pg. 239; Haen responded it was FOTH doing the work towards the plan of operation.

Sieber questioned if the reduction of farmland in the Town of Holland was reflected in the budget; Haen stated that if the property transaction coming back to PD&T next month goes through and got approved by County Board they would have 200 less acres and he budgeted with that 200 less acres of farm rent coming in. Their lease was 15-years old, farm rents right now were $155 an acre and they believed that it would surpass $300 so they were getting less acreage but getting a lot more per acre.

Pg. 228 – Performance Measures – Responding to Sieber, it was Haen's personal opinion, they should be comparing actuals to actuals to actuals if they wanted real numbers to compare to. Looking at budgeted numbers to actual numbers, they were always going to budget high because they never really knew what was going to happen. He didn't think they were good measurements and if they wanted to really look at changes, look at a couple years of actuals and they will see changes in performance. He talked to Weininger and he was open to having some different performance measures stated in the book.

Pg. 233 – Port Funds – Sieber questioned what the siting funds were for; Haen informed it would be for a new disposal facility or an expansion of their Bay Port. The true word siting would be, if they needed a disposal facility, they would have to site one and that would be all the engineering and acquisition. They didn't really have an immediate need for siting and it wasn't overly funded. They will probably be moving that towards the construction phase at some point.

With regard to Unrestricted Funds, Haen explained there were a lot of non-cash things that were happening there. They had future things where they over or under collected on their agreement so they owed them or they owed the county and it showed up as negatives which put them in the hole. Ehlinger didn't have a better detail but he agreed with Haen that there were both cash and non-cash items and the way it was presented it was very hard to strictly look at the details. He could get the info but he didn't have the answer easily tonight. It was much more complicated than a spreadsheet. Sieber knew Haen did a great job watching his budget but they needed an explanation for it.

Pg. 237 – Sieber questioned the 'Miscellaneous' account under Revenues; Haen informed it would be like the performance for the recycling center and the landfill. Right now they were completing auditing the 2016 performance of the landfill. That's where it historically came back into their budget. Sieber felt a more descriptive line on that would be better for future as he would like to know exactly what it was.

Letter of Credit was for Bay Port for the dredge material facility, it was financial assurance that they could access that letter of credit to close the facility per DNR requirements if needed. On the Solid Waste side they always carried real hard cash so only now the Port side got strong enough financially to be able to demonstrate they had the cash. They had been saving $6,000 a year by getting rid of the letter of credit because now they had cash in a location that gave the state assurances.

Motion made by Supervisor Landwehr, seconded by Supervisor Kaster to approve and move the Port and Resource Recovery budget to the full County Board. Vote taken. <u>MOTION CARRIED UNANIMOUSLY</u>

a. **Resolution Approving a Change in Position during the 2018 Budget Process in the Port and Resource Recovery Department Table of Organization.**

Motion made by Supervisor Landwehr, seconded by Supervisor Dantinne to approve. Vote taken. <u>MOTION CARRIED UNANIMOUSLY</u>

4. **<u>Airport</u> - Review of 2018 department budget.**

Airport Director Tom Miller spoke to his 2018 Airport Budget Highlights handout in the agenda packet material.

Sieber referred to pg. 210 – They were contracting $25,000 for lawn cutting and buying a new lawnmower; Miller informed the contracted mowing was done on the public side of the airport, in front and towards Packerland. The zero-turn mower was used on the airfield and that work was done by their maintenance staff.

With regard to the increase in Travel and Training, Miller informed there were 2 major items, 1 was for firearms training for the security staff. In the past that had been a trade out with NWTC when they were doing their training for their police candidates in a vacant airport parking lot. When that parking lot went away that cooperative agreement went away and resulted in having to pay the firearms training for those officers. In addition to that, they were going to have an airport safety and operations specialist training, it involved basically a coordinated effort to make sure that all the employees that worked out on the airfield were attuned to looking for deficiencies in the airfield to make sure they were addressed right away, in a classroom type setting. They hadn't done one for a number of years and would like to do that due to some turnover in folks that worked out on the airfield and make sure everyone was on the same page.

Professional Services, they had airline lease negotiations coming up again this year and they had a consultant who worked with them in the negotiations with the carriers as well as with the rental car companies to make sure they had a satisfactory agreement with all the companies as well as the airport. Those 2 contracts made up at least the vast majority of the increase.

Repairs and Maintenance in Equipment, Concourse B was going to be 14 years old, Concourse A was 13 and they were starting to show their age and were needing repairs. A pre-condition air unit alone was about $90,000 all by itself. They rebuilt one this past year because they didn't have any budget and used maintenance dollars to fix it. He wanted to make sure they had money in the budget for 2018 in the event that another one should die. In addition, the canopies that come down over the aircraft were about $30,000 to replace and they had to make sure they were manufactured right and installed correctly so they don't damage an aircraft.

Motion made by Supervisor Sieber, seconded by Supervisor Dantinne to approve and move the Airport budget to the full County Board. Vote taken. MOTION CARRIED UNANIMOUSLY

5. **U.W. Extension - Review of 2018 department budget.**

UW-Extension Admin Staff Lynda Bothun and Rachel Graner were present to speak to the 2018 Budget Presentation handout for UW-Extension that was provided (attached).

Weininger referred to pg. 346, there were technical changes that needed to be made, delete the LTE Grounds Supervisor and make a title change to LTE Master Gardener Volunteer Coordinator.

Bothum informed the City of Green Bay gave the county $25,000 for 2 years for their Coordinator salary but if they were going to rescind that the city will have to take care of their own 5-gardens. Graner noted that they weren't given a reason why, they felt they wanted to hire their own garden coordinator for their own city gardens.

Motion made by Supervisor Dantinne, seconded by Supervisor Landwehr to increase donations by $3,000 (from NEW Leaf) and salary and fringes by $3,000 and have staff draft a T.O. resolution to hire a LTE Garden Blitz Coordinator and forward to the Executive Committee and make a technical change by deleting the LTE Grounds Supervisor and add a LTE Master Gardener Volunteer Coordinator. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantinne, seconded by Supervisor Landwehr to approve the UW-Extension budget as amended and move to the full County Board. Vote taken. MOTION CARRIED UNANIMOUSLY

Kaster questioned the increases for phones and cellphone costs, 2018 were doubling since 2016. Weininger informed cellphones were issued depending on departments and usage. He would have to look to see what the chargebacks were. There would be variations between departments, they just had to go through and look at them deeper. Overall telephone usage went up 2.87% which was $8,700.

6. **<u>Public Works</u> (Highway, County Roads & Bridges, Facility Management)**
- Review of 2018 department budget.

Public Works Director referred to pg. 240 to highlight the Performance Measures. He noted they replaced some of the old performance measures that he didn't feel were very useful with ones that were more useful. Budget Initiatives on 241 had been talked about for months at previous meetings. Staffing Summaries were the same as last year. The top of pg. 245 had been adjusted to reflect the budget initiative and some of the table of org changes they had made.

Landwehr questioned the Sharps Disposal on pg. 246; Business Manager Brandy Younger informed it was a reduction from last year. Purchasing got a new contract with a different vendor and they were significantly lower, reduced in half. Fontecchio informed it was the Facility side for the Community Treatment Center. Landwehr greatly appreciated recognizing that the costs were getting high and putting it out for bid. He'd like to see that done with every single company that they worked with especially Highway.

Dantinne questioned the unemployment budget for all departments in the county. Weininger stated they had a large layoff when they exited from Family Care. Ehlinger informed that if someone was laid off they received unemployment compensation from the state and the county reimbursed the state for those expenses. Lund stated that Unemployment was a run program and they had to have money in unemployment in case there were layoffs or firing. Weininger referred to pg. 342 and noted the $88,000 in expenses.

Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to approve and move the Public Works budget to the full County Board. Vote taken. <u>MOTION CARRIED UNANIMOUSLY</u>

Erickson informed that they had instructed HR to create a resolution and bring it back at this meeting but they made an error in meeting dates and did not get it. The resolution was to increase the Journeyman Electrician's salary to a Master.

Motion made by Supervisor Erickson, seconded by Supervisor Sieber to move Journeyman Electrician to a Master Electrician by increasing salaries by $9,964 and fringe by $1,526 for a total of $11,490. Vote taken. <u>MOTION CARRIED UNANIMOUSLY</u>

a. **Resolution Approving New or Deleted Positions during the 2018 Budget Process in the Public Works Department – Facilities Management Table of Organization.**

Landwehr questioned what was different if they had the same issue when they met at UW-Extension. Fontecchio couldn't speak to how it was done at UW-Extension but he knew the first few meetings at the Northern Building there were some long meetings and the doors were timed to lock at 8:30pm, during an open meeting. They offset a Facilities worker's hours to work a little later to peg the doors open and then unpeg and lock them. He was also used for when night court meetings went longer into the evening. So far it had been working out but they wanted to build in a line item for some overtime just in case they ran into that situation. He wasn't comfortable with having the Housekeepers locking the building. Landwehr stated his concerns with regard to security for the building not being covered as part of this. Fontecchio noted that back in the day there was security and it was a whole other issue that was not addressed. The overtime was aimed at the overtime associated with the long meetings.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve. Vote taken. <u>MOTION CARRIED UNANIMOUSLY</u>

b. **Resolution Approving New or Deleted Positions during the 2018 Budget Process in the Public Works Department – Highway Table of Organization.**

Responding to Erickson, it didn't necessarily mean they would be making $14.95 automatically, it was up to.

Landwehr assumed they had to be a civil engineering major type degree, Fontecchio agreed.

The big part of the cost was changing the Highway Crew to the Highway Mechanic position.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

****NON-BUDGET ITEMS***

Comments from the Public on Non-Budget Items None.

1. **Review Minutes of:**
   a. **Harbor Commission (July 31, 2017).**

Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Planning and Land Services
Land Information, Property Listing, Zoning – No agenda items.
Planning Commission

2. **Discussion and Action regarding the Brown County Farmland Preservation Plan Amendment.**
   **Forwarded to November meeting.*

UW-Extension

3. **Budget Status Financial Report for August 2017.**

Motion made by Supervisor Sieber, seconded by Supervisor Dantinne to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

4. **Budget Adjustment Request (17-71): Any increase in expenses with an offsetting increase in revenue.**

Motion made by Supervisor Dantinne, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

5. **Director's Report.** None.

Public Works

6. **Summary of Operations.**

Fontecchio provided handouts (attached) in which he briefly spoke to.

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

7. **Director's Report.**

Handouts provided (attached) and spoken to.

Fontecchio noted, with regard to CTH D, one of the things hurting them was the WisDOT project. The DOT contacted them about northbound 41 and southbound 41 at Oneida Street and Parkview Way Bridge. They want it repaired before winter. He informed that will put them a little behind on CTH D. If the weather holds they shouldn't have any problems getting the surface layer on D. If it doesn't hold they will for sure have a binder on D. As much as he'd like to say no to DOT, CTH D had 1,000 cars per day and 41 had a lot more than that.

Fontecchio stated if you go on to the Brown County Public Works Highway website, there was a new after-hours emergency phone number on there. They used have their 4 Superintendents and Highway Operations Manager with individual cellphones so when someone would call the 911 Center or whoever, they would have to contact all 5 individually. They created one landline at the office that forwards to the on-call Superintendent. The permanent emergency number is (920) 391-4699.

Motion made by Supervisor Dantinne, seconded by Supervisor Landwehr to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Port & Resource Recovery

8. **Director's Report.** None.

Other

9. **Acknowledging the bills.**

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to acknowledge the receipt of the bills. Vote taken. MOTION CARRIED UNANIMOUSLY

10. **Such other matters as authorized by law.** None.

11. **Adjourn.**

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to adjourn at 8:34 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein,
Recording Secretary

MINUTES FOR THE NOVEMBER 13, 2017 BOARD OF ADJUSTMENT

The following are the results of a public hearing that was held before the Board of Adjustment ("Board"), created under and by virtue of the Brown County Shorelands and Wetlands Ordinance, Chapter 22; Private Sewage System Ordinance, Chapter 11; and Floodplains Ordinance, Chapter 23, in Room 391, 3rd floor of the Northern Building, 305 E. Walnut St., Green Bay, on Monday the 13th day of November, 2017, at 4:30 p.m. The meeting was called to order at 4:30 p.m. by Chairman Ullmer.

The appeal taken by Andrew and Pamela Racine denying their request for reduced amount of fill around a new residential structure that is located in the floodplain of the bay of Green Bay. The request was for fill one foot above the base flood elevation from the proposed new foundation and then tapering down to existing grade at property lines on both side yards which is approximately 12 feet and **was approved based on staff recommendations and implementation of stormwater measures that will ensure that adjacent properties are not negatively impacted.** The property legal description is LOT 6 TOWN OF SCOTT ASSESSOR'S PLAT # 4 in the Town of Scott at 4813 Edgewater Beach Road, Parcel # SC-1604-6 ("Property"). **Vote 3-0**

The meeting was adjourned at 5:18 p.m.

Minutes dated this 14th day of November, 2017.

Brown County Board of Adjustment
Bill Ullmer
Richard Huxford
Tom Perock
Clete Cisler-Alternate
Debbie Diederich-Alternate

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PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

2561 SOUTH BROADWAY
GREEN BAY, WI 54304
PHONE: (920) 492-4950 FAX: (920) 492-4957

DEAN R. HAEN
DIRECTOR

PROCEEDINGS OF THE BROWN COUNTY HARBOR COMMISSION

A meeting was held on **Monday, October 9th, 2017**
Port & Resource Recovery Department | 2561 S. Broadway, Green Bay, WI 54302

1) Call to Order:
The meeting was officially called to order by President Tom Klimek at 10:33 am.

2) Roll Call:

Present:
President Tom Klimek
Vice President Bryan Hyska
Commissioner Hank Wallace
Commissioner Tim Feldhausen
Commissioner Mike Vizer
Commissioner Bernie Erickson

Excused:
Commissioner Ngosong Fonkem
Commissioner Peter Zaehringer
Commissioner Ron Antonneau

Also Present:
Dean Haen, Brown County P&RR
Shelby Schraufnagel, Brown County P&RR
Senator Cowles
Jim & Sylvia Graefe, Resident
Troy Gawronski, Foth
Paul Spillers, Tetra Tech
Richard Feeney, Tetra Tech
Randy Siewert, RGL Holdings

3) Approval/Modification – Meeting Agenda – *Request for Approval*

A motion to approve the agenda was made by Tim Feldhausen and seconded by Bryan Hyska. Unanimously approved.

4) Approval/Modification – Meeting Minutes of July 31st, 2017 – *Request for Approval*

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A motion to approve the minutes of July 31st, 2017 was made by Mike Vizer and seconded by Bernie Erickson. Unanimously approved.

5) Announcements/Communication

No announcements and communications.

6) 2018 Budget – *Update*

Mr. Haen provided the Statement of Funds. There have been no changes to the budget at this point from either Finance or the Executive. The County Executive's budget included a 1.84% cost of living salary increase. The Executive's budget will be presented for approval at PD&T on October 16th.

Bernie Erickson abstained.

7) Bay Port Disposal Application – *Update*

The Fox River Clean-Up Project approached the County requesting an arrangement to use Bayport for depositing clean-up project material. The material from the mouth of the river and out into the bay is cleaner sediment. The DNR had to approve a plan modification for the remedial dredge material going into Bay Port. About $10,000 of engineering work was performed to prepare the submittal. The Project withdrew their interest in using Bay Port because the County would not give them indemnification on their material. The Project has agreed to pay the $10,000 of expenses the County incurred.

Commissioner Erickson asked where the material will go. Mr. Haen stated that they will run the material through their facility on State Street as if it was any other material. Ultimately, the material goes to Advanced Disposal in Chilton.

A motion to open discussion to the public was made by Bernie Erickson and seconded Mike Vizer. Unanimously approved.

Troy Gawronski confirmed what Mr. Haen stated. Unfortunately, indemnification was a deal breaker for the Project. Commissioner Erickson asked when dredging will be complete. Mr. Gawronski stated that the plan is to finish dredging in 2018 and little capping in 2019.

A motion to return to regular order of business was made by Bernie Erickson and seconded by Tim Feldhausen. Unanimously approved.

8) Renard Island End-Use – *Update*

The County started the Renard Island End-Use Committee in May. The committee continues to meet and grow. Representatives from PMI and the Visitor's Convention Bureau have presented ideas as well as hearing from a horticulturist about what can grow on the island. Edgewater Resources, a coastal design company with experience in development of coastal brownfields, presented on developing/planning on challenging properties. The committee agreed to pursue the Wisconsin Coastal Management Grant to hire a planning consultant to assist in determining the Island's end use in consultation with stakeholders' input. The grant is a 60/40 match. The grant is due in the beginning of November. Local sponsor requests have been made verbally and by letters. Possible sponsors include McDonald's Lumber Company, NEW Water, Associated

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Bank, Friends of Bay Beach, City of Green Bay, WPS Foundation, etc. The City has been encouraged to be part of the committee.

Commissioner Erickson invited Harry Meyer to the last committee meeting as a link to the City in addition to Alderman Joe Moore.

Commissioner Feldhausen inquired about the City's participation. Mr. Haen stated they have not responded to the written request. Commissioner Erickson remembers a resolution being passed several years ago that states any development on the Island would be in cooperation to enhance Bay Beach.

Commissioner Hyska stated that the consulting firm is conscience of blending the Island activities with downtown Green Bay.

Commissioner Vizer asked if the end-use plan incorporates building additional roads or piers. Mr. Haen stated that the Lakebed Grant requires piers must be included in a design. Recreational boaters may be able to tie up to a pier on the Island; however, it may not be ideal because of wind/waves.

Mr. Haen received an email from a member of the Friends of Bay Beach Board, David Charles. He questioned our interest in developing Renard Island near coal plants, the waste water treatment plant and other unfavorable businesses. The Friends of Bay Beach would like Renard Island to remain unused.

9) Terminal Operator Certification – *Update*

In the 2015 Strategic Plan we identified an interest in creating a certification education program for terminal operators and key partners to understand the impact of their operations. Advance Economic Development will be presenting an appreciation certification to businesses in the greater Green Bay community. Mr. Haen asked Peter Zaehringer if the Port could recognize a business. Mr. Haen stated that Georgia Pacific will be recognized. This joint effort will meet the strategic plan objectives.

10) Director's Report – *Update*

Mr. Haen stated that Great Lakes' ports and other industry stakeholders have taken issue with pilotage rate increases granted by the U.S. Coast Guard. The Coast Guard came out with additional increases for 2017. To evaluate the effect these increases are having the Coast Guard hired Martin Associates, the same company who performed the Great Lakes Economic Impact Study. The study found that there is a negative impact on Great Lakes shipping industry from increasing pilotage rates in the past few years.

The East Central Regional Planning Commission is performing an I-41 economic development strategy with the company TIP Strategies. They will involve the Port of Green Bay because they are looking at all corridors of transportation, rail, water and highway.

The sediment pond at the Bylsby property will be accelerated to completion. GLC Minerals is interested in leasing the entire property for additional storage space.

The State DOT passed the State Freight Plan. In the plan the DOT recognized a need to establish oversize & overweight (OS/OW) corridors. The Port of Milwaukee began the process of

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determining oversize, overweight corridors. Mr. Haen met with DOT staff to determine the process Green Bay would need to follow. The DOT staff communicated to Mr. Haen that they would assist with the process instead of take the lead. To eliminate municipalities dictating which routes will be taken it would be easiest for the DOT to determine oversize & overweight corridors for the Port of Green Bay as well as elsewhere in the state. Mr. Haen encourages legislators to get involved to see this project through with the DOT taking the lead.

11) Acknowledgement of Bills – *Request for Approval*

A motion to approve Acknowledgement of Bills was made by Hank Wallace and seconded by Bryan Hyska. Unanimously approved.

12) Tonnage Report – *Request for Approval*

September was a very busy month for ship arrivals. The tonnage gap was closed to a 4% decrease between September 2016 YTD and September 2017 YTD.

A motion to approve the Tonnage Report was made by Tim Feldhausen and second by Bernie Erickson. Unanimously approved.

13) Such Other Matters as Authorized by Law – *Update*

No other matters.

14) Adjourn

A motion to adjourn the Harbor Commission meeting at 11:20 am was made by Mike Vizer and seconded by Tim Feldhausen. Unanimously approved.

Tom Klimek, President
Harbor Commission

Dean R. Haen, Director
Port & Resource Recovery Department

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, September 6, 2017
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, WI 54302
6:30 p.m.

ROLL CALL:

Paul Blindauer	X	Phil Hilgenberg	X	Ray Tauscher	X
Brian Brock	X	Jacob Immel	X	Norbert Van De Hei	X
William Clancy	X	Kathleen Janssen	X	Jason Ward	X
Norbert Dantinne, Jr.	X	Dotty Juengst	X	Dave Wiese	Exc
Bernie Erickson	X	Dave Kaster	X	Matthew Woicek	X
Kim Flom	X	Patty Kiewiz	X	Reed Woodward	X
Steve Grenier	X	Michael Malcheski	X		
Mark Handeland	X	Gary Pahl	X		
Matthew Harris	X	Terry Schaeuble	Exc	City of Green Bay (Vacant)	
Frederick Heitl	X	Glen Severson	X	Br. Co. Board – De Pere (Vacant)	

OTHERS PRESENT: Chuck Lamine, Cole Runge, Lisa Conard, Dan Teaters, Ker Vang, Devin Yoder, Kathy Meyer and Lee Novak (audience)

1. Approval of the minutes of the August 2, 2017 regular meeting of the Brown County Planning Commission Board of Directors.

   A motion was made by G. Pahl and seconded by Matthew Woicek to approve the minutes of the August 2, 2017, regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

2. **Overview and Public Hearing**: Draft Major Amendment #3 to the 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

   L. Conard provided an overview of the Draft Major Amendment #3 to the 2017-2021 TIP via PowerPoint.

   L. Conard stated that this is an amendment to the TIP that the Board approved last October.

   L. Conard reviewed the projects that are under consideration.
   - Federal Transit Administration in cooperation with Green Bay Metro
     - Work on the facility
     - Security enhancements
     - Software removal from their program
   - Wisconsin Department of Transportation
     - Railroad crossings on Ashland Ave. north of W. Mason – installation of warning devices, signals replacement and addition of gates.
     - I-41 in Oconto County (part of Green Bay urbanized area extends into Oconto County). Installation of new guard cable in the median for 9 miles north of Brown Road.

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L. Conard opened up the hearing for comment.

C. Conard asked three times if anyone wished to speak. Hearing no comment, L. Conard closed the public hearing.

3. Discussion and action regarding the Draft Major Amendment #3 to the 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

   L. Conard stated that staff have completed the entire public involvement process, and are recommending that the Board approve the amendment.

   A motion was made by S. Grenier and seconded by J. Ward to approve the Draft Major Amendment #3 to the 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried.

4. **Overview and Public Hearing**: Draft 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

   L. Conard provided an overview of the Draft 2018-2022 TIP for the Green Bay Urbanized Area via PowerPoint.

   Fixing America's Surface Transportation (FAST Act), the current federal transportation law, requires that MPO prepare a TIP annually.

   A TIP contains a five-year program of projects including the following:
   - Highway & road projects
   - Public transit – operating & capital
   - Transportation services for seniors & individuals with disabilities including vehicles, mobility management and operations
   - Transportation facilities – bicycle lanes, sidewalks, trails and Safe Routes to School (SRTS) activities

   L. Conard noted that the TIP includes projects that fall under nine different federal funding programs.

   Programs that the MPO determines what projects are funded include:
   - Surface Transportation Block Grant Program (STBG)
   - Transportation Alternatives (TA)
   - Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities

   Programs that the federal highway or federal transit determines what projects are funded include:
   - National Highway Performance Program (NHPP)
   - Surface Transportation Block Grant Program (STBG)
   - Highway Safety Improvement Program (HSIP)
   - Highway Safety Improvement Program – Railroad Safety (HSIP)
   - Section 5307 – Urbanized Area Formula Grants Program
   - Section 5339 – Bus and Bus Facilities Program

   L. Conard reviewed some of the projects that have been funded with federal funds.

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- I-41 Expansion
- Green Bay Metro has applied for both capital items and operations
- Specialized Transportation Vehicles
- Bus Shelters
- Mobility Management Program
- Transportation Alternatives – Fox River Trail

L. Conard indicated that last year, over $49 million in federal transportation funds were invested in the urbanized area.

Year	Federal Funds*
2016	$ 49,186, 270
2015	$ 15,752,581
2014	$ 42,046,606
2013	$122,343,609
2012	$ 84,605,218

*Project may extend beyond urban area boundary.

L. Conard stated that one of the programs that the MPO has authority over is the Surface Transportation Block Grant (STBG) Program. It's a federal funding program allocated to the urbanized areas based on a population formula. L. Conard stated that a variety of transportation projects are eligible. MPO staff works with local entities to identify projects that are eligible. Projects are ranked and staff works with the Transportation Subcommittee to come up with a list of recommendations and staff brings those recommendations to the BCPC Board, typically every other year in October.

L. Conard reviewed the funding cycle and programming. We are given $17 million to spend over a 5-year period, and every two years we revisit that $17 million. However, past years projects have been approved that still haven't been constructed, and L. Conard indicated there were 7 projects totaling $13 Million. L. Conard stated the WisDOT has not given staff the exact dollar amount for this cycle, but will be approximately $4.3 Million.

L. Conard stated that staff will return at the October meeting and ask the board to allocate that $4.3 Million to specific projects. L. Conard reviewed some of the STBG eligible projects.

L. Conard reviewed the TIP process:

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TIP Schedule

1. Staff collects project information from area agencies & jurisdictions & writes the draft document – June & July
2. 30-day Public Review & Comment Period – August 23rd – Sept. 21st
3. Staff provides TIP overview to the BCPC BOD & conducts the Public Hearing - September 6th
4. Environmental Consultation with Resource Agencies – Sept. 18th
5. BCPC Transportation Subcommittee – Sept. 18th
6. BCPC BOD approval consideration – Oct.4th
7. Staff demonstration of Fiscal Constraint to WisDOT, FTA, & FHWA
8. Approval consideration by WisDOT – late fall/early winter
9. Incorporation into the STIP - publication in early 2018

L. Conard opened up the public hearing for the TIP and program projects for comment.

C. Conard asked three times if anyone wished to speak. Hearing no comment, L. Conard closed the public hearing.

Question asked concerning projects listed as for information only. L. Conard stated that there are a number of eligible projects listed in the TIP as approval pending, illustrative purpose only, those projects are eligible for those STBG urban funds, but until BCPC BOD approves them, L. Conard cannot list them as approved.

B. Clancy asked for clarification on "Operations Assistance" for Green Bay Metro. L. Conard explained that "operations" includes money to pay for drivers, pay administrative staff salaries, & fuel.

5. **Overview and Public Hearing**: Brown County Farmland Preservation Plan Amendment.

D. Teaters provided a presentation on the Farmland Preservation Plan Amendment via PowerPoint.

D. Teaters explained that since the adoption and approval by DATCP in May of 2017, four communities have contacted BCPC staff and indicated that a handful of parcels were unintentionally excluded from the plan. D. Teaters explained that the amendment is to include those parcels that were missed and update the maps.

D. Teaters reviewed the process for an amendment.

Discussion occurred concerning the missed parcels.

D. Teaters stated that staff will return at the October meeting and ask the board for approval of the Farmland Preservation Plan Amendment.

D. Teaters opened up the public hearing for the Farmland Preservation Plan Amendment.

D. Teaters asked three times if anyone wished to speak. Hearing no comment, D. Teaters closed the public hearing.

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6. **Public Hearing:** Major Amendment to the 2040 Brown County Sewage Plan proposing the addition of 103.35 acres to the Village of Hobart SSA.

D. Teaters provided an overview via PowerPoint.

The Village of Hobart is requesting an amendment for their sewer service area. It is occurring in two different locations within the Village.

D. Teaters reviewed the acreage request and summary of changes.

D. Teaters indicated that staff made a recommendation to table this until the next Planning Commission meeting. D. Teaters explained the reasoning behind this. Staff had been contacted very late in the process, by one of the property owners and overlapping agencies, Oneida, expressing some concerns with the proposal. D. Teaters reviewed these concerns in detail and staff recommendations in the staff report.

B. Erickson clarified that the use of the word "table" it, the item is then done, gone; rather use "hold it".

D. Teaters opened the public hearing.

D. Teaters asked if anyone wished to speak.

Lee Novak with Robert E. Lee & Associates Inc., representing the Village of Hobart. L. Novak stated he assisted with the amendment and is in attendance to answer any questions. The amendment was submitted on July 5th of this year, and we just received the comments from staff last Thursday and concerns of the Oneidas on Friday so we haven't had a lot of time to address these items, but we have addressed several items already with D. Teaters. The plans for the two areas, the northern parcel is supposed to be a single family residential development. The developer has already done a wetland delineation on the property, there are several small pockets of wetlands. He is starting the preliminary platting process, and any delays would delay his process and getting it developed. L. Novak stated that there is no part of trout creek on the property. L. Novak pointed out the unbuildable areas. L. Novak stated that the Village has no plans to compel the Oneidas or the US Government, who actually owns the property, to develop the property. So the concerns that the Oneidas have that they would be forced to develop the property we feel are unfounded. L. Novak stated that the EPA general permit has been required on all developments within the Village since the mid 2000's. In addition, all projects need a DNR stormwater permit, that was relayed to D. Teaters last Friday or yesterday by Jared Schmidt of our office. Any developers that would come in and develop the Village also has a stormwater utility and would require EPA permits be taken out as well as any DNR permits. As far as ESA's, again, I think some of these comments are putting the cart before the horse. As C. Lamine said, usually those costs are taken in the next step, in the development and planning process. Its extreme costs to go through and delineate wetlands, environmental corridors and we feel that we noted properly that those ESA's, and the Village will make sure they're preserved. L. Novak stated they were a little surprised on the EPA permit because our company has done at least eleven sewer service amendments for Hobart since 2006, I've authored at least six of them and we've never had to comment on the EPA permit before, so that's why it wasn't in the original report, previous reports and we've never had it come up as an issue. We're certainly willing to add it and the Village to recognize it. The Village would support shortening that the sewer service amendment not including the entire parcel. Brown County staff in the last eight to ten years has had the requirement to

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include all full parcels. If you're changing your policy, we're willing to go along with it. We have no objections to that, the Village has no objections to that. L. Novak stated, to reiterate your statement in your plans, that letters from property owners are not required. The developer of that property owner are in favor, has already authorized a wetland delineation. The other parcel on the south end, there's a proposed business to go in there – manufacturing, and they're ready to start construction. In order for Hobart to try to get a letter from the Village to try to, from the Oneidas, I'm sure everyone in this room knows the level of animosity – the difficulties the Village and Oneidas have had working together on certain items. So, again, I think you're putting conditions on that aren't actually required within your plan and you're setting precedent that I believe on certain issues like saying that a property needs to be unbuildable is beyond the authority of the Planning Commission. With that, I'm here to answer any questions. The Village would ask that this board not delay approval, property owners are very anxious to get going on the development.

S. Grenier asked, because there are no parcel numbers on the maps, am I correct in understanding that there are three areas that make up this area of the amendment request? On the eastern half is a single parcel, a second parcel where it says sewer service amendment area, the little triangle below it and then the rail corridor that constitutes a third separate parcel.

L. Novak stated, yes, three parcels on the north end but they are all owned by the same owner.

S. Grenier asked if we have contiguous parcels south of the rail corridor, contiguous parcels north of the rail bed corridor and then formal rail corridor is a separate parcel that is owned by the tribe.

L. Novak stated, yes it's owned by the government.

D. Teaters asked a second and third time if anyone else wished to speak. Hearing no further comment, D. Teaters closed the public hearing.

7. Discussion and action on the Village of Hobart – Major Amendment to the 2040 Brown County Sewage Plan SSA 2017-06.

D. Teaters opened the floor up for further questions and discussion.

G. Pahl expressed concern again about sewer service amendments and areas should be contiguous. D. Teaters explained that it's not that sewer service areas have to be "continuous", but they have to be "contiguous" to other sewer service areas. C. Lamine clarified the areas that are tribal owned, and their intention is not to develop the area.

D. Kaster asked for clarification on staff recommendations #3, and the area identified as unbuildable. C. Lamine explained that this application has been in the works for several months, and explained the method to the application process. One of the reason's staff encourages property owners to be informed of the requests, is their comments can come in and their issues can be addressed. By the time the Oneida Nation was informed of the request coming in, basically they had two days and staff was working on the staff report. C. Lamine stated that the reason for our recommendation is that it is based on the information staff has at the time of writing the report.

D. Teaters clarified what the staff recommendations are. The actual recommendation is to postpone this until the next meeting so that Brown County, Oneida and the Village of Hobart

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have an opportunity to research and resolve the following concerns: Staff recommendations #1 through #5 are not staff's stipulations, these are the concerns brought to staffs attention, so staff wanted to make Planning Commission board members aware of the concerns and address those concerns tonight.

Suggestion was made that in order to move this ahead tonight, take that out as being unbuildable for now. D. Teaters stated that if the Planning Commission is comfortable with the answers that the Village of Hobart representative has given, as far as the EPA permits, sounds like the Village takes care of all of the EPA permits for all their projects so that shouldn't be an issue and that was the only concern from Oneida on this parcel. So, if the Planning Commission is comfortable and wishes to move forward with the approval the sewer service amendment expansion of just this parcel at this time, D. Teaters stated just have to specify that in the motion, and then as far as the other parcels to the north there are some additional items that may need some further discussion.

Discussion occurred on what the request is and approving the sewer service amendment.

A motion was made by B. Erickson and seconded by S. Grenier to approve the Major Amendment to the 2040 Brown County Sewage Plan SSA 2017-06 to divide the rail corridor parcel at HB-742. M. Malcheski and D. Juengst voted Nay. Motion carried.

8. Discussion and Approval of the Water Quality Grant Agreement between Wisconsin Department of Natural Resources and Brown County Planning Commission.

   D. Teaters summarized the agreement for $40,115 in grant funding.

   Discussion on stormwater management.

   A motion was made by M. Malcheski and seconded by G. Pahl to approve the Water Quality Grant Agreement between Wisconsin Department of Natural Resources and Brown County Planning Commission. Motion carried.

9. Presentation of the 2017 Green Bay Metropolitan Area Transportation System Performance Measures Report.

   K. Vang provided a Prezi presentation on the Green Bay Metropolitan Area Transportation System Performance Measures.

   The seven performance categories include:
   - Transportation structures & pavement condition
   - Transportation study
   - Highway & street operation, safety & accessibility
   - Bicycle & pedestrian facilities
   - Public transportation
   - Transportation services for seniors & individuals with disabilities
   - Freight transportation (rail, water, & air)

   D. Yoder provided a presentation using an interactive mapping tool as another way to view the performance measures.

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10. Discussion regarding Answers to Frequently Asked Questions about the Southern Bridge Project.

    C. Runge stated at a previous meeting there was discussion about preparing a Q&A for the Southern Bridge project. C. Runge stated that staff will be sharing the Q&A with the Planning, Development and Transportation Committee in September as well.

    C. Runge stated that these are the ten most frequently asked questions that staff have experienced over the years with the EIS process. If there are additional questions that you would like added, please contact C. Runge.

    K. Flom stated that she found this document to be very helpful and has already shared the document. K. Flom stated that the number one question she is asked is when will it be built. Although we cannot answer that question, can we share bullet points on the processes needed prior to construction, i.e. approval of the corridor, EIS? Can we layout what needs to happen before construction begins, and not put a timeline together, but at least show the steps? K. Flom asked if there was a place on the county website to put the Q&A.

11. Brown County Planning Commission staff updates on work activities during the month of August, 2017.

    A motion was made by S. Grenier and seconded by D. Juengst to receive and place on file the staff updates on work activities during the month of August. Motion carried.

12. Directors Report.

    C. Lamine stated that equalize value has been going up, and the Press Gazette had a story this week about equalize value going up in the county. C. Lamine stated even after the TIF we're seeing a lot of development generating new tax base.

    C. Lamine stated that interviews are scheduled for Monday for the Principal Planner position.

    C. Lamine recognized D. Teaters on the work that he is doing and additional work he has taken on due to the Principal Planner vacancy.

    A motion was made by S. Grenier and seconded by G. Pahl to receive and place on file the Directors Report. Motion carried.

13. Other matters.

    C. Lamine indicated that staff will try to not have a planning commission meeting in the month of November due to the annual budget meeting occurring that month.

14. Adjourn.

    A motion was made by G. Paul and seconded by B. Clancy to adjourn. Motion carried.

    The meeting adjourned at 8:45 p.m.

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STAFF REPORT
TO THE
BROWN COUNTY PLANNING COMMISSION
September 6, 2017

August, 2017 Staff Activity Reports

The recent major planning activities of Chuck Lamine, Planning Director:

- Coordinated and attended the Brown County Planning Commission meeting August 2.
- Attended Economic Development Committee Department Head meetings with County Executive.
- Met with County Executive and various County representatives regarding development of the Brown County Research and Business Park and the STEM Innovation Center building.
- Coordinated closing on two Brown County Economic Development Revolving Loan Fund loans for Battle House GB LLC and Warrior Jungle LLC to be located in the City of De Pere.
- Completed 2018 Planning and Land Services (PALS) department budget submittal to County Executive and coordinated submittal meeting.
- Assisted Planner I – Housing with administration of the CDBG Housing program.
- Coordinated with County, UWGB and Einstein Project staff to discuss administrative processes for lease agreement with UW system for STEM Innovation Center and Research Park development.
- Attended the Brown County/City of Green Bay Stadium District meeting on August 30.
- Assisted with contract development for the STEM Innovation Center architecture and engineering contract with Somerville.
- As Project Manager attended the August 3 Design Kick Off Meeting for the STEM Innovation Center Building.
- As Brown County appointment attended a Village of Wrightstown TIF Joint Review Board meeting August 9.
- Coordinated with Senior Land Use Planner regarding Sewer Service Area Plan amendments and Environmentally Sensitive Area (ESA) protection.
- Prepared Request to Fill forms for the vacant Administrative Secretary position.
- Discussed the status of the IAJR's Engineering and Operations Analysis with Brown County's consultant (SRF) and the Principal Transportation Planner.
- Prepared for and participated in a meeting with the Principal Transportation Planner and the Town of Lawrence's Chairperson, Town Administrator, and Zoning Administrator to discuss the status of the Southern Bridge Project and planned developments in the town.
- Conducted Planning and Land Services Department manager's staff meetings and Planning Staff meetings.
- Attended a meeting to discuss implementation of the new land records computer system LandNav with PALS, Technical Services and Treasurers Office staff.
- Attended a meeting to discuss cost sharing alternatives for software maintenance costs for the LandNav system with PALS, Technical Services, Treasurers Office, and Administration Department staff.
- Discussed status of Southern Bridge project with County Executive, Principal Transportation Planner and County Director of Public Works.

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- Attended meeting with Senior Planner and Village of Suamico staff regarding rain garden stormwater management facility maintenance inspections.
- Met with applicant for a Brown County Economic Development Revolving Loan Fund loan for a business in the Village of Allouez.
- Met with Senior Planner and Town of Wrightstown staff to discuss possible boundary agreement and Sewer Service Area Plan issues.
- Attended Planning, Development and Transportation Committee meeting to present Capital Improvements Plan for STEM Innovation center Building August 28.
- Compiled Human Resource documents at request of the Human Resources Director.
- Completed update to 2017 Planning and Land Services Department Goals and Accomplishments Report to the County Executive.

The recent major planning activities of Cole Runge, Principal Transportation Planner:

- Discussed progress made on the Interstate Access Justification Report's (IAJR's) traffic analysis with the County Planning Director and a representative of SRF Consultants.
- Developed a summary of answers to frequently asked questions about the Southern Bridge Project.
- Developed a section of the Draft 2017 Green Bay Metropolitan Area Congestion Management Process (CMP) Update that addresses the impact of crashes on traffic congestion. Also reviewed and commented on the full draft of the 2017 CMP Update.
- Reviewed and commented on the draft text for the 2018-2022 Transportation Improvement Program (TIP).
- Prepared for and participated in a meeting with Village of Allouez administrative staff regarding improving bicycle and pedestrian safety and accessibility along and across Webster Avenue in the village.
- Completed a grant detail summary for the State Specialized Transportation Assistance Program (State Stat. 85.21) for the 2018 Planning and Land Services (PALS) Department budget.
- Reviewed and commented on draft materials that were distributed by the Wisconsin Department of Transportation (WisDOT) for a State Transportation Performance Measures Workgroup teleconference.
- Reviewed and commented on the Draft 2017 Green Bay Metropolitan Area Transportation System Performance Measures Report.
- Developed a map that shows a possible method of connecting the Mountain-Bay Trail in the Village of Howard to the Edinger Trail on the west side of the City of Green Bay. Also met with a Green Bay Alderperson and representatives of the Howard Public Works Department and Green Bay Parks, Recreation, and Forestry Department to discuss connecting the two trails.
- Prepared for and participated in a meeting with the Senior Transportation Planner, Green Bay Metro administrative staff, a representative of the Aging and Disability Resource Center (ADRC) of Brown County, and the Specialized Transportation Mobility Coordinator to plan the next Mobility Management Program Focus Group meeting. Also participated in the Mobility Management Program Focus Group meeting.
- Developed the MPO's Draft 2018 Cost Allocation Plan.
- Completed the first draft of the MPO's 2018 Transportation Planning Work Program and budget.
- Developed cover letters to send with the CY 2018 Section 5310 Program project application that will be reviewed by the Brown County Transportation Coordinating

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Committee's (TCC's) Section 5310 Program Application Review Subcommittee. Also delivered the applications to the subcommittee members.

- Reviewed and scored the application that was received for CY 2018 Section 5310 Program funds.
- Developed the Transportation sections of the PALS Department's 2018-2022 Strategic Plan, 2018 SMART (Specific, Measurable, Attainable, Relevant, and Time-Based) Goals, 2017 Accomplishments/Annual Report, and 2017 SMART Goals Updates.
- Participated in a Green Bay Transit Commission meeting and answered questions about Green Bay Metro's Draft Strategic Plan before the plan was approved by the Transit Commission.
- Corresponded with the Federal Transit Administration (FTA) regarding the need for the TIP to be amended before dropping a transit project from the TIP and shifting the money to another transit project in the TIP.
- Participated in a statewide MPO Directors meeting in Madison.
- Conducted two MPO staff meetings.

<u>The recent major planning activities of Dan Teaters, Senior Planner:</u>

- Town of Holland Comprehensive Plan Update
  - Continued drafting chapters 2 and 7
- Certified Survey Maps (CSMs)
  - Began Review of 8 new CSMs
  - Completed review of 10 CSMs
  - Signed and filed 16 CSMs
  - Cursory review for City of De Pere and City of Green Bay
    - C of De Pere – 0
    - C of Green Bay - 2
- Plats
  - Preliminary Plats
    - Began review of 3 preliminary plats
    - Completed review of 3 preliminary plat
  - Final Plats
    - Began review of 0 final plat
    - Completed review of 1 final plats
- ESA Amendments
  - Completed 3 ESA Plan Corrections
  - Completed 1 Minor ESA Amendment
  - Three site visits to assess ESA conditions for ESA amendment requests
- Sewer Service Area Amendments (SSA)
  - Completed review of one SSA amendment – V of Hobart
  - Attended two preliminary meetings to discuss future SSA amendments
- Farmland Preservation Plan
  - Began reviewing and compiling materials for an amendment to the recently adopted BC Farmland Preservation Plan.
- Assisted 52 members of the public or local communities with inquiries related to Farmland Preservation, natural resources, and/or land division questions
- Provided additional planning services and ESA related duties, including advice on inquiries related to potential major and minor ESA amendments, identification of ESA violations, and assisting the public regarding allowed and restricted uses within an ESA buffer.

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- Attended BCPC meeting 8/2/17
- Held one pre-application meeting for a future subdivision in the Village of Hobart 8/3/17
- Held one pre-application meeting for a future subdivision on the boarder of the Town of Lawrence and the Village of Hobart
- Met with the Village of Suamico to discuss rain gardens in the Bay Port Heights subdivision. 8/15/17
- Met with a Brown County community to review thoughts on and discuss a boundary agreement

<u>The recent major planning activities of Lisa Conard, Senior Transportation Planner:</u>

- Continued work on the *Draft 2018-2022 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*. The BCPC Board of Directors will assign $4,347,101 in Surface Transportation Block Grant (STBG) funds to qualifying projects in October of 2017.
    - Collected and scored projects submitted for STBG funds.
    - Collaborated with WisDOT staff regarding STBG candidate project cost estimates.
    - Collaborated with WisDOT staff regarding possible STBG funding scenarios for future Transportation Subcommittee and BCPC Board of Directors consideration.
    - Collaborated with WisDOT staff regarding non-STBG projects to be included in the TIP.
    - Worked with Green Bay Metro and Curative Connections regarding projects to be considered for federal funding.
    - Finalized draft text and tables.
    - Disseminated draft to approximately 190 individuals and entities on the MPO's interested parties list, including the BCPC Board of Directors, Transportation Subcommittee, FHWA, FTA, and WisDOT.
    - Wrote legal notices for the public comment period and hearing for both the TIP and 2018 Green Bay Metro Program of Projects.
    - Prepared and issued public participation materials, social media posts, and legal notice.
- At the request of the Federal Transit Administration (FTA) and WisDOT, began work on the *Draft Major Amendment #3 to the 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area*.
    - Worked with FTA and WisDOT staff to identify amendment detail.
    - Prepared draft amendment document.
    - Disseminated draft to approximately 190 individuals and entities on the MPO's interested parties list, including the BCPC Board of Directors, Transportation Subcommittee, FHWA, FTA, and WisDOT.
    - Scheduled public review and comment period and public hearing.
    - Prepared and issued public participation materials, social media posts, and legal notice.
- Downloaded one *Federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program* project application and supporting documents from BlackCat®. Reviewed applications package. Section 5310 provides funding for capital and operating projects that improve the mobility of seniors and individuals with disabilities. This may include human service vehicles, mobility management, operating, and non-vehicle capital projects. The Brown County Planning Commission Board of Directors is scheduled to award funding to specific project(s) in October 2017.

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- Partnered with Green Bay Metro staff in an effort to finalize the strategic plan for the system.
- Attended a second meeting at the East Central Wisconsin Regional Planning Commission (ECWRPC) office regarding data needs for possible study. The study involves two issues, building a Northeast Wisconsin regional transit model and examining a commuter-type service along the Fond du Lac-Oshkosh-Appleton-Green Bay corridor. Provided comment on the draft grant application prepared by ECWRPC for funds to complete the study.
- Consulted and/or provided information to Metro staff regarding various service, compliance, and/or other issues.
- Participated in the second Specialized Mobility Management Program for Brown County Focus Group meeting.
- Participated in MPO staff and BCPC staff meetings as necessary.

The recent major planning activities of Jeff DuMez, GIS/Land Records Coordinator:

- Continuing to coordinate the 2017 aerial photo project.
- Continued to participate in the Land Records System upgrade project. Participated in meetings as needed, including 2 days of training.
- Continued to assisting Technology Services & Public Safety Communications with the 911 Computer Aided Dispatch project, addressing & street issues, and other tasks.
- Continued to assist Tech Services staff regarding a GIS Server upgrade project. New machines set up and configured, transfer of all data and apps has begun.
- Compiling a TIF District (TID) map of the county.
- Made edits to the GIS database (new subdivisions, street additions/vacations, annexation, addressing, navigability determinations, environmentally sensitive areas, etc.).
- Provided GIS data or other services for many private businesses, local governments, state and federal agencies.
- Assisted other people with miscellaneous service, data, and training requests.
- Attended staff meetings as needed.

The recent major planning activities of Devin Yoder, Planner I (GIS/Transportation):

- Participated in MPO staff meetings.
- Participated in Brown County Planning Commission staff meetings.
- Revised 2017 CMP draft and maps for final draft review.
- Revised Performance Measures GIS Map Journal for reporting in September, and to display on the Brown County website following the report presentation.
- Viewed the webinar "Breaking Barriers to Bike Share: Insights on Equity" from the National Institute for Transportation and Communities on August 22, 2017.
- Attended "Pedestrian and Bicycle Transportation Planning and Design" lecture in Pewaukee, WI, presented by Antonio Rosell, P.E., AICP.
- Attended Greater Green Bay Active Communities Alliance meeting on August 2nd.
- Attended the Brown County Port and Resource Recovery Renard Island end-use meeting on August 3rd.
- Assigned address for parcel in the Town of Green Bay
- Analyzed two proposed route revisions for GB Metro to recalculate paratransit service area populations with those possible changes.

- Researched possible bike share companies that the Green Bay metro area could partner with in the future.

The recent major planning activities of Todd Mead, Planner I - Housing:

- Prepared and ordered four (4) housing quality standards (HQS) inspections for Northeastern Wisconsin Community Development Block Grant (CDBG) clients.
- Prepared and ordered three (3) final site inspections for CDBG clients.
- Prepared and ordered three (3) lead-based paint assessments for CDBG clients.
- Met with six (6) CDBG clients and the contractors to prepare them for their future rehabilitation projects.
- Met with two (2) Brown County RLF clients and the contractors to prepare them for their future rehabilitation project.
- Opened nine (9) new CDBG applications.
- Denied two (2) CDBG applications.
- Prepared and closed six (6) CDBG Housing Rehabilitation Loans.
- Prepared and closed two (2) Brown County RLF Housing Rehabilitation Loans.
- Prepared five (5) CDBG Environmental Reviews.
- Prepared and corresponded with four (4) bid documents to CDBG applicants for future rehab projects.
- Prepared for and closed one Door County CDBG down payment home purchased loan.
- Reviewed and prepared one (1) satisfaction for an existing CDBG client.
- Reviewed and approved one (1) subordination for an existing CDBG client.
- Attended staff meetings.
- Attended a lunch meeting with a local financial institution loan officer to discuss our CDBG Program.
- Continued to work on new and existing applicant files from Northeastern Wisconsin CDBG counties.
- Continued to work on new and existing applicant files from Brown County RLF Program.
- Continued general outreach and marketing efforts for our RLF and CDBG-Housing Loan Programs.

The recent major planning activities of Ker Vang, Planner I (GIS/Transportation):

- Assigned an address for the Town of Green Bay.
- Completed the Transportation System Performance Measures report. Put together a PowerPoint presentation for the Brown County Planning Commission.
- Reviewed and updated roundabout data for the CMP report and updated the roundabout story map on ArcGIS online.
- Created a map of the Green Bay MPO 2010 Urbanized Area Boundary that included and showed all of Brown County boundary.
- Created a base map for each of the 15 bus routes for metro staff to use for planning new and expanding existing transit routes.
- Geocoded 20,201 postal address locations for Green Bay Metro Paratransit Program. Manually identified and placed unmatched locations on the map. Created a map identifying trip origin locations within the Village of Bellevue boundary.
- Updated transit route 13 and Metro Information pages in the transit guide.
- Updated Limited Service Route 78 AM and 78 PM maps. Updated the Route 78 map in the Metro Transit Guide.

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- Posted Draft Amendment # 3 and Draft 2018-2022 TIP announcements on Facebook, Twitter, and Planning Website.
- Watched the webinar, "Breaking Barriers to Bike Share: Insights on Equity" on 8/22/17.
- Participated in PALS and MPO staff meetings as needed.

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BOARD OF SUPERVISORS

Brown County

BROWN COUNTY
BOARD OF SUPERVISORS
GREEN BAY, WISCONSIN

Meeting Date: 10/18/2017

Agenda No.: PD&T

Motion from the Floor

I make the following motion:

Draft ordinance to create methodology for crafting procedurally generated voting districts without human interference.

Signed:

District No. 18

(Please deliver to County Clerk after motion is made for recording into minutes.)

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BROWN COUNTY
BOARD OF SUPERVISORS
COURT HOUSE
GREEN BAY, WISCONSIN

BROWN COUNTY BOARD OF SUPERVISORS

Meeting Date: 10/18/17

~~Agenda No.~~ PD&T :

~~Motion from the Floor~~ Communication

I make the following ~~motion:~~ Communication:

Request a speed study to consider lower City J limit to 35 MPH from RK to B.C. Golf Course.

Signed: [signature]

District No.: 12

(Please deliver to the County Clerk after the motion is made for recording into the minutes.)

4

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: November 27, 2017

RE: Health Department Move & Public Works Improvements

Attached is a conceptual master plan for the Highway Department's Duck Creek Facility. As part of the planned Health Department move to the Sophie Beaumont building, we plan to bring the Sanitarians to the 2nd floor of the Duck Creek office building along with building the Health Department lab in the new building being constructed for the temporary morgue. This opens up 16-18 office spaces in Sophie Beaumont, which makes the move more practical in terms of office space. To accommodate the sanitarians, the Duck Creek building will need to be improved with an elevator by the front stairwell.

What follows is a breakdown of anticipated costs for the Health Department move:

1) Move Sanitarians & Lab to Duck Creek

• Elevator addition (design & construction)	$100,000
• Relocation & office FF&E	$15,000
• Lab Construction	$90,000
	$205,000

2) Move Human Services Finance to Northern Building 5th Floor

• Relocation & office FF&E	$20,000

3) Sophie Construction Modifications

• Administration area	$30,000
• Storage Clinic area	$35,000
• Reception area	$24,000
• Architect Design & Permits	$20,000
• Mezzanine area	$6,000
• Miscellaneous (TS, Electrical, etc.)	$20,000
	$135,000

4) Move Health Department to Sophie Beaumont Building

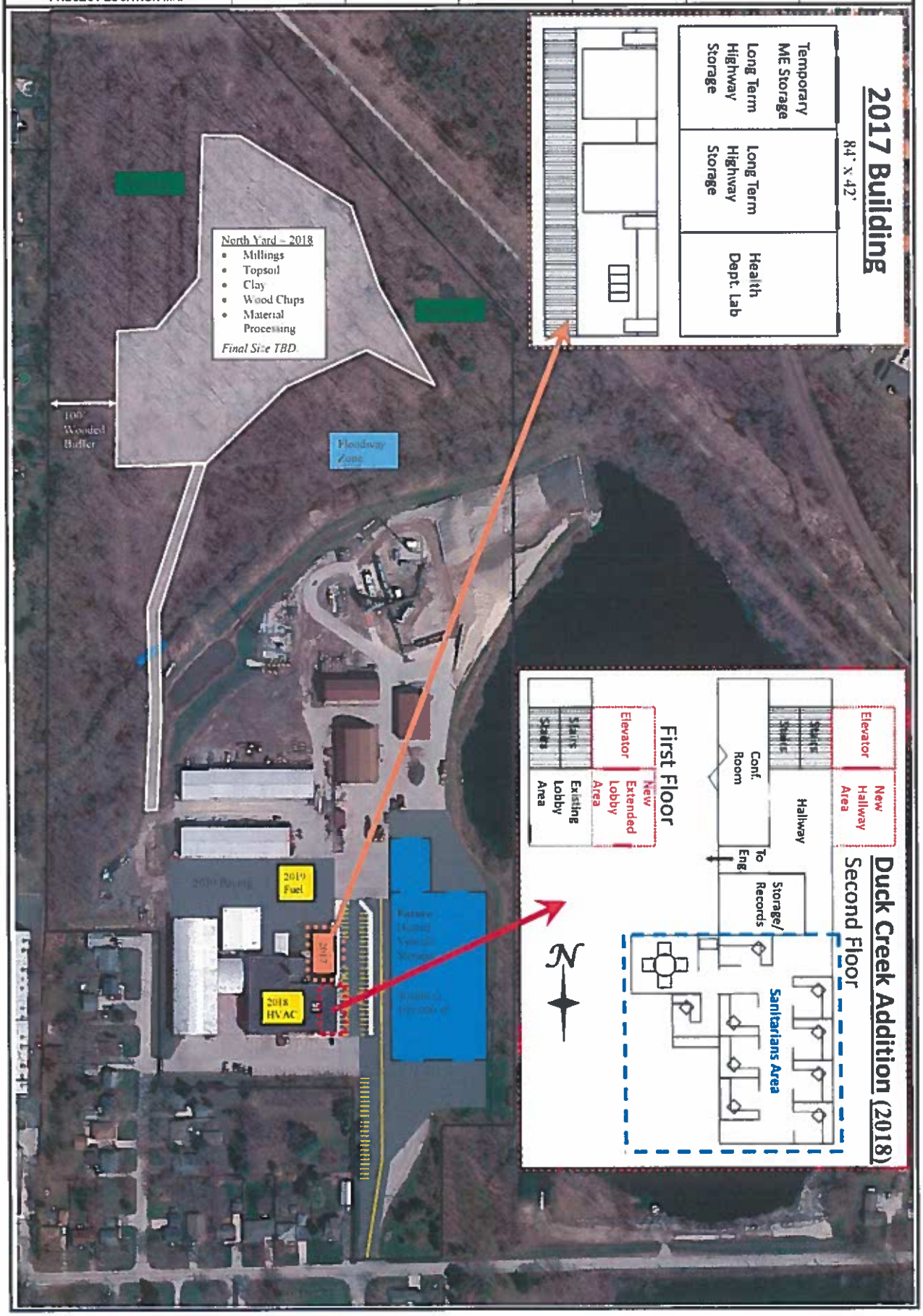
• Relocation & office FF&E	$35,000
Grand Total:	**$395,000**

There is currently $357,000 for the health department move.

Public Works anticipates preparing a Request for Quote for architectural services for the Sophie Beaumont building remodeling and improvements at the Duck Creek highway shop. We will bring this to the January PD&T for approval.

PROJECT				JOB NO	
Duck Creek Facility					
SUBJECT				SHEET NO	
Conceptual Master Site Plan				OF	
ORIGINATED BY	DATE	CHECKED BY	DATE	CALC. NO	REV NO
BCPW	11/13/17				

PROJECT LOCATION MAP



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PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

SPEED STUDY FOR CTH J FROM HIDDEN TRAIL TO CTH RK

Background Information

From the Wisconsin Transportation Bulletin No. 21:

> *"The state has set speed limits for all roads. However, municipalities can change speed limits for their roads under authority and guidelines in the Wisconsin Statutes."*
>
> *"Power to set speed limits rests with the state. Local or state officials have authority to change these limits within the limitations in Chapter 349.11 (see Table 1). They must conduct an engineering and traffic investigation to determine a reasonable and safe speed limit. The limit must then be legally adopted by the local authority and appropriate signs erected."*
>
> *"Engineering studies should include the following:"*
>
> - *85th Percentile Speed*
> - *Reported Accidents*
> - *Development / Driveway Access*
> - *Sight Distances*
> - *Road Geometrics*
> - *Parking and Pedestrian/Bicycle Conflicts*
> - *Pavement Surface*
> - *Enforcement Level*

Current Roadway

CTH J from Hidden Trail to CHT RK is located in the Village of Hobart and is 3.3 miles long. The roadway is classified as a collector west of CTH FF (Hillcrest Dr.) and a minor arterial east of CTH FF. The existing roadway is an asphalt rural cross section, with two-12' lanes and 4' shoulders (3' of which is paved). The road was reconditioned in 2010 and has a WISLR rating of 7-8 in 2017. WISLR ratings are 1-10 with 10 being newly placed pavement. In 2015 safety improvements were made to CTH J west of CTH FF including grooved pavement marking, centerline rumble strips, and additional signage at curves. The existing speed limit is posted at 45 mph. The average annual daily traffic (AADT) is 1,450 west of CTH FF and 3,000 east of CTH FF.

The Village of Hobart has requested the speed limit be reduced in this section of roadway in order to accommodate future development (see attached village resolution 2017-15).

85th Percentile Speed

The "Wisconsin Statewide Speed Management Guidelines" also states that *"85th percentile speed is the speed at or below which 85 percent of the observed traffic travels. The 85th percentile speed has been found to best represent the "reasonable" and "proper" speed perceived by motorists and is a key characteristic of traffic conforming to a "safe" and "reasonable" speed limit. While 15 percent of the observed motorist travel above the perceived "reasonable" and "proper" speed, studies have shown that this group of motorists causes many of the vehicle crashes along roadways. This is also the group at which enforcement action is most effectively targeted. Studies have also indicated that the lowest risk of being involved in a crash occurs when motorists travel at approximately the 85th percentile speed."*

The speeds were collected on 11/6/2017 (Monday afternoon) to 11/9/2017 (Wednesday morning), approximately 50' east of Deer Track Ct (1,600' east of CTH FF). The 85th percentile speed west of CTH FF is 53 mph, with 70.9% of cars traveling in the 10 mph pace speed of 46-55 mph. The 85th percentile speed east of CTH FF is 52 mph, with 68.6% of the cars traveling in the 10 mph pace speed of 41-50 mph.

If speed were the only factor, based on the 85 percentile speed, the posted speed limit should be set at 50 mph.

Reported Accidents

Since 2012 there have been 43 accidents on CTH J, between Hidden Trail and CTH RK:

- 18 of which were due to deer
- 6 of which were due to alcohol/medical/sleep
- 8 were weather related
- 3 accidents happened west of CTH J prior to the safety improvements in 2015, and may have been prevented by the safety improvements.

Of the 9 remaining accidents:

- 5 accidents were due to failure to stop or yield to oncoming traffic
- 4 accidents were due to inattentive driving or failure to have control

The average crash rate for a rural 2-lane road between 2,000-7,000 AADT is 74.26 crashes per 100 million vehicle miles traveled (HMVMT), with an upper limit of 92.04 crashes per HMVMT (limit used to help screen for potential safety issues). The crash rate for CTH J from Hidden Trail to CTH RK is 85.15 crasher per HMVMT (accidents prior to 2015 were excluded west of CTH FF that would have been preventable with safety improvements).

The current crash rate on CTH J is less than the upper limit, therefore this section of roadway is not flagged for further safety considerations.

Development / Driveway Access

The property along CTH J is zoned agricultural and residential, with a small section zoned business. West of CTH FF the majority of adjacent land is agricultural; east of CTH FF the majority of adjacent land is residential.

CTH J should be considered an outlying district. CTH J west of CTH FF has an average driveway spacing greater that 200-feet in even the most dense 1,000-ft stretch. CTH J east of CTH FF overall has an average driveway spacing of 282' with the most dense 1000' having a driveway spacing of 154'.

Driveway spacing is such that it would not necessitate a speed change.

A future subdivision is anticipated to access CTH J just west of Trout Creek Road. According to the Wisconsin Statewide Speed Management Guidelines (June 2009):

"Decisions regarding the potential change in speed limit ***should*** be based on the objective findings of the speed study and on conditions that exist at the time of the evaluation. Modified speed limits ***should not*** be installed to address the following conditions...

- Future growth anticipated in the area...
- Correction of spot safety or operational problems."

Once development occurs along CTH J, another speed study could be done to evaluate the objective findings of the future conditions.

Road Geometrics/Sight Distance

The existing roadway has several horizontal curves. The curves are designed for 45 mph. There are some super elevations that are steeper than a 6% and would feel steep for a lower speed.

The existing roadway vertical alignment is considered level and generally meets requirements for a speed limit of 45 mph. There is one steep hill, between the east and west legs of Berkshire Drive which has a grade of 8% and has a sight distance appropriate for a speed limit of 35 mph, but has not been a notable issue in terms of accident history.

After evaluating the sight distance west of CTH FF, all the side street minimum sight distances fall within the existing right-of-way for a 45 mph roadway. East of CTH FF, the side streets along CTH J meet the minimum sight distance with the exception of Indian Terrace and Hazel Road for west bound traffic. The sight distance could be remedied by tree trimming and cutting in and outside the right of way. Brown County Public Works will look at obtaining right-of-way or easements to improve sight distance at these locations.

Often, a driver's speed is determined by the posted speed limit and by what feels comfortable to drive the road at (85 percentile). Lowering the speed to accommodate sight from a side road may result in more accidents, caused by misjudging speeds from the side streets.

Future development will need to accommodate roadway sight distance requirements.

In summary the roadway geometrics and sight distance meets the requirements for the current posted speed limit of 45 mph with some disadvantages, but reducing the speed limit to 35 mph would have more disadvantages than that of the current posted speed limit.

Parking and Pedestrian/Bicycle Conflicts

The current road typical section does not accommodate parking or pedestrian/bicycle traffic.

Enforcement Level

The existing enforcement level is complaint based.

Recommendation

Brown County Public Works recommends maintaining the 45 mph posted speed limit, based mainly on 85th percentile speeds while taking into account driveway/building density and roadway geometrics.

Brown County Public Works will continue to monitor the area as it develops, and investigate in more detail how to improve the current sight lines from Indian Terrace and Hazel Road.

Table 1
Speed Limits and Authority to Change

Fixed Limits – Statute 346.57(4)[a]	Local Government Authority[b] – Statute 349.11(3) and (7)[a]
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district[c] within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Semi-urban district[d] outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate[e]	State and local agencies have authority to establish.

Notes:

(a) Source: Updated 2007-2008 Wisconsin Statutes Database
(b) All speed limit changes **shall** be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
(c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
(d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
(e) Guidance on establishing speed limits in work zones is available in http://dotnet/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf.

Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.

SUPPORTING DOCUMENTS

Green Bay Urbanized Area
Functional Classification System

6

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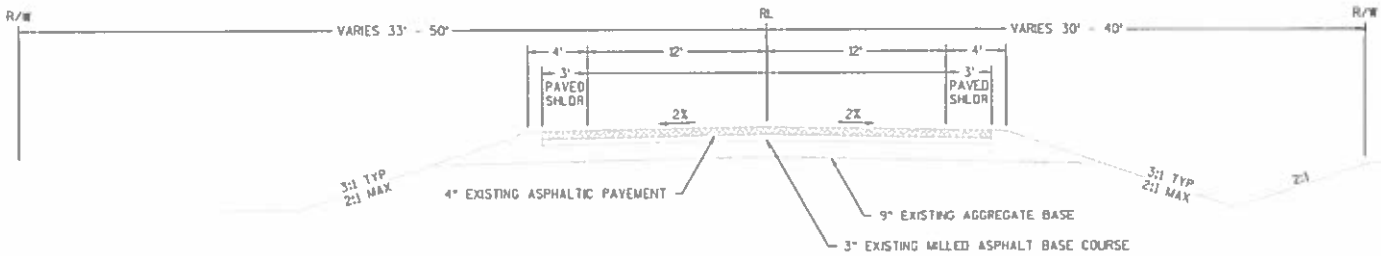
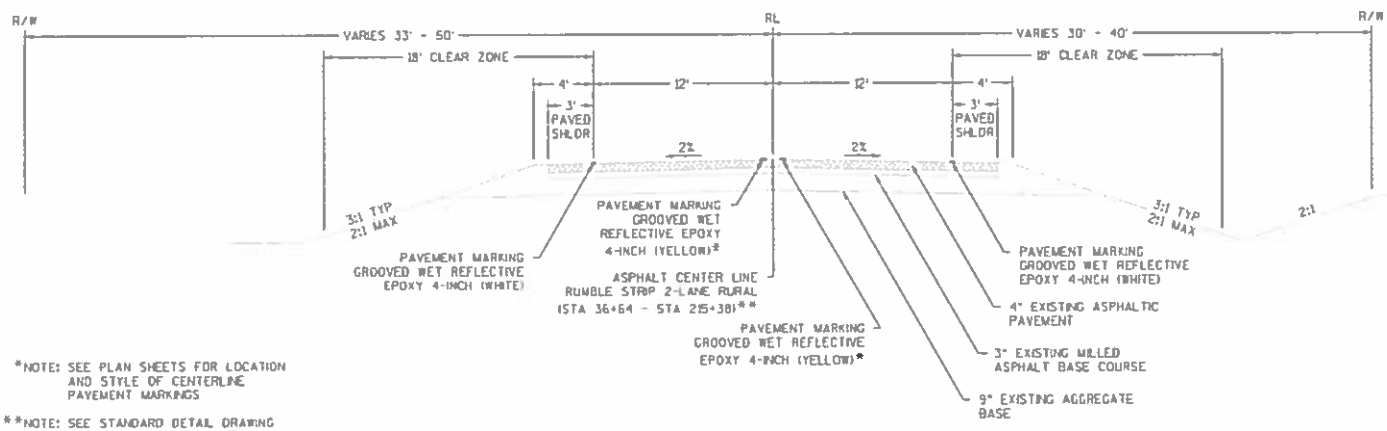


TYPICAL EXISTING SECTION - CTH J
STA 6+12 - STA 216+88



*NOTE: SEE PLAN SHEETS FOR LOCATION AND STYLE OF CENTERLINE PAVEMENT MARKINGS

**NOTE: SEE STANDARD DETAIL DRAWING "2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS

TYPICAL FINISHED SECTION - CTH J
STA 6+12 - STA 216+88

PROJECT NO:9286-04-71	HWY:CTH J	COUNTY:BROWN	PLAN: TYPICAL SECTIONS	SHEET 4	E

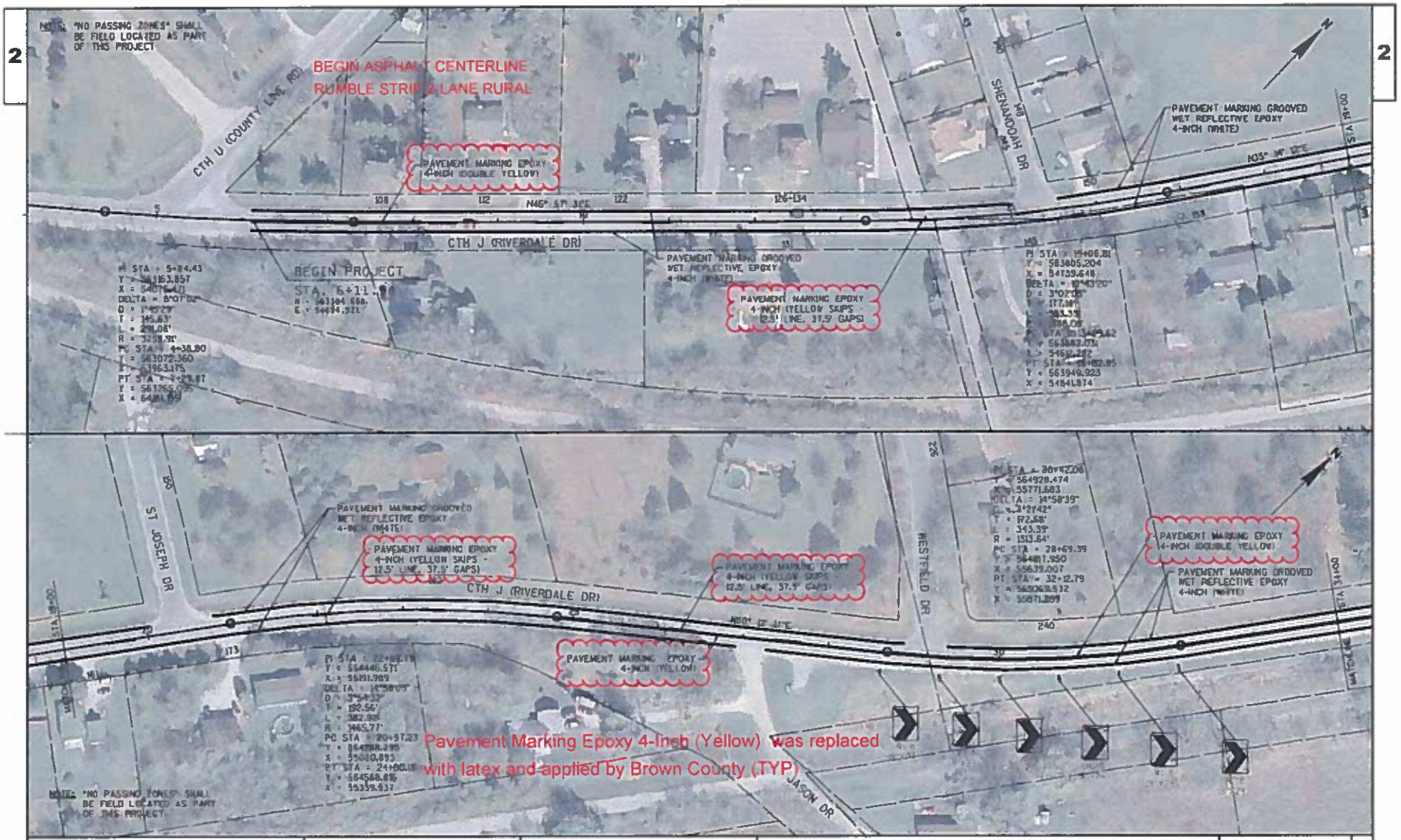
FILE NAME : X:\HIGHWAYS\CTH J\J-22\ACAD FILES\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME : ****
PLOT DATE : 9/30/2014 7:28 AM
PLOT BY : LUTENBROEK, NICHOLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

6

2017 WISLR

New Rating				Surface				On Route	At Route			Toward Route				
Pavement Rating	Rating Year	County - Municipal Code	Current Pavement Rating and Year	Type	Year	Width	Units (F = Feet/ M= Miles)	Name (Includes prefix, name, type, suffix and extention)	At Municipal Location	Name (Includes prefix, name, type, suffix and extention)	At Offset	Toward Municipal Location	Name (Includes prefix, name, type, suffix and extention)	Toward Offset (Optional Field)	Section Length	Local ID (Optional Field)
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Hidden Trl	0	05126	Deer Track Ct	0	3538	1391
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Deer Track Ct	0	05126	Silvercrest Ct	0	370	1390
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Silvercrest Ct	0	05126	Valley Stream Cir	0	686	1389
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Valley Stream Cir	0	05126	Marco Polo Blvd S	0	1109	1388
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Marco Polo Blvd S	0	05126	Trout Creek Rd	0	1742	1387
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Trout Creek Rd	0		CTH FF / CTH FF (1) / N Hilcrest Dr	0	1478	1386
7		05000	8 (2015)	70	2010	30	F	CTH J		CTH FF / CTH FF (1) / N Hilcrest Dr	0		Park Rd / Touchstone Dr	0	3010	1385
7		05000	8 (2015)	70	2010	30	F	CTH J		Park Rd / Touchstone Dr	0	05126	Indian Trl	0	1267	1384
8		05000	8 (2015)	70	2010	30	F	CTH J	05126	Indian Trl	0	05126	Hazel Rd	0	317	1383
8		05000	8 (2015)	70	2010	30	F	CTH J	05126	Hazel Rd	0	05126	Berkshire Dr	0	106	1382
9		05000	8 (2015)	70	2010	30	F	CTH J	05126	Berkshire Dr	0	05126	Berkshire Dr	0	2323	1382
9		05000	8 (2015)	65	1993	22	F	CTH J	05126	Berkshire Dr	0		CTH J (2) / Riverdale Dr	0	320	1381
9		05000	8 (2015)	70	2012	24	F	CTH J	05126	Berkshire Dr	320		CTH J (2) / Riverdale Dr	0	1003	1381
9		05000	9 (2015)	70	2012	24	F	CTH J		CTH J (2) / Riverdale Dr	0	05126	CTH RK	0	150	1380
9		05000	9 (2015)	70	2012	24	F	CTH J		CTH J (2) / CTH RK / Riverdale Dr	0	05136	Shawano Ave	0	125	1379
9		05000	9 (2015)	70	2012	24	F	CTH J		CTH J (2) / CTH RK / Riverdale Dr	125	05136	Shawano Ave	0	1847	1379

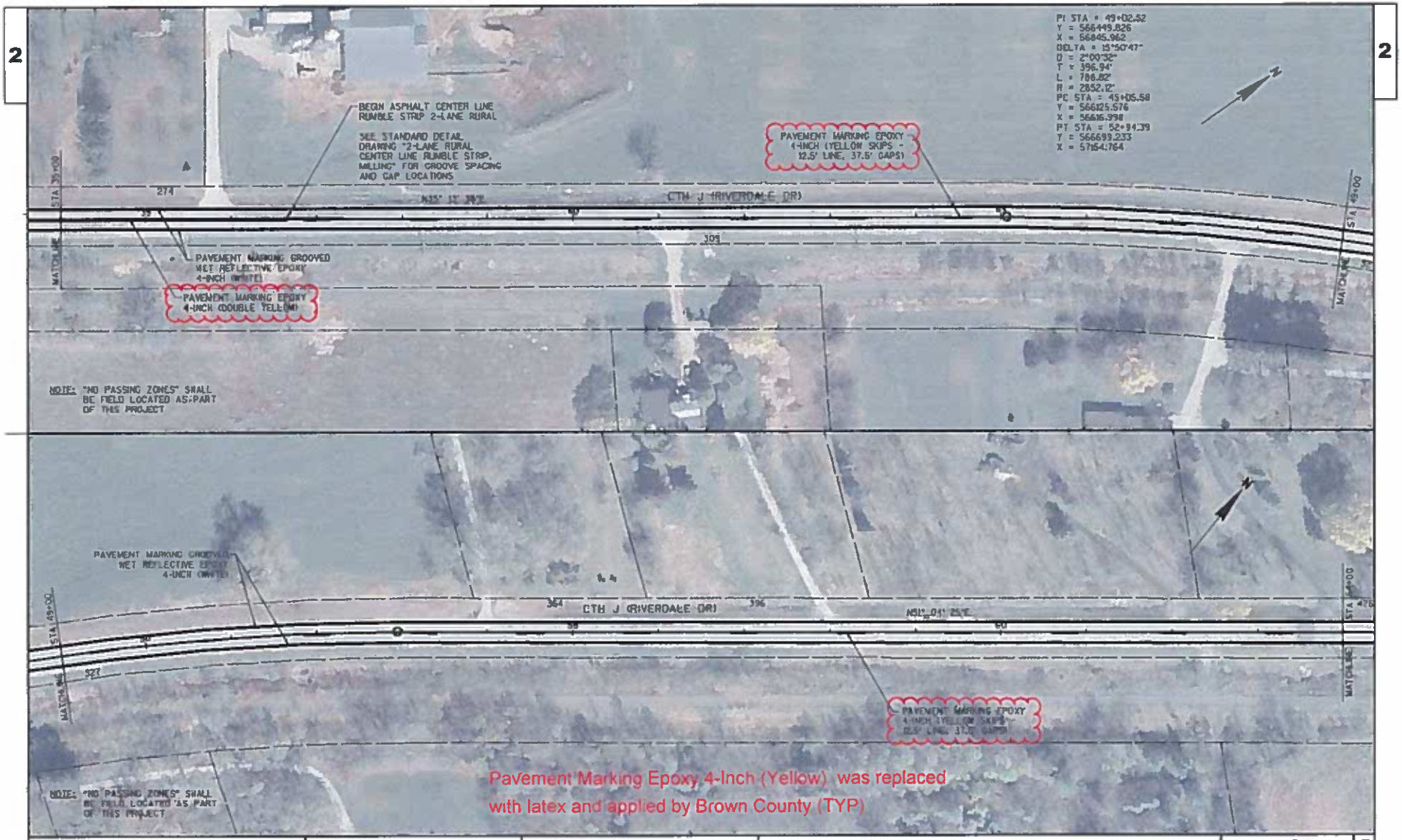
6



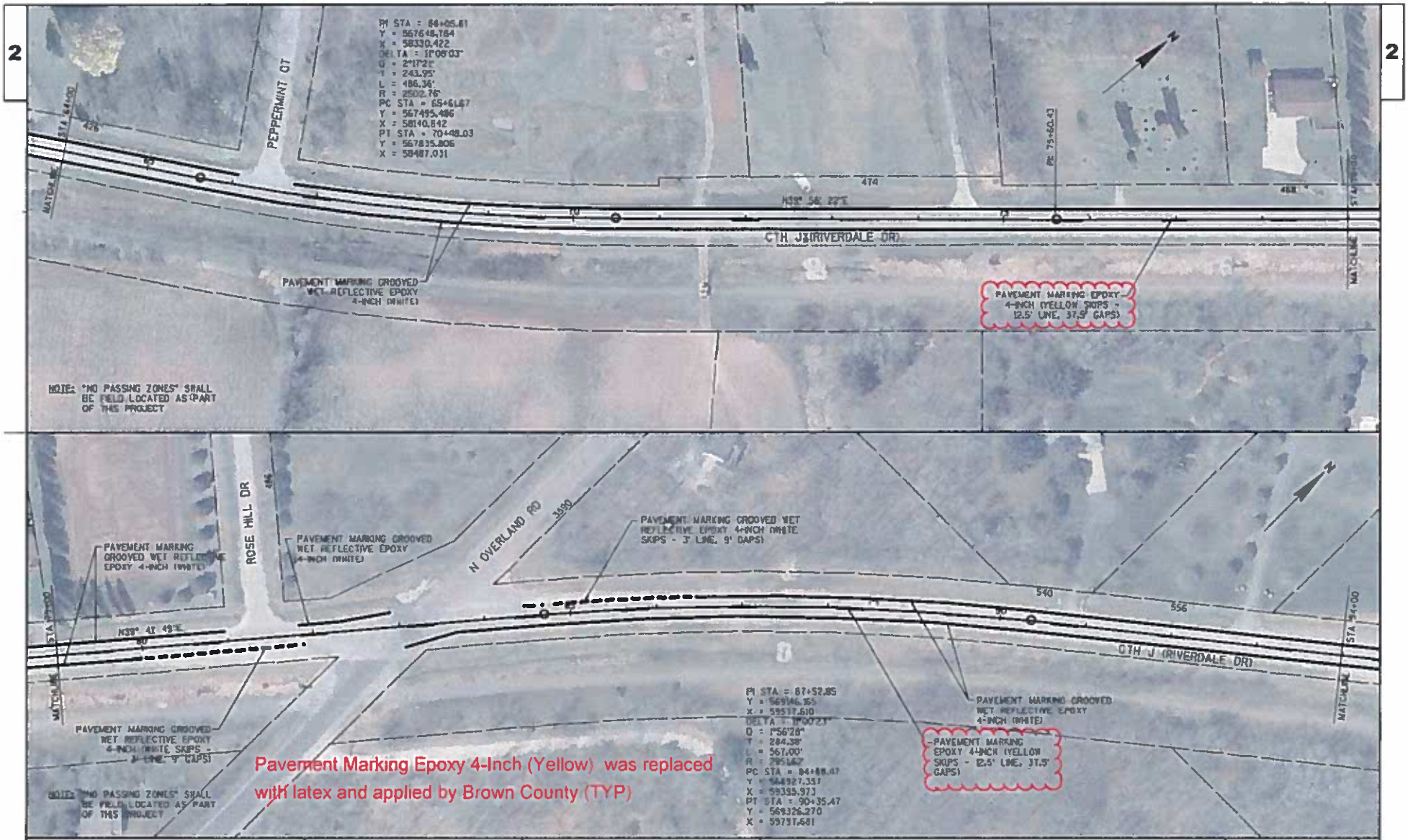
PROJECT NO:9286-04-71	HWY:CTH J	COUNTY:BROWN	PROJECT DETAIL	SHEET 5A	E

FILE NAME : X:\HIGHWAYS\CTH J\J-22\ACAD FILES\SHEETS PLAN\021201-PD.DWG
LAYOUT NAME - 4***
PLOT DATE : 6/23/2015 2:03 PM
PLOT BY : UITENBROEK, NICHOLASPLOT NAME :
PLOT SCALE : 1:100.XREF
WISDOT/CADDS SHEET 44

6

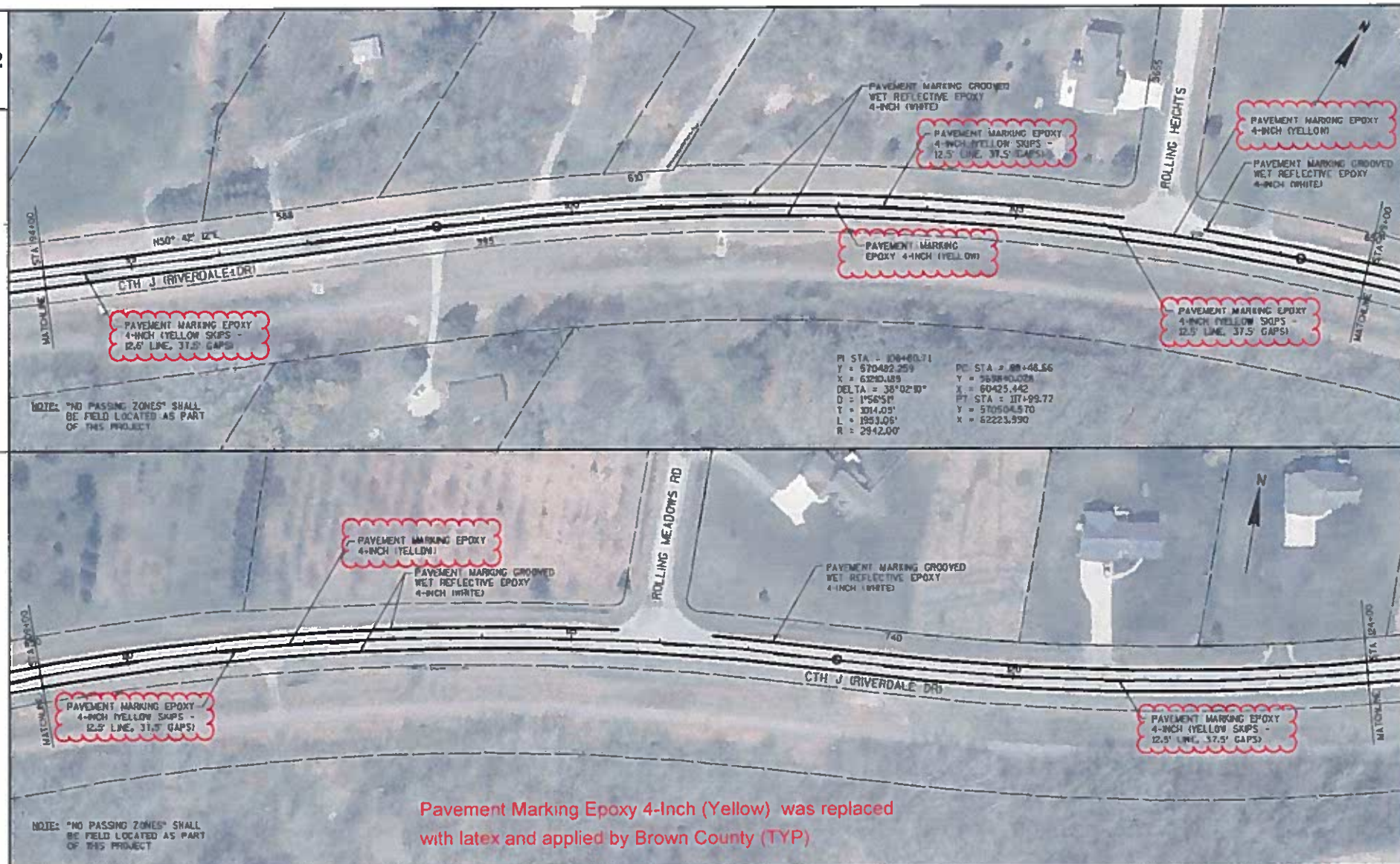

2
2
PI STA = 49+02.52
Y = 566449.826
X = 56845.962
DELTA = 15°50'47"
D = 2°00'32"
T = 396.94'
L = 788.82'
R = 2852.12'
PC STA = 45+05.58
Y = 566125.576
X = 56616.998
PT STA = 52+94.39
Y = 566699.233
X = 57154.764
BEGIN ASPHALT CENTER LINE RUMBLE STRIP 2-LANE RURAL
SEE STANDARD DETAIL DRAWING "2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
CTH J (RIVERDALE DR)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
Pavement Marking Epoxy 4-Inch (Yellow) was replaced with latex and applied by Brown County (TYP)
PROJECT NO:9286-04-71
HWY:CTH J
COUNTY:BROWN
PROJECT DETAIL
SHEET 6A
E
WISDOT/CADDS SHEET 44

6


2
PEPPERMINT CT
PI STA = 84+05.81
Y = 567648.764
X = 58330.422
DELTA = 11°08'03"
Q = 2°17'21"
T = 243.95'
L = 486.36'
R = 2502.76'
PC STA = 65+61.67
Y = 567495.486
X = 58140.842
PT STA = 70+48.03
Y = 567835.806
X = 58487.031
474
N39° 56' 22"E
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
ROSE HILL DR
N OVERLAND RD
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE SKIPS - 3' LINE, 9' GAPS)
540
556
N39° 41' 49"E
CTH J (RIVERDALE DR)
PI STA = 87+52.85
Y = 569146.165
X = 59517.610
DELTA = 11°00'23"
Q = 1°56'28"
T = 284.38'
L = 567.00'
R = 2951.62'
PC STA = 84+88.47
Y = 568927.357
X = 59395.973
PT STA = 90+35.47
Y = 569326.270
X = 59757.681
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
Pavement Marking Epoxy 4-Inch (Yellow) was replaced with latex and applied by Brown County (TYP)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
MATCHLINE
STA 54+00
PROJECT NO:9286-04-71
HWY:CTH J
COUNTY:BROWN
PROJECT DETAIL
SHEET 7A
E
WISDOT/CADDS SHEET 44

6

2

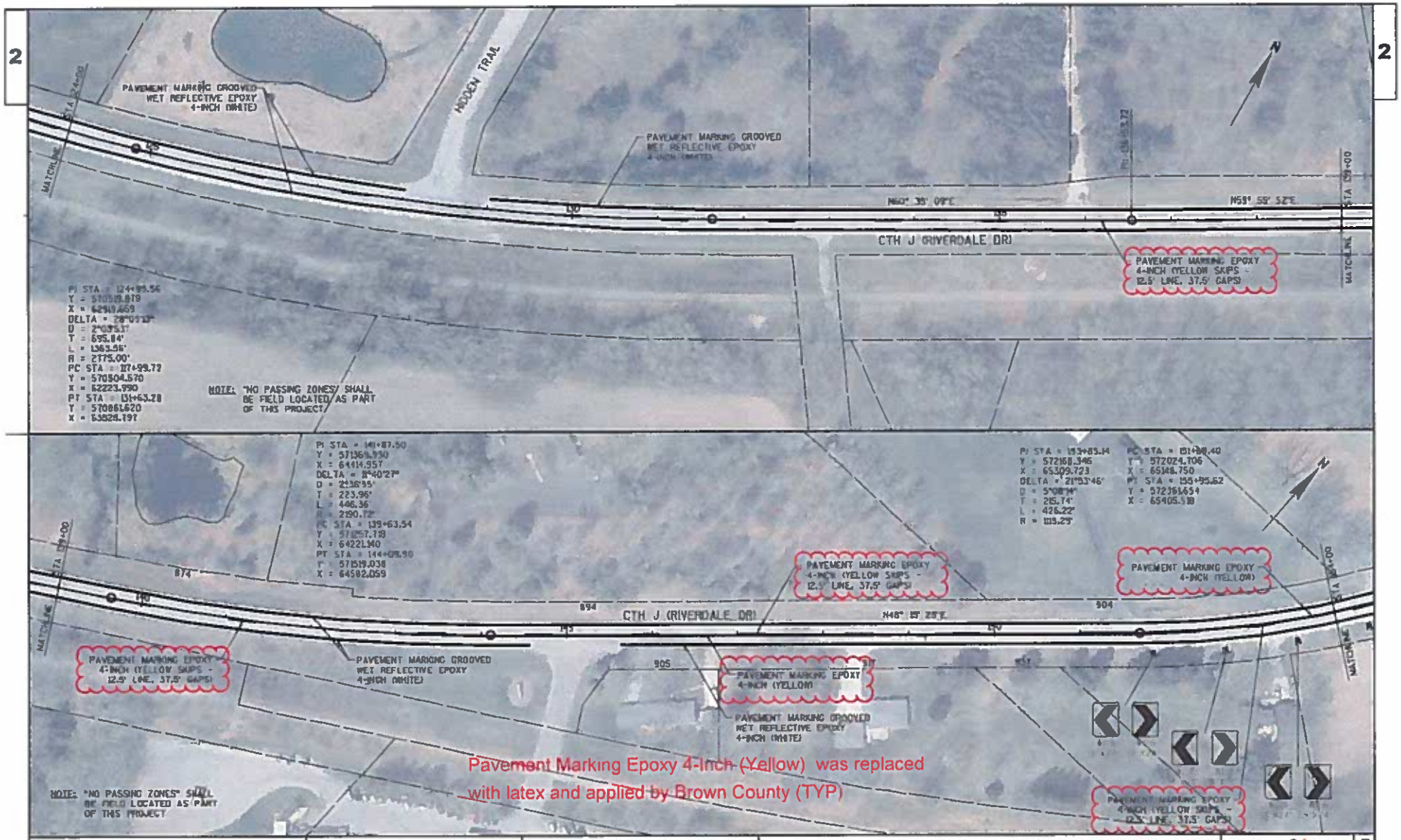


Pavement Marking Epoxy 4-Inch (Yellow) was replaced with latex and applied by Brown County (TYP)

PROJECT NO:9286-04-71	HWY:CTH J	COUNTY:BROWN	PROJECT DETAIL	SHEET 8 A	E

FILE NAME : X:\HIGHWAYS\CTH J\J-22\ACAD FILES\SHEETS PLAN\021201-PD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/23/2015 2:06 PM
PLOT BY : LUTENBROEK, NICHOLAS
PLOT NAME :
PLOT SCALE : 1:100.XREF
WISDOT/CADDS SHEET 44

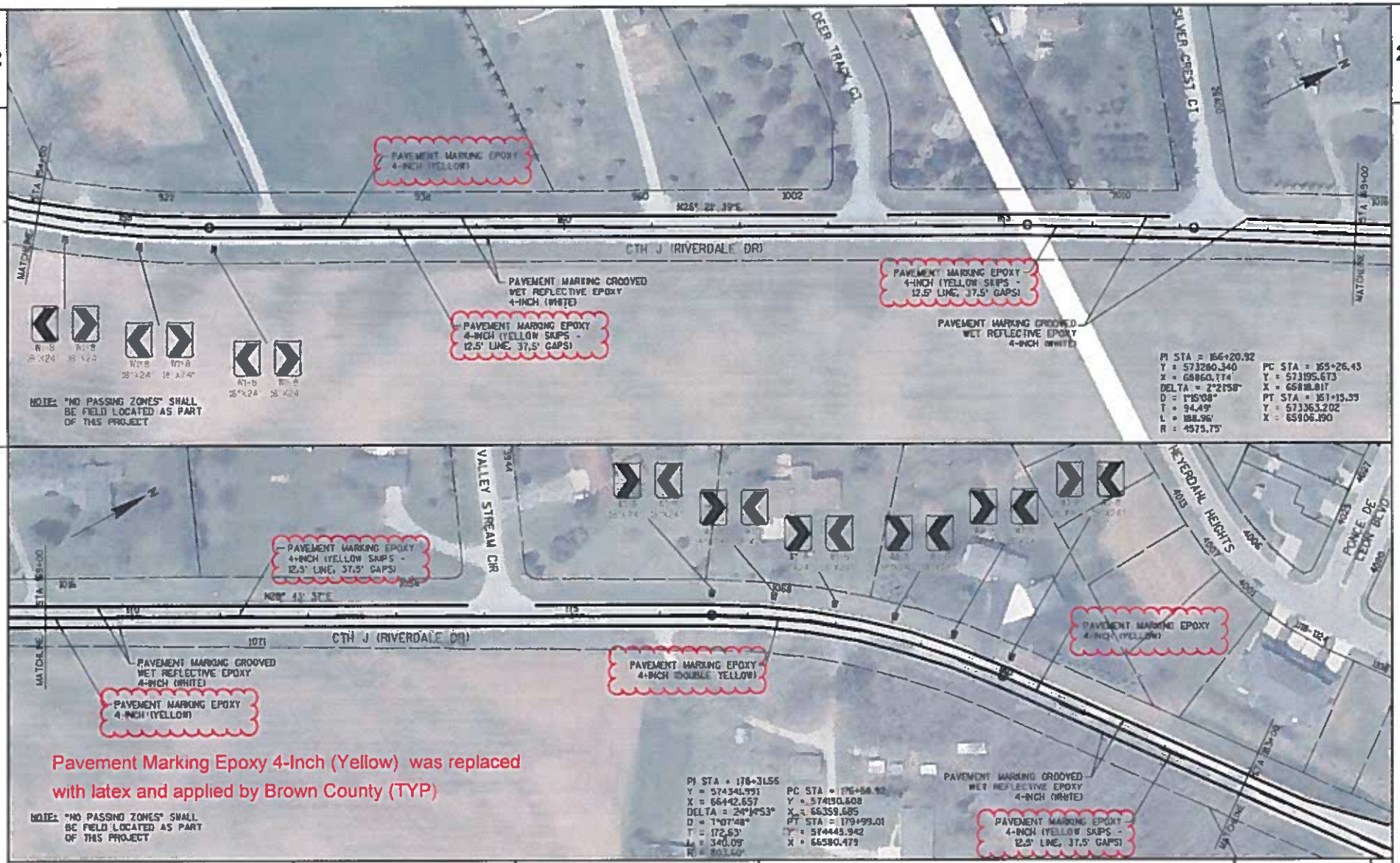
6



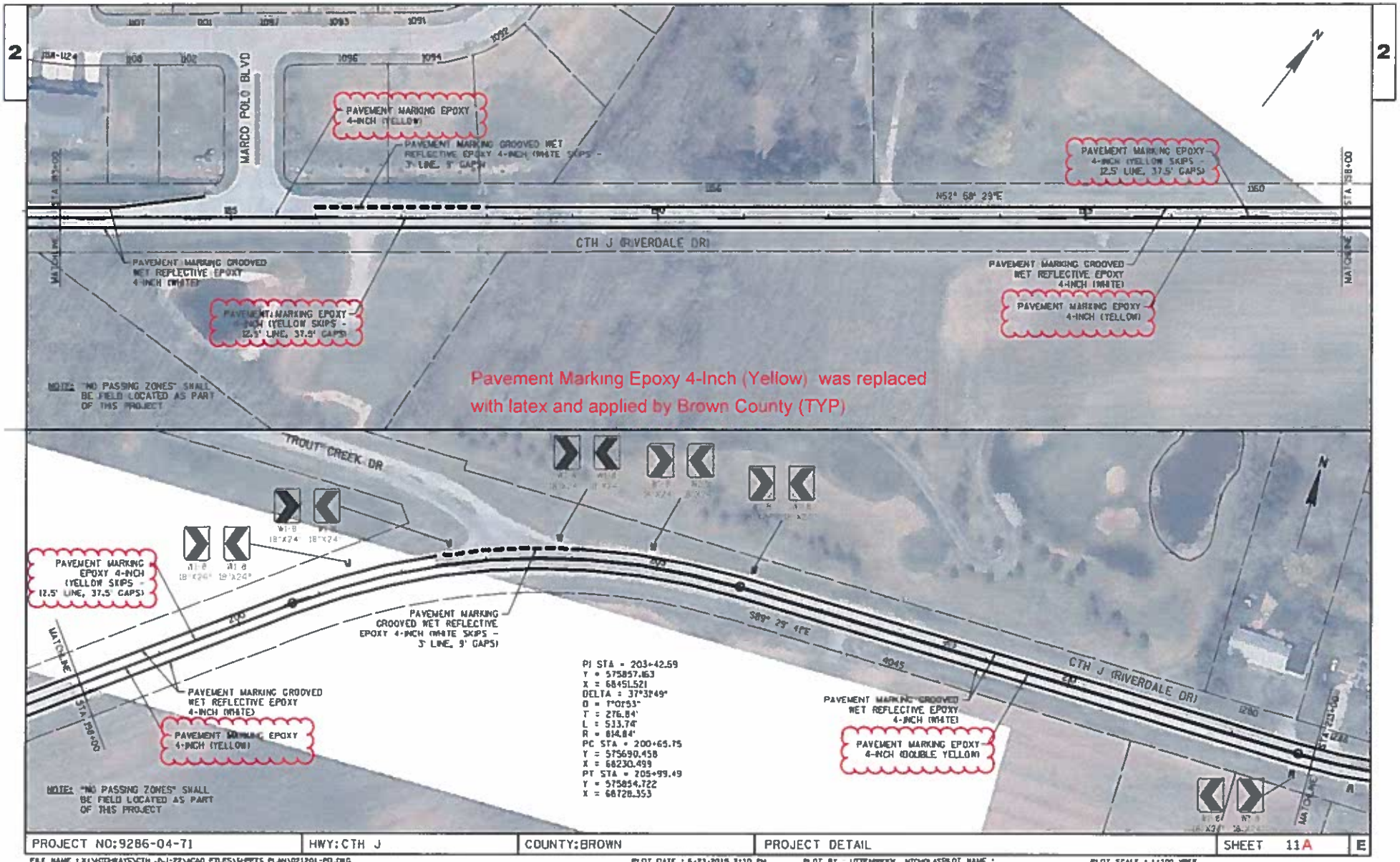
PROJECT NO:9286-04-71	HWY:CTH J	COUNTY:BROWN	PROJECT DETAIL	SHEET 9A	E

FILE NAME : X:\HIGHWAYS\CTH J\J-22\ACAD FILES\SHEETS PLAN\021201-PD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/23/2015 2:08 PM
PLOT BY : LUTENBROEK, NICHOLAS
PLOT SCALE : 1:100.
WISDOT/CADDS SHEET 44

6


2
2
DEER TRACK CT
SILVER CREST CT
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
N26° 21' 39"E
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
PI STA = 166+20.92
Y = 573280.340
X = 65860.774
DELTA = 2°21'58"
D = 1°15'08"
T = 94.49'
L = 188.96'
R = 4575.75'
PC STA = 165+26.43
Y = 573195.673
X = 65818.817
PT STA = 167+15.39
Y = 573363.202
X = 65906.190
VALLEY STREAM CIR
HEYERDAHL HEIGHTS
PONCE DE LEON BLVD
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
N28° 43' 37"E
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
Pavement Marking Epoxy 4-Inch (Yellow) was replaced with latex and applied by Brown County (TYP)
PI STA = 178+31.55
Y = 574341.991
X = 66442.657
DELTA = 24°14'53"
D = 1°07'48"
T = 172.63'
L = 340.09'
R = 803.60'
PC STA = 176+58.92
Y = 574190.608
X = 66359.685
PT STA = 179+99.01
Y = 574445.942
X = 66580.479
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
PROJECT NO:9286-04-71
HWY:CTH J
COUNTY:BROWN
PROJECT DETAIL
SHEET 10A
E
WISDOT/CADDS SHEET 44

6


2
MARCO POLO BLVD
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE SKIPS - 3' LINE, 9' GAPS)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
N52° 58' 29"E
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
Pavement Marking Epoxy 4-Inch (Yellow) was replaced with latex and applied by Brown County (TYP)
TROUT CREEK DR
PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIPS - 12.5' LINE, 37.5' GAPS)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE SKIPS - 3' LINE, 9' GAPS)
S89° 29' 41"E
CTH J (RIVERDALE DR)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PI STA = 203+42.59
Y = 575857.163
X = 68451.521
DELTA = 37°31'49"
D = 7°01'53"
T = 276.84'
L = 533.74'
R = 814.84'
PC STA = 200+65.75
Y = 575690.458
X = 68230.499
PT STA = 205+99.49
Y = 575854.722
X = 68728.353
NOTE: "NO PASSING ZONES" SHALL BE FIELD LOCATED AS PART OF THIS PROJECT
PROJECT NO:9286-04-71
HWY:CTH J
COUNTY:BROWN
PROJECT DETAIL
SHEET 11A
E
WISDOT/CADDS SHEET 44

6

PROJECT NO:9286-04-71	HWY:CTH J	COUNTY:BROWN	PROJECT DETAIL	SHEET 12A	E

FILE NAME : X:\HIGHWAYS\CTH J\J-22\ACAD FILES\SHEETS PLAN\021201-PD.DWG
LAYOUT NAME - ****
PLOT DATE : 6/23/2015 2:11 PM PLOT BY : LUTENBRICK, NICHOLAS PLOT NAME : PLOT SCALE : 1:1100.PMP
WISDOT/CADDS SHEET 44

6

OMNNI Associates, Inc.

One Systems Drive
Appleton, WI 54914
920-735-6900

CTH J
Nov. 6, 2017 to Nov. 8, 2017
Count By: OMNNI
Weather Impacts: None

Site Code: CTH J S

CTH J
Between Hidden Trail and Trout Creek Dr

Start	11/6/2017		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	4	2	4	2	*	*	*	*	*	*	*	*	4	2
01:00	*	*	1	3	2	2	*	*	*	*	*	*	*	*	2	2
02:00	*	*	1	1	2	2	*	*	*	*	*	*	*	*	2	2
03:00	*	*	0	2	0	2	*	*	*	*	*	*	*	*	0	2
04:00	*	*	3	8	4	7	*	*	*	*	*	*	*	*	4	8
05:00	*	*	12	22	9	27	*	*	*	*	*	*	*	*	10	24
06:00	*	*	28	43	26	41	*	*	*	*	*	*	*	*	27	42
07:00	*	*	**55**	72	**59**	**78**	*	*	*	*	*	*	*	*	**57**	**75**
08:00	*	*	45	67	42	59	*	*	*	*	*	*	*	*	44	63
09:00	*	*	32	34	32	47	*	*	*	*	*	*	*	*	32	40
10:00	*	*	33	41	21	26	*	*	*	*	*	*	*	*	27	34
11:00	*	*	35	34	*	*	*	*	*	*	*	*	*	*	35	34
12:00 PM	*	*	43	47	*	*	*	*	*	*	*	*	*	*	43	47
01:00	*	*	52	39	*	*	*	*	*	*	*	*	*	*	52	39
02:00	*	*	46	37	*	*	*	*	*	*	*	*	*	*	46	37
03:00	65	66	73	62	*	*	*	*	*	*	*	*	*	*	69	64
04:00	**83**	**79**	**76**	**66**	*	*	*	*	*	*	*	*	*	*	**80**	**72**
05:00	79	73	66	57	*	*	*	*	*	*	*	*	*	*	72	65
06:00	35	37	42	32	*	*	*	*	*	*	*	*	*	*	38	34
07:00	32	29	23	26	*	*	*	*	*	*	*	*	*	*	28	28
08:00	21	14	21	15	*	*	*	*	*	*	*	*	*	*	21	14
09:00	14	16	14	14	*	*	*	*	*	*	*	*	*	*	14	15
10:00	19	10	8	5	*	*	*	*	*	*	*	*	*	*	14	8
11:00	16	5	1	7	*	*	*	*	*	*	*	*	*	*	8	6
Lane	364	329	714	736	201	293	0	0	0	0	0	0	0	0	729	757
Day	693		1450		494		0		0		0		0		1486	
AM Peak	-	-	07:00	07:00	07:00	07:00	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	55	72	59	78	-	-	-	-	-	-	-	-	57	75
PM Peak	16:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	83	79	76	66	-	-	-	-	-	-	-	-	-	-	80	72

Comb. Total	693	1450	494	0	0	0	0	1486

ADT ADT 1,450 AADT 1,450

6

OMNNI Associates, Inc.

One Systems Drive
Appleton, WI 54914
920-735-6900

CTH J - Between Hillcrest and Park
Nov. 6, 2017 to Nov. 8n 2017
Count By: OMNNI
Weather Impacts: None

Site Code: CTH J N

Start	11/6/2017		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	9	5	2	3	*	*	*	*	*	*	*	*	6	4
01:00	*	*	2	0	2	2	*	*	*	*	*	*	*	*	2	1
02:00	*	*	1	1	1	3	*	*	*	*	*	*	*	*	1	2
03:00	*	*	2	1	1	0	*	*	*	*	*	*	*	*	2	0
04:00	*	*	13	11	17	9	*	*	*	*	*	*	*	*	15	10
05:00	*	*	37	24	39	19	*	*	*	*	*	*	*	*	38	22
06:00	*	*	83	56	83	70	*	*	*	*	*	*	*	*	83	63
07:00	*	*	**179**	**114**	**174**	**115**	*	*	*	*	*	*	*	*	**176**	**114**
08:00	*	*	132	83	129	80	*	*	*	*	*	*	*	*	130	82
09:00	*	*	89	68	*	*	*	*	*	*	*	*	*	*	89	68
10:00	*	*	79	74	*	*	*	*	*	*	*	*	*	*	79	74
11:00	*	*	75	82	*	*	*	*	*	*	*	*	*	*	75	82
12:00 PM	*	*	83	80	*	*	*	*	*	*	*	*	*	*	83	80
01:00	*	*	78	87	*	*	*	*	*	*	*	*	*	*	78	87
02:00	98	98	92	96	*	*	*	*	*	*	*	*	*	*	95	97
03:00	140	164	120	146	*	*	*	*	*	*	*	*	*	*	130	155
04:00	**157**	**184**	**139**	145	*	*	*	*	*	*	*	*	*	*	**148**	**164**
05:00	142	140	127	**150**	*	*	*	*	*	*	*	*	*	*	134	145
06:00	84	102	58	98	*	*	*	*	*	*	*	*	*	*	71	100
07:00	28	62	37	61	*	*	*	*	*	*	*	*	*	*	32	62
08:00	27	42	36	47	*	*	*	*	*	*	*	*	*	*	32	44
09:00	17	22	23	34	*	*	*	*	*	*	*	*	*	*	20	28
10:00	16	26	12	17	*	*	*	*	*	*	*	*	*	*	14	22
11:00	10	22	9	2	*	*	*	*	*	*	*	*	*	*	10	12
Lane	719	862	1515	1482	448	301	0	0	0	0	0	0	0	0	1543	1518
Day	1581		2997		749		0		0		0		0		3061	
AM Peak	-	-	07:00	07:00	07:00	07:00	-	-	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	179	114	174	115	-	-	-	-	-	-	-	-	176	114
PM Peak	16:00	16:00	16:00	17:00	-	-	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	157	184	139	150	-	-	-	-	-	-	-	-	-	-	148	164

Comb. Total	1581	2997	749	0	0	0	0	3061

ADT ADT 2,997 AADT 2,997

6

VILLAGE OF HOBART
GREATNESS IS GROWING

RESOLUTION 2017-15

RESOLUTION REQUESTING THAT BROWN COUNTY REDUCE THE SPEED LIMIT ON A PORTION OF RIVERDALE DRIVE (COUNTY HIGHWAY J) IN THE VILLAGE OF HOBART

BY THE VILLAGE BOARD OF THE VILLAGE OF HOBART, WISCONSIN:

WHEREAS, Brown County ("the County") is the governing authority in establishing speed limits on County Highways within the Village of Hobart ("the Village"); and

WHEREAS, the current speed limit on County Highway J (Riverdale Drive) is 45 miles per hour west of its intersection with County Highway FF (Hillcrest Drive); and

WHEREAS, continued residential development in the Village, adjacent to County Highway J (Riverdale Drive) west of its intersection of County Highway FF (Hillcrest Drive), has been undertaken and completed; and

WHEREAS, additional residential development in the Village, adjacent to County Highway J (Riverdale Drive) west of its intersection of County Highway FF (Hillcrest Drive), has been proposed; and

WHEREAS, the Village believes this current and proposed residential development, adjacent to County Highway J (Riverdale Drive) west of its intersection of County Highway FF (Hillcrest Drive), will result in an increase in vehicular traffic on said roadway, creating potential safety issues relative to the speed of the traffic on said roadway.

NOW, THEREFORE, BE IT RESOLVED that the Village Board of the Village of Hobart, Brown County, Wisconsin, does hereby request that the County reduce the speed limit on County Highway J (Riverdale Drive) west of its intersection of County Highway FF (Hillcrest Drive), to a point to be determined by the County.

Adopted this 3rd day of October, 2017.

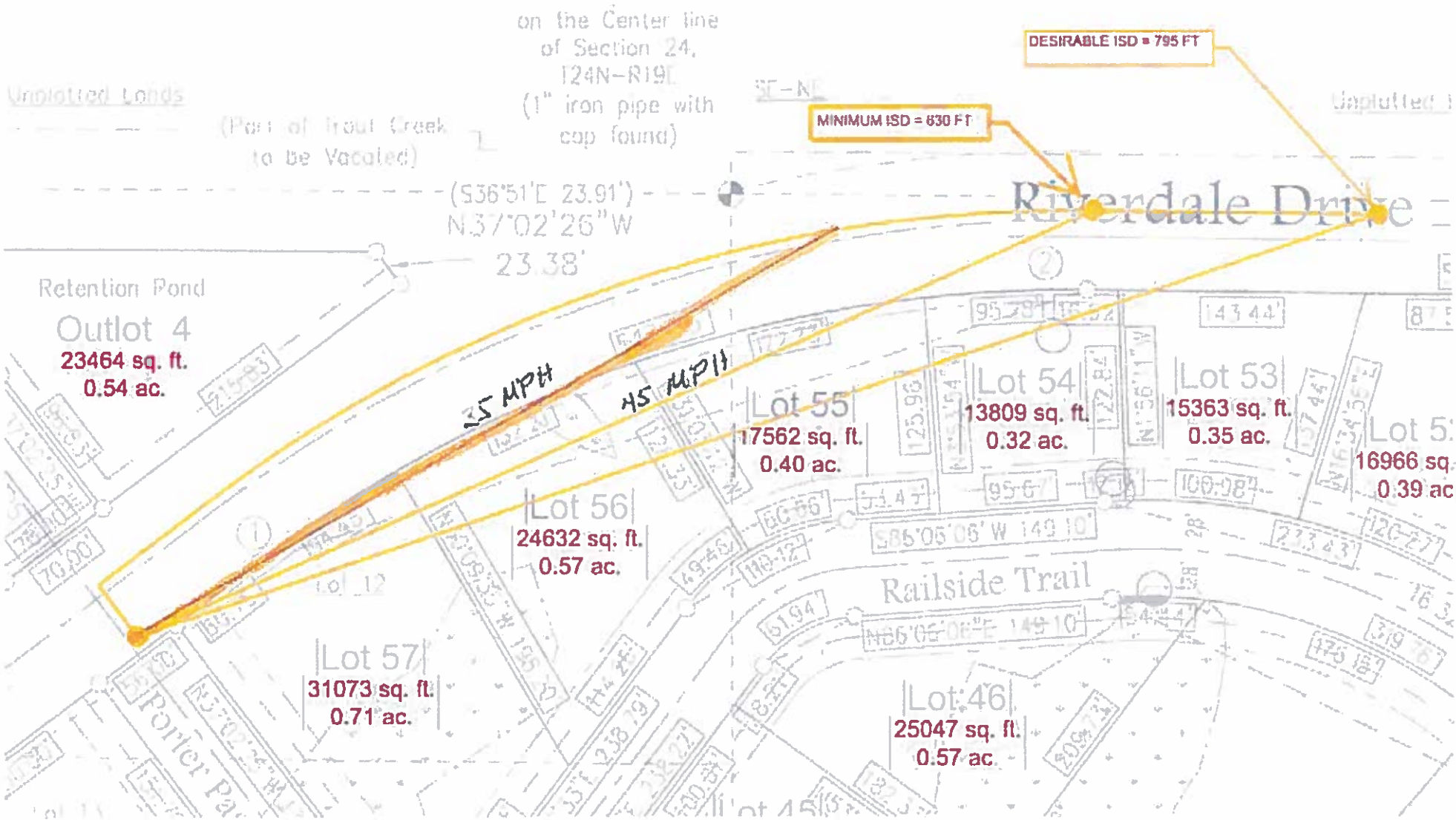
Richard Heidel, Village Board President

Attest:

Mary R. Smith, Village Clerk / Treasurer

6

Aaron Kramer, Village Administrator


DESIRABLE ISD = 795 FT
MINIMUM ISD = 630 FT
on the Center line
of Section 24,
T24N-R19E
(1" iron pipe with
cap found)
Unplatted Lands
(Part of Trout Creek
to be Vacated)
(S36°51'E 23.91')
N37°02'26"W
23.38'
Riverdale Drive
Retention Pond
Outlot 4
23464 sq. ft.
0.54 ac.
35 MPH
45 MPH
Lot 55
17562 sq. ft.
0.40 ac.
Lot 54
13809 sq. ft.
0.32 ac.
Lot 53
15363 sq. ft.
0.35 ac.
Lot 5
16966 sq.
0.39 ac
Lot 56
24632 sq. ft.
0.57 ac.
Railside Trail
Lot 57
31073 sq. ft.
0.71 ac.
Lot 46
25047 sq. ft.
0.57 ac.

6

Preliminary Plat of "The Yard at Hobart Junction"

All of Lots 1 and 2, Volume 4, Certified Survey Maps, Page 159, Map No. 1081, Doc. No. 753642, Brown County Records, being part of Government Lots 12, 13 and 14, part of Outlot 1, Volume 56, Certified Survey Maps, Page 8, Map No. 8042, Document No. 2483463, Brown County Records, being located in part of Government Lots 10 and 11, and part of Government Lots 10, 11, 12, 13, and 14, all in Section 24 T24N-R19E, Village of Hobart, Brown County, Wisconsin.

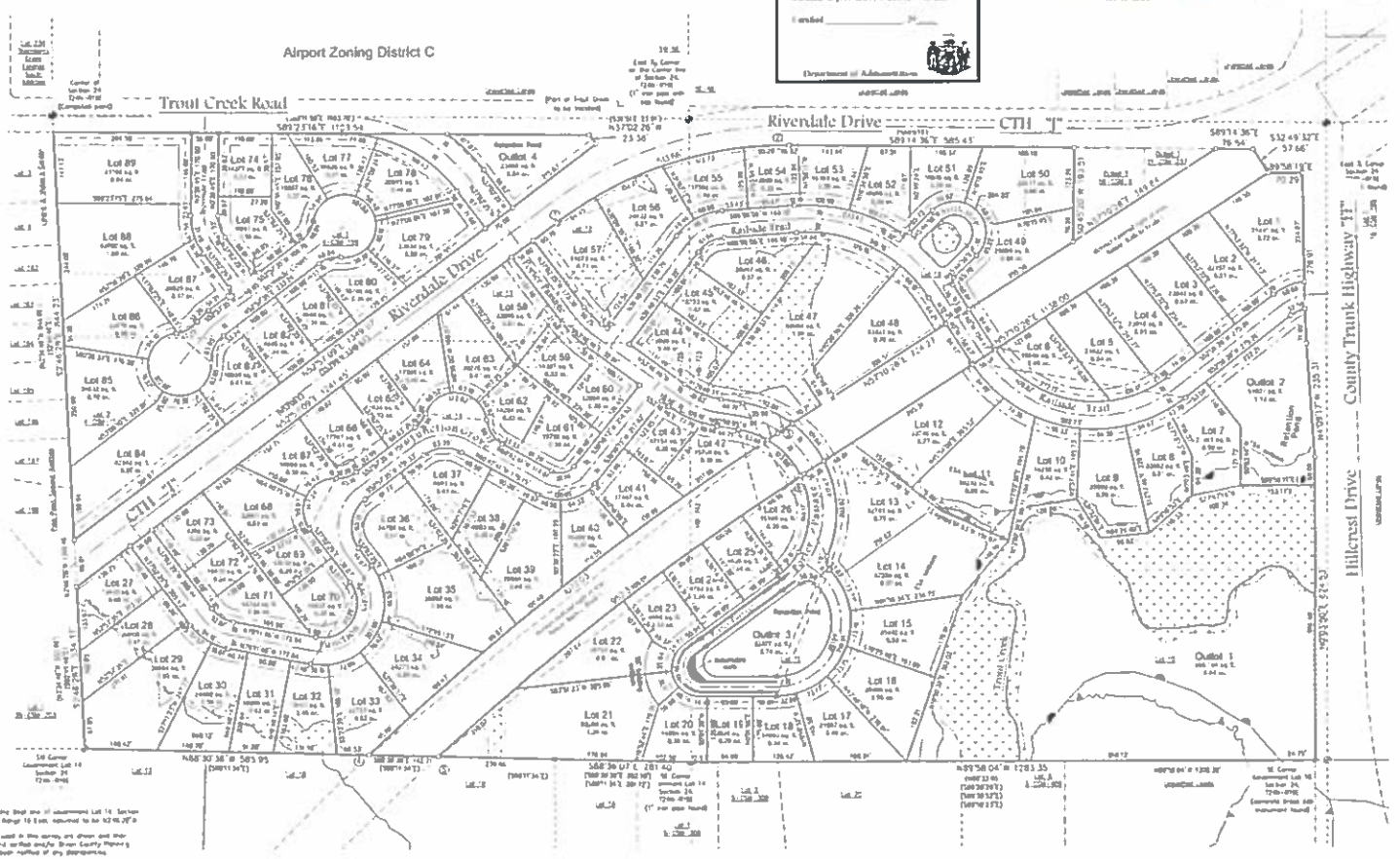
Legend

Developer:
Tom Juza
Bostad Builders LLC
1297 South Second Circle
Hobart, WI 54155
920-371-1075

Graphic Scale

Boundary Curve Data

Location Sketch



SCALE 1"=120'

Preliminary Plat

Mau & Associates, LLP
LAND SURVEYING & PLANNING
CIVIL & WATER RESOURCE ENGINEERING
Phone: 920-434-9670 Website: www.mau-associates.com
400 Security Blvd, Green Bay, WI 54313

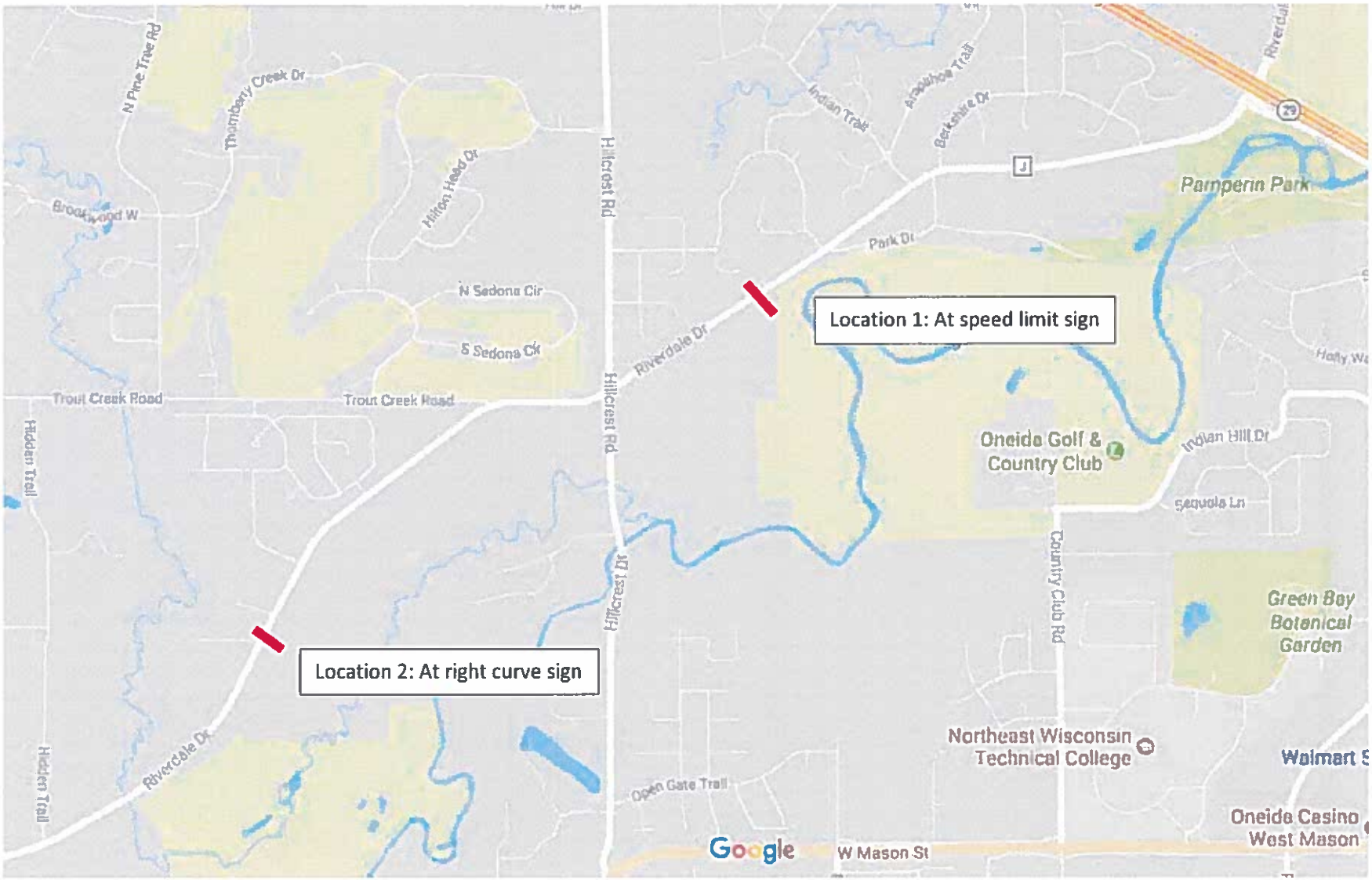
Bostad Builders

PROJECT NO. J-7817

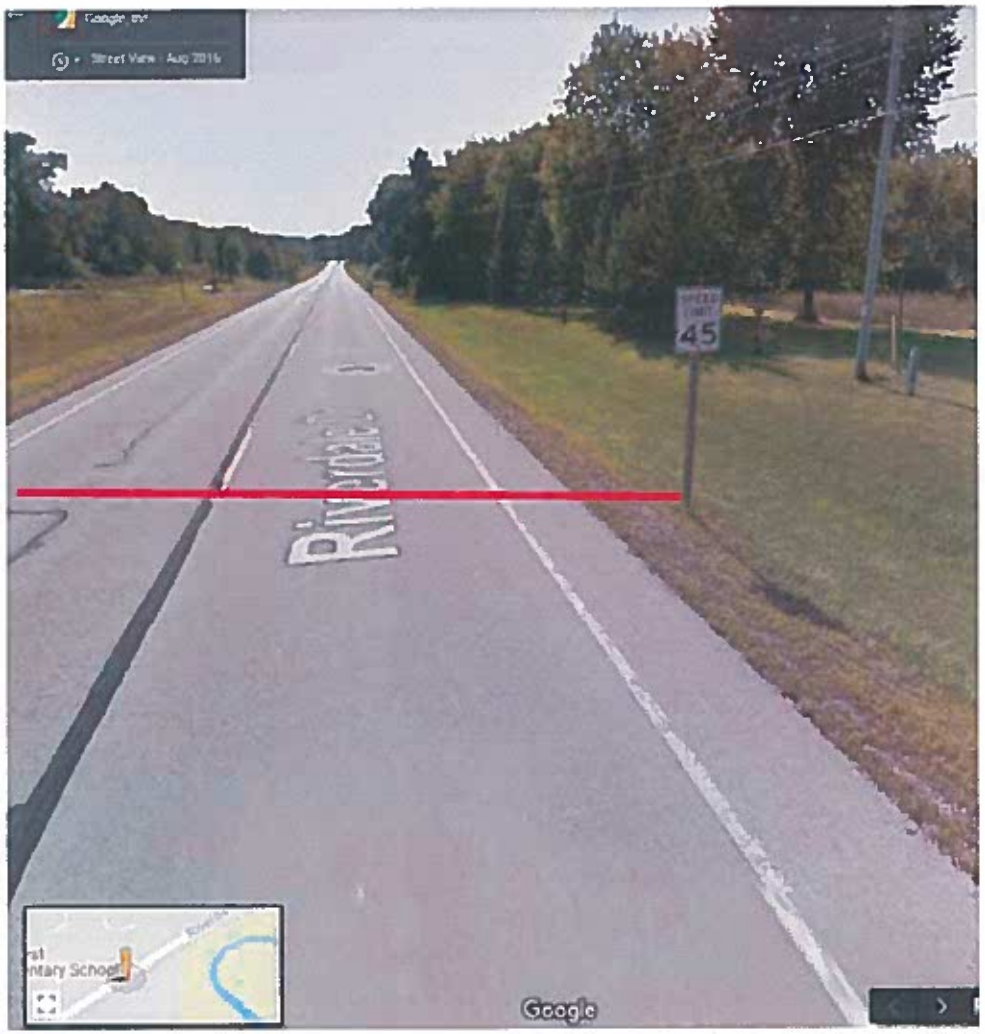
SHEET NO. 1 of 2

DRAWING NO. P-2342

Location of speed tubes 11/7/17



6



Location 1: On speed limit sign

Location 1: On Rt Curve Sign

OMNNI Associates, Inc.

One Systems Drive
Appleton, WI 54914
920-735-6900

CTH J - Between Hidden Trail and Trout Creek
Nov. 6, 2017 to Nov. 8, 2017
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Weather Impacts: None

Site Code: CTH J S

SB, NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
11/06/17	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
01:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
02:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
03:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
04:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
05:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
06:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
07:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
08:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
09:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
10:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
11:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
12 PM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
13:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
14:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
15:00	13	6	16	42	21	7	0	1	0	0	0	0	0	0	106	46-55	63
16:00	9	2	9	72	46	9	1	0	0	1	0	0	0	0	149	46-55	118
17:00	6	3	19	84	35	9	1	1	0	0	0	0	0	0	158	46-55	119
18:00	1	1	14	37	37	15	2	1	0	0	0	0	0	0	108	46-55	74
19:00	2	0	4	33	26	4	0	0	0	0	0	0	0	0	69	46-55	59
20:00	3	1	9	18	15	3	1	0	0	0	0	0	0	0	50	46-55	33
21:00	0	2	2	16	7	1	0	0	0	0	0	0	0	0	28	46-55	23
22:00	0	1	5	13	13	2	0	0	1	0	0	0	0	0	35	46-55	26
23:00	0	3	2	9	7	4	1	0	0	0	0	0	0	0	26	46-55	16
Total	34	19	80	324	207	54	6	3	1	1	0	0	0	0	729		
Percent	4.7%	2.6%	11.0%	44.4%	28.4%	7.4%	0.8%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 13	15:00 6	17:00 19	17:00 84	16:00 46	18:00 15	18:00 2	15:00 1	22:00 1	16:00 1					17:00 158		

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SB, NB

Start Time	1 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 90	91 95	96 999	Total	Pace Speed	Number in Pace
11/07/17	0	0	5	2	1	1	0	0	0	0	0	0	0	0	9	41-50	7
01:00	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3	29-38	1
02:00	1	1	0	1	0	1	0	0	0	0	0	0	0	0	4	35-44	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5	45-54	5
05:00	2	2	1	7	7	1	0	0	0	0	0	0	0	0	20	46-55	14
06:00	5	0	8	22	11	3	1	0	0	0	0	0	0	0	50	46-55	33
07:00	1	0	12	50	30	5	0	0	0	0	0	0	0	0	98	46-55	80
08:00	3	4	14	61	29	5	1	0	0	0	0	0	0	0	117	46-55	90
09:00	6	1	16	52	18	6	0	0	0	0	0	0	0	0	99	45-54	70
10:00	0	2	6	35	21	3	0	0	0	0	0	0	0	0	67	46-55	56
11:00	6	2	10	27	21	8	1	1	0	0	0	0	0	0	76	46-55	48
12 PM	4	4	16	16	25	11	1	0	0	0	0	0	0	0	77	46-55	41
13:00	8	3	10	45	26	7	0	0	0	0	0	0	0	0	99	46-55	71
14:00	2	3	9	33	30	8	0	0	0	0	0	0	0	0	85	46-55	63
15:00	7	4	17	45	31	4	1	1	0	0	0	0	0	0	110	46-55	76
16:00	9	5	27	58	27	11	1	0	0	0	0	0	0	0	138	46-55	85
17:00	1	6	39	63	21	2	0	0	0	0	0	0	0	0	132	41-50	102
18:00	3	2	13	46	29	4	2	0	0	0	0	0	0	0	99	46-55	75
19:00	0	0	7	27	18	3	0	0	0	0	0	0	0	0	55	46-55	45
20:00	3	7	9	12	13	3	0	0	0	0	0	0	0	0	47	46-55	25
21:00	2	1	4	12	7	3	0	0	0	0	0	0	0	0	29	46-55	19
22:00	1	3	6	6	5	1	0	0	0	0	0	0	0	0	22	41-50	12
23:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6	43-52	5
Total	64	51	230	629	373	91	8	2	0	0	0	0	0	0	1448		
Percent	4.4%	3.5%	15.9%	43.4%	25.8%	6.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	08:00	09:00	08:00	07:00	11:00	06:00	11:00							08:00		
Vol.	6	4	16	61	30	8	1	1							117		
PM Peak	16:00	20:00	17:00	17:00	15:00	12:00	18:00	15:00							16:00		
Vol.	9	7	39	63	31	11	2	1							138		

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11/08/17	0	1	1	4	3	2	0	0	0	0	0	0	0	0	11	45-54	7
01:00	0	0	2	1	0	0	1	0	0	0	0	0	0	0	4	39-48	3
02:00	1	1	0	1	0	1	0	0	0	0	0	0	0	0	4	35-44	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	34-43	2
04:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	41-50	5
05:00	2	1	1	6	6	0	0	0	0	0	0	0	0	0	16	46-55	12
06:00	5	0	6	19	20	2	0	1	0	0	0	0	0	0	53	46-55	39
07:00	1	6	11	49	25	4	4	0	0	0	0	0	0	0	100	46-55	74
08:00	3	2	10	57	38	6	4	0	0	0	0	0	0	0	120	46-55	95
09:00	6	3	9	38	27	7	0	1	0	0	0	0	0	0	91	46-55	65
10:00	1	4	8	29	12	1	1	0	0	0	0	0	0	0	56	46-55	41
11:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
12 PM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
13:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
14:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
15:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
16:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
17:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
18:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
19:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
20:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
21:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
22:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
23:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Total	19	19	51	207	132	23	10	2	0	0	0	0	0	0	463		
Percent	4.1%	4.1%	11.0%	44.7%	28.5%	5.0%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	07:00	08:00	08:00	09:00	07:00	06:00							08:00		
Vol.	6	6	11	57	38	7	4	1							120		
PM Peak																	
Vol.																	
Total	117	89	361	1160	712	168	24	7	1	1	0	0	0	0	2640		
Percent	4.4%	3.4%	13.7%	43.9%	27.0%	6.4%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	42 MPH
50th Percentile :	48 MPH
85th Percentile :	53 MPH
95th Percentile :	57 MPH

Stats		
	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	1872
	Percent in Pace :	70.9%
	Number of Vehicles > 55 MPH :	201
	Percent of Vehicles > 55 MPH :	7.6%
	Mean Speed(Average) :	48 MPH

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OMNNI Associates, Inc.

One Systems Drive
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11/06/17	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
01:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
02:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
03:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
04:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
05:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
06:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
07:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
08:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
09:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
10:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
11:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
12 PM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
13:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
14:00	3	0	0	0	0	4	46	90	43	7	2	0	0	1	196	41-50	136
15:00	5	0	1	4	2	16	71	141	55	6	1	1	1	0	304	41-50	212
16:00	14	0	0	0	5	14	82	154	64	6	1	1	0	0	341	41-50	236
17:00	1	0	0	0	9	9	68	131	57	6	1	0	0	0	282	41-50	199
18:00	4	0	1	0	0	8	48	94	28	3	0	0	0	0	186	41-50	142
19:00	0	0	0	1	1	2	26	32	25	3	0	0	0	0	90	41-50	58
20:00	0	0	0	0	0	4	17	29	14	4	0	0	0	1	69	41-50	46
21:00	0	0	0	0	0	3	7	19	8	1	1	0	0	0	39	46-55	27
22:00	0	0	0	0	0	2	8	22	8	1	1	0	0	0	42	46-55	30
23:00	0	0	0	0	0	1	16	8	5	2	0	0	0	0	32	41-50	24
Total	27	0	2	5	17	63	389	720	307	39	7	2	1	2	1581		
Percent	1.7%	0.0%	0.1%	0.3%	1.1%	4.0%	24.6%	45.5%	19.4%	2.5%	0.4%	0.1%	0.1%	0.1%			
AM Peak Vol.																	
PM Peak Vol.	16:00 14		15:00 1	15:00 4	17:00 9	15:00 16	16:00 82	16:00 154	16:00 64	14:00 7	14:00 2	15:00 1	15:00 1	14:00 1	16:00 341		

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11/07/17	0	0	0	0	0	1	5	4	2	2	0	0	0	0	14	41-50	9
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
03:00	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	40-49	2
04:00	0	0	0	0	0	4	6	7	4	2	1	0	0	0	24	41-50	13
05:00	0	0	1	1	0	4	8	26	19	1	1	0	0	0	61	46-55	45
06:00	0	0	1	0	1	8	23	68	34	4	0	0	0	0	139	46-55	102
07:00	5	0	1	2	3	8	68	120	70	12	4	0	0	0	293	46-55	190
08:00	1	0	0	0	0	6	52	107	40	8	1	0	0	0	215	41-50	159
09:00	2	0	0	0	2	9	34	73	31	3	2	1	0	0	157	41-50	107
10:00	2	0	0	3	1	10	32	69	28	5	3	0	0	0	153	41-50	101
11:00	0	0	0	1	1	6	38	65	40	5	0	1	0	0	157	46-55	105
12 PM	1	0	0	0	1	4	30	79	44	3	0	1	0	0	163	46-55	123
13:00	0	0	0	0	3	5	29	86	33	5	4	0	0	0	165	46-55	119
14:00	0	0	0	0	0	2	40	85	52	8	1	0	0	0	188	46-55	137
15:00	2	1	1	0	4	8	67	122	54	7	0	0	0	0	266	41-50	189
16:00	3	0	0	0	2	14	67	148	43	7	0	0	0	0	284	41-50	215
17:00	2	0	0	4	5	13	72	131	45	5	0	0	0	0	277	41-50	203
18:00	1	0	0	0	1	14	33	73	27	4	3	0	0	0	156	41-50	106
19:00	0	0	0	0	1	4	26	43	22	1	1	0	0	0	98	41-50	69
20:00	0	0	0	0	1	2	23	39	14	4	0	0	0	0	83	41-50	62
21:00	0	0	0	0	1	7	18	18	9	4	0	0	0	0	57	41-50	36
22:00	0	0	0	0	1	1	9	11	5	2	0	0	0	0	29	41-50	20
23:00	0	0	0	0	0	1	1	3	3	3	0	0	0	0	11	45-54	6
Total	19	1	4	11	28	132	683	1380	619	95	22	3	0	0	2997		
Percent	0.6%	0.0%	0.1%	0.4%	0.9%	4.4%	22.8%	46.0%	20.7%	3.2%	0.7%	0.1%	0.0%	0.0%			
AM Peak	07:00		05:00	10:00	07:00	10:00	07:00	07:00	07:00	07:00	07:00	09:00			07:00		
Vol.	5		1	3	3	10	68	120	70	12	4	1			293		
PM Peak	16:00	15:00	15:00	17:00	17:00	16:00	17:00	16:00	15:00	14:00	13:00	12:00			16:00		
Vol.	3	1	1	4	5	14	72	148	54	8	4	1			284		

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11/08/17	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	39-48	3
01:00	0	0	0	1	0	0	2	0	0	1	0	0	0	0	4	35-44	2
02:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	35-44	3
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	2	8	10	5	1	0	0	0	0	26	41-50	18
05:00	0	0	1	1	0	3	10	25	13	5	0	0	0	0	58	46-55	38
06:00	1	0	0	1	3	6	26	75	30	11	0	0	0	0	153	46-55	105
07:00	6	0	0	0	0	2	43	130	76	22	8	1	1	0	289	46-55	206
08:00	2	0	0	0	0	7	39	103	49	7	2	0	0	0	209	46-55	152
09:00	3	0	0	0	2	9	51	80	30	5	1	0	0	0	181	41-50	131
10:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
11:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
12 PM	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
13:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
14:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
15:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
16:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
17:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
18:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
19:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
20:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
21:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
22:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
23:00	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Total	12	0	1	3	6	31	183	426	203	52	11	1	1	0	930		
Percent	1.3%	0.0%	0.1%	0.3%	0.6%	3.3%	19.7%	45.8%	21.8%	5.6%	1.2%	0.1%	0.1%	0.0%			
AM Peak	07:00		05:00	01:00	06:00	09:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00		07:00		
Vol.	6		1	1	3	9	51	130	76	22	8	1	1		289		
PM Peak Vol.																	
Total	58	1	7	19	51	226	1255	2526	1129	186	40	6	2	2	5508		
Percent	1.1%	0.0%	0.1%	0.3%	0.9%	4.1%	22.8%	45.9%	20.5%	3.4%	0.7%	0.1%	0.0%	0.0%			

15th Percentile :	41 MPH
50th Percentile :	47 MPH
85th Percentile :	52 MPH
95th Percentile :	54 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	3781
Percent in Pace :	68.6%
Number of Vehicles > 55 MPH :	236
Percent of Vehicles > 55 MPH :	4.3%
Mean Speed(Average) :	47 MPH

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	Reason	location	DOCTNMBR	MULTIFLAG	ACCDDATE	NTFYHOUR	REGION	COUNTY	MUNICIPALITY	MUNITYPE	ONHWYRP	ONHWYDIR	ONHWY	ONSTR	ATHWY	ATSTR
1	alcohal	NE of FF	HPK6BFW	1	1/12/2012	2	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
2	innatentive\weather	NE of FF	HP2GV6S	1	2/10/2012	7	NE	BROWN	HOBART	V				CTH J	FF	
3		NE of FF	HP2GV74	2	3/2/2012	17	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
4	deer	NE of FF	HP2FCMQ	1	6/13/2012	0	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
5	deer	NE of FF	HPK6BHV	1	2/5/2013	0	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
6		NE of FF	HP2FCNP	2	2/10/2013	17	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
7		NE of FF	HP2FCP6	1	3/18/2013	18	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
8	medical	NE of FF	9NXHLD7	2	8/7/2013	14	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
9	deer	NE of FF	HP2FCR2	1	11/14/2013	0	NE	BROWN	HOBART	V				CTH J		PARK RD
10	deer	NE of FF	HP2GVF2	1	12/5/2013	0	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
11	deer	NE of FF	HP2GVF1	1	12/5/2013	0	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
12	deer/alcohal	NE of FF	HP2R0JM	2	1/21/2014	23	NE	BROWN	HOBART	V				CTH RK	J	
13		NE of FF	HP2GVG1	1	2/28/2014	16	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
14	deer	NE of FF	HP2R0KF	2	3/15/2014	0	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
15	deer	NE of FF	HP2FCTT	1	11/2/2014	0	NE	BROWN	HOBART	V				CTH J RIVERDALE DR		HAZEL RD
16	alcohal	NE of FF	HPJ30JP	1	5/3/2015	0	NE	BROWN	HOBART	V				CTH J	FF	
17	deer	NE of FF	HP2R0LQ	2	5/28/2015	0	NE	BROWN	HOBART	V				CTH J	RK	
18	deer	NE of FF	9PB0RR3	2	10/23/2015	0	NE	BROWN	HOBART	V				CTH J/ RIVERDALE DR		BERKSHIRE DR
19	deer	NE of FF	HPJ30LL	2	1/15/2016	0	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
20	no control	NE of FF	HPJ30LZ	2	2/21/2016	6	NE	BROWN	HOBART	V				CTH J		BERKSHIRE DR
21	alcohal	NE of FF	HPJ30M2	1	2/26/2016	18	NE	BROWN	HOBART	V				CTH J		INDIAN TRL
22	sleep	NE of FF	7RL05QT5KT	1	4/26/2017	14	NE	BROWN	HOBART	V			J		FF	
23	no stop	CTH J/CTH FF	HPK6BH7	1	9/12/2012	19	NE	BROWN	HOBART	V				CTH J	FF	
24	deer	CTH J/CTH FF	HP2GV9Q	1	11/26/2012	0	NE	BROWN	HOBART	V				CTH J	FF	
25	fail to yield	CTH J/CTH FF	HP2FCPH	1	6/18/2013	15	NE	BROWN	HOBART	V				CTH J		N HILLCREST DR
26	fail to yield	CTH J/CTH FF	HPK6BJH	1	6/20/2013	16	NE	BROWN	HOBART	V				CTH J	FF	
27	no stop	CTH J/CTH FF	HP2FCQF	1	10/1/2013	20	NE	BROWN	HOBART	V				CTH J		N HILLCREST DR
28	no stop	CTH J/CTH FF	HP2FCS6	1	6/6/2014	18	NE	BROWN	HOBART	V				CTH FF	J	
29	deer	CTH J/CTH FF	HPJ30LC	1	12/6/2015	0	NE	BROWN	HOBART	V				CTH J	FF	
30		SW of FF	HP2GV6M	1	1/13/2012	8	NE	BROWN	HOBART	V				CTH J		TROUT CREEK RD
31	no control	SW of FF	HPK6BFZ	1	1/15/2012	23	NE	BROWN	HOBART	V				CTH J		MARCO POLO BLVD S
32	[illegible]	SW of FF	A428653	1	1/22/2012	9	NE	BROWN	HOBART	V				CTH J		HIDDEN TRL
33	deer	SW of FF	HP2GV86	1	8/2/2012	0	NE	BROWN	HOBART	V				CTH J		HIDDEN TRL
34	[illegible]	SW of FF	HP2GVC1	1	5/18/2013	14	NE	BROWN	HOBART	V				CTH J		TROUT CREEK RD
35	rear innatentive	SW of FF	HP2GVCP	1	7/29/2013	15	NE	BROWN	HOBART	V				CTH J		TROUT CREEK RD
36	deer	SW of FF	HP2R0J8	1	1/9/2014	0	NE	BROWN	HOBART	V				CTH J		HIDDEN TRL
37	[illegible]	SW of FF	9NXHLHL	1	8/9/2014	17	NE	BROWN	HOBART	V				CTH J		VALLEY STREAM CIR
38	deer	SW of FF	HP2FCV3	1	11/8/2014	0	NE	BROWN	HOBART	V				CTH J		DEER TRACK CT
39	deer	SW of FF	HPJ30HL	1	12/9/2014	0	NE	BROWN	HOBART	V				CTH J RIVERDALE DR		SILVER CREST CT
40		SW of FF	HPJ30HS	1	12/17/2014	7	NE	BROWN	HOBART	V				CTH J	FF	
41		SW of FF	HPJ30HQ	1	12/17/2014	7	NE	BROWN	HOBART	V				CTH J	FF	
42	deer	SW of FF	HP5TL7Z	1	10/15/2016	0	NE	BROWN	HOBART	V				CTH J		VALLEY STREAM CIR
43		SW of FF	7RL0SZCGFG	1	1/19/2017	13	NE	BROWN	HOBART	V				CTH J		CTH FF

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	Reason	location	DOCTNMBR	ATNMBR	INTDIR	INTDIS	ACCDTYPE	MNRCOLL	RLTNRDWY	ACCDLOC	HWYCLASS	TRFCWAY	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	ACCDSVR	INJSVR
1	alcohal	NE of FF	HPK6BFW		E	1	DITCH	NO	LTSH	N	U CITY	ND		CLR	DARK	C	H	INJ	C
2	innatentive\weather	NE of FF	HP2GV6S		E	25		REAR	ON	N	U CITY	ND	SNOW	SNOW				INJ	C
3		NE of FF	HP2GV74		W	2	EMBKMT	NO	RTSH	N	U CITY	ND	SNOW	SNOW		C	H	PD	
4	deer	NE of FF	HP2FCMQ		W	0	DEER	NO	BLNK	I	U CITY	BLNK	BLNK	BLNK				PD	
5	deer	NE of FF	HPK6BHV		S	20	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
6		NE of FF	HP2FCNP		E	9		SSOP	ON	N	U CITY	ND	ICE	SLET	DARK		H	PD	
7		NE of FF	HP2FCP6		W	0	TFSIGN	NO	ON	I	U CITY	ND	SNOW	SNOW			H	PD	
8	medical	NE of FF	9NXHLD7		N	4	TFSIGN	NO	MED	N	U CITY	D/WO		CLDY		C	H	PD	
9	deer	NE of FF	HP2FCR2			0	DEER	NO	BLNK	I	U CITY	BLNK	BLNK	BLNK				PD	
10	deer	NE of FF	HP2GVF2		W	1	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
11	deer	NE of FF	HP2GVF1		W	1	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
12	deer/alcohal	NE of FF	HP2R0JM			0	TFSIGN	NO	RTSH	I	U CITY	ND	SNOW	CLR	DARK			PD	
13		NE of FF	HP2GVG1		W	1	UTPOLE	NO	RTSH	N	U CITY	ND	SNOW	SNOW			H	INJ	C
14	deer	NE of FF	HP2R0KF		E	20	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
15	deer	NE of FF	HP2FCTT		W	10	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
16	alcohal	NE of FF	HPJ30JP		E	20		HEAD	ON	N	U CITY	ND		CLDY	DARK			INJ	B
17	deer	NE of FF	HP2R0LQ		S	20	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
18	deer	NE of FF	9PB0RR3	1711	W	6	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
19	deer	NE of FF	HPJ30LL		W	10	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
20	no control	NE of FF	HPJ30LZ		W	10	GR END	NO	SHLD	N	U CITY	ND		CLR	DAWN		H	INJ	A
21	alcohal	NE of FF	HPJ30M2		W	2	UTPOLE	NO	RTSH	N	U CITY	ND		CLR	DARK	C	H	INJ	C
22	sleep	NE of FF	7RL05QT5KT		E	25	OTH NC	NO	RTSH	N	U CITY	ND	WET	CLDY				PD	
23	no stop	CTH J/CTH FF	HPK6BH7			0		ANGL	ON	I	U CITY	ND		CLR			H	INJ	C
24	deer	CTH J/CTH FF	HP2GV9Q		E	75	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
25	fail to yield	CTH J/CTH FF	HP2FCPH			0		ANGL	ON	I	U CITY	ND		CLR				INJ	B
26	fail to yield	CTH J/CTH FF	HPK6BJH			0		ANGL	ON	I	U CITY	ND		CLR				INJ	C
27	no stop	CTH J/CTH FF	HP2FCQF			0		ANGL	ON	I	U CITY	ND		CLR	LIGT			INJ	C
28	no stop	CTH J/CTH FF	HP2FCS6			0		ANGL	ON	I	U CITY	ND		CLR				PD	
29	deer	CTH J/CTH FF	HPJ30LC		E	30	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
30		SW of FF	HP2GV6M			0	TFSIGN	NO	RTSH	I	U CITY	ND	SNOW	CLDY		C		PD	
31	no control	SW of FF	HPK6BFZ		W	9	DITCH	NO	LTSH	N	U CITY	ND	WET	CLR	DARK	C		INJ	A
32	[redacted]	SW of FF	A428653		E	4	TREE	NO	LTSH	N	U CITY	ND	WET	CLDY				PD	
33	deer	SW of FF	HP2GV86		E	19	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
34	[redacted]	SW of FF	HP2GVC1		W	1	TFSIGN	NO	RTSH	N	U CITY	ND		CLR		C		INJ	C
35	rear innatentive	SW of FF	HP2GVCP		W	0		REAR	ON	I	U CITY	ND		CLR				PD	
36	deer	SW of FF	HP2R0J8		E	10	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
37	[redacted]	SW of FF	9NXHLHL		S	6	OTH NC	NO	LTSH	N	U CITY	ND		CLR				INJ	B
38	deer	SW of FF	HP2FCV3		N	25	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
39	deer	SW of FF	HPJ30HL		S	10	DEER	NO	BLNK	N	U CITY	BLNK	BLNK	BLNK				PD	
40		SW of FF	HPJ30HS		W	1	OTH NC	NO	RTSH	N	U CITY	ND	ICE	CLDY				PD	
41		SW of FF	HPJ30HQ		W	1	OTH NC	NO	LTSH	N	U CITY	ND	ICE	CLDY				PD	
42	deer	SW of FF	HP5TL7Z			0	DEER	NO	BLNK	I	U CITY	BLNK	BLNK	BLNK				PD	
43		SW of FF	7RL0SZCGFG		W	13	OTH NC	NO	RTSH	N	U CITY	ND	SNOW	SNOW		C		PD	

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	Reason	location	DOCTNMBR	INJTRNS	TOTFATL	TOTINJ	CONSZONE	ALCFLAG	BIKEFLAG	CYCLFLAG	PEDFLAG	TOTVEH	VEHTYPE1	VEHDMG1	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	SEX1
1	alcohal	NE of FF	HPK6BFW		0	1		Y				1	CAR	SVR	W	GO STR	NONE	45	23	M
2	innatentive\weather	NE of FF	HP2GV6S		0	1						2	TRK UT	V MNR	W	STOPED	SS FL	45	40	M
3		NE of FF	HP2GV74		0	0						1	CAR	SVR	W	NEGCRV	NONE	45	23	M
4	deer	NE of FF	HP2FCMQ		0	0						1	BLNK	MNR	W	BLNK	BLNK	45	57	F
5	deer	NE of FF	HPK6BHV		0	0						1	BLNK	MOD	S	BLNK	BLNK	45	28	M
6		NE of FF	HP2FCNP		0	0						4	CAR	NONE	S	STOPED	NONE	45	56	F
7		NE of FF	HP2FCP6		0	0						1	CAR	UNKN		RT TRN	NONE	45	0	N
8	medical	NE of FF	9NXHLD7		0	0						1	CAR	MOD	S	GO STR	NONE	45	51	F
9	deer	NE of FF	HP2FCR2		0	0						1	BLNK	MOD	E	BLNK	BLNK	45	55	M
10	deer	NE of FF	HP2GVF2		0	0						1	BLNK	V MNR	E	BLNK	BLNK	45	81	F
11	deer	NE of FF	HP2GVF1		0	0						1	BLNK	MOD	W	BLNK	BLNK	45	46	F
12	deer/alcohal	NE of FF	HP2R0JM		0	0						1	CAR	MNR	E	LT TRN	YIELD	35	50	M
13		NE of FF	HP2GVG1		0	1						1	CAR	MOD	W	GO STR	NONE	45	19	F
14	deer	NE of FF	HP2R0KF		0	0						1	BLNK	MOD	E	BLNK	BLNK	45	39	F
15	deer	NE of FF	HP2FCTT		0	0						1	BLNK	MOD	E	BLNK	BLNK	45	26	F
16	alcohal	NE of FF	HPJ30JP	Y	0	2		Y				2	CAR	SVR	E	GO STR	NONE	45	21	M
17	deer	NE of FF	HP2R0LQ		0	0						1	BLNK	MOD	S	BLNK	BLNK	45	29	M
18	deer	NE of FF	9PB0RR3		0	0						1	BLNK	MNR	N	BLNK	BLNK	45	61	F
19	deer	NE of FF	HPJ30LL		0	0						1	BLNK	MNR	E	BLNK	BLNK	45	45	F
20	no control	NE of FF	HPJ30LZ	Y	0	1						1	CAR	SVR	W	GO STR	NONE	45	34	M
21	alcohal	NE of FF	HPJ30M2		0	1		Y				1	CAR	SVR	W	NEGCRV	NONE	45	46	F
22	sleep	NE of FF	7RL05QT5KT		0	0						1	CAR	SVR	W	BLNK	NONE	45	65	M
23	no stop	CTH J/CTH FF	HPK6BH7	Y	0	2						2	CAR	MOD	N	GO STR	SS	45	27	F
24	deer	CTH J/CTH FF	HP2GV9Q		0	0						1	BLNK	V MNR	W	BLNK	BLNK	45	42	M
25	fail to yield	CTH J/CTH FF	HP2FCPH	Y	0	1				Y		2	CYCLE	SVR	E	GO STR	NONE	45	21	M
26	fail to yield	CTH J/CTH FF	HPK6BJH		0	1						2	TRK SA	NONE	S	LT TRN	SS	45	37	M
27	no stop	CTH J/CTH FF	HP2FCQF		0	1						2	CAR	MOD	N	GO STR	SS	45	43	F
28	no stop	CTH J/CTH FF	HP2FCS6		0	0						2	CAR	MOD	S	GO STR	SS	45	16	F
29	deer	CTH J/CTH FF	HPJ30LC		0	0						1	BLNK	MNR	W	BLNK	BLNK	45	23	F
30		SW of FF	HP2GV6M		0	0						1	CAR	UNKN	S	LT TRN	SS	45	17	M
31	no control	SW of FF	HPK6BFZ	Y	0	2						1	CAR	SVR	E	NEGCRV	NONE	45	21	M
32		SW of FF	A428653		0	0						1	CAR	MOD	E	GO STR	NONE	45	19	F
33	deer	SW of FF	HP2GV86		0	0						1	BLNK	MNR	W	BLNK	BLNK	45	46	M
34		SW of FF	HP2GVC1		0	1				Y		1	CYCLE	V SVR	W	NEGCRV	NONE	45	19	M
35	rear innatentive	SW of FF	HP2GVCP		0	0						2	CAR	MNR	E	GO STR	NONE	45	23	M
36	deer	SW of FF	HP2R0J8		0	0						1	BLNK	MOD	E	BLNK	BLNK	45	55	F
37		SW of FF	9NXHLHL		0	1						1	CAR	SVR	N	GO STR	NONE	45	24	M
38	deer	SW of FF	HP2FCV3		0	0						1	BLNK	MOD	S	BLNK	BLNK	45	38	M
39	deer	SW of FF	HPJ30HL		0	0						1	BLNK	MNR	N	BLNK	BLNK	45	62	M
40		SW of FF	HPJ30HS		0	0						1	CAR	V MNR	E	GO STR	NONE	45	27	F
41		SW of FF	HPJ30HQ		0	0						1	CAR	MOD	E	GO STR	NONE	45	29	F
42	deer	SW of FF	HP5TL7Z		0	0						1	BLNK	MNR	W	BLNK	BLNK	45	62	M
43		SW of FF	7RL0SZCGFG		0	0						1	CAR	MNR	W	BLNK	NONE	55	17	M

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	Reason	location	DOCTNMBR	INJSVR1	SAFETY1	DRVRPC1	STNM11	STNM12	VEHTYPE2	VEHDMG2	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2	SEX2	INJSVR2	SAFETY2	DRVRPC2
1	alcohal	NE of FF	HPK6BFW	C	SH/LP	SPD,TFC,FVC,DC	346.13 3	346.70 1											
2	innatentive\weather	NE of FF	HP2GV6S		SH/LP				CAR	MOD	W	GO STR	SS FL	45	16	F	C	SH/LP	TFC,ID
3		NE of FF	HP2GV74		SH/LP	TFC													
4	deer	NE of FF	HP2FCMQ		NONE														
5	deer	NE of FF	HPK6BHV		NONE														
6		NE of FF	HP2FCNP		SH/LP				CAR	MOD	W	OVT LT	NONE	45	19	F		SH/LP	IO
7		NE of FF	HP2FCP6		UNKN	TFC													
8	medical	NE of FF	9NXHLD7		SH/LP	ID,LOC,DC													
9	deer	NE of FF	HP2FCR2		NONE														
10	deer	NE of FF	HP2GVF2		NONE														
11	deer	NE of FF	HP2GVF1		NONE														
12	deer/alcohal	NE of FF	HP2R0JM		UNKN	TFC	346.57 3	346.69											
13		NE of FF	HP2GVG1	C	SH/LP	TFC													
14	deer	NE of FF	HP2R0KF		NONE														
15	deer	NE of FF	HP2FCTT		NONE														
16	alcohal	NE of FF	HPJ30JP	B	SH/LP	LOC,DC	346.63 2 a 1	346.13 1	CAR	SVR	W	GO STR	NONE	45	17	F	B	SH/LP	
17	deer	NE of FF	HP2R0LQ		NONE														
18	deer	NE of FF	9PB0RR3		NONE														
19	deer	NE of FF	HPJ30LL		NONE														
20	no control	NE of FF	HPJ30LZ	A	NONE	ID,DC	346.57 2	347.48 2M B											
21	alcohal	NE of FF	HPJ30M2	C	SH/LP		346.63 1 A	346.13 1											
22	sleep	NE of FF	7RL05QT5KT		SH/LP	FVC	346.89(1)												
23	no stop	CTH J/CTH FF	HPK6BH7	C	SH/LP	FTY	341.04 1	344.62 1	CAR	SVR	W	GO STR	NONE	45	63	M	C	SH/LP	
24	deer	CTH J/CTH FF	HP2GV9Q		NONE														
25	fail to yield	CTH J/CTH FF	HP2FCPH	B	HT/EY				CAR	MOD	S	LT TRN	NONE	45	33	F		SH/LP	FTY
26	fail to yield	CTH J/CTH FF	HPK6BJH		UNKN	FTY	346.18 3		CAR	V SVR	W	GO STR	NONE	45	27	M	C	UNKN	
27	no stop	CTH J/CTH FF	HP2FCQF	C	SH/LP				CAR	MOD	E	GO STR	SS	45	49	F		SH/LP	FTY
28	no stop	CTH J/CTH FF	HP2FCS6		SH/LP				CAR	UNKN	E	GO STR	SS	45	0	N		UNKN	ID,DTC
29	deer	CTH J/CTH FF	HPJ30LC		NONE														
30		SW of FF	HP2GV6M		SH/LP	TFC	346.57 3												
31	no control	SW of FF	HPK6BFZ	C	SH/LP	SPD,TFC,FVC	346.57 3												
32	[illegible]	SW of FF	A428653		SH/LP	ID	346.70 1	346.89 1											
33	deer	SW of FF	HP2GV86		NONE														
34	[illegible]	SW of FF	HP2GVC1	C	HT/EY	SPD													
35	rear innatentive	SW of FF	HP2GVCP		SH/LP	ID	346.89 1		CAR	V MNR	E	LT TRN	NONE	45	71	F		SH/LP	
36	deer	SW of FF	HP2R0J8		NONE														
37	[illegible]	SW of FF	9NXHLHL	B	SH/LP	FVC	346.63 1 a												
38	deer	SW of FF	HP2FCV3		NONE														
39	deer	SW of FF	HPJ30HL		NONE														
40		SW of FF	HPJ30HS		SH/LP		344.62 1	346.57 2											
41		SW of FF	HPJ30HQ		SH/LP	TFC													
42	deer	SW of FF	HP5TL7Z		NONE														
43		SW of FF	7RL0SZCGFG		SH/LP														

6

	Reason	location	DOCTNMBR	STNM21	STNM22	DRVRPC1	HWYPC1	VEHPC1	DRVRPC2	HWYPC2	VEHPC2	RPNMBR	LAT	LON
1	alcohal	NE of FF	HPK6BFW			SPD,TFC,FVC,DC							44.5452366	-88.1159929
2	innatentive\weather	NE of FF	HP2GV6S	346.89 1			SIW		TFC,ID	SIW			44.5405333	-88.1255648
3		NE of FF	HP2GV74			TFC	SIW						44.5462254	-88.1063619
4	deer	NE of FF	HP2FCMQ										44.5451516	-88.1161548
5	deer	NE of FF	HPK6BHV										44.5433834	-88.1195232
6		NE of FF	HP2FCNP				SIW		IO	SIW			44.5465575	-88.1042075
7		NE of FF	HP2FCP6			TFC	SIW						44.5451516	-88.1161548
8	medical	NE of FF	9NXHLD7			ID,LOC,DC							44.5463963	-88.1051765
9	deer	NE of FF	HP2FCR2										44.5430329	-88.120199
10	deer	NE of FF	HP2GVF2										44.5450629	-88.1163239
11	deer	NE of FF	HP2GVF1										44.5450629	-88.1163239
12	deer/alcohal	NE of FF	HP2R0JM			TFC	SIW						44.5478186	-88.1010294
13		NE of FF	HP2GVG1			TFC	SIW						44.5450629	-88.1163239
14	deer	NE of FF	HP2R0KF										44.5469501	-88.1020899
15	deer	NE of FF	HP2FCTT										44.5447983	-88.1168279
16	alcohal	NE of FF	HPJ30JP			LOC,DC							44.5401444	-88.1264045
17	deer	NE of FF	HP2R0LQ										44.5465227	-88.1044156
18	deer	NE of FF	9PB0RR3										44.5461111	-88.1071675
19	deer	NE of FF	HPJ30LL										44.5459998	-88.107974
20	no control	NE of FF	HPJ30LZ			ID,DC							44.5459998	-88.107974
21	alcohal	NE of FF	HPJ30M2										44.5449741	-88.1164929
22	sleep	NE of FF	7RL05QT5KT			FVC							44.5405333	-88.1255648
23	no stop	CTH J/CTH FF	HPK6BH7			FTY							44.5385891	-88.1297634
24	deer	CTH J/CTH FF	HP2GV9Q										44.5446208	-88.117166
25	fail to yield	CTH J/CTH FF	HP2FCPH	346.18 2					FTY				44.5385891	-88.1297634
26	fail to yield	CTH J/CTH FF	HPK6BJH			FTY							44.5385891	-88.1297634
27	no stop	CTH J/CTH FF	HP2FCQF	346.18 3					FTY				44.5385891	-88.1297634
28	no stop	CTH J/CTH FF	HP2FCS6						ID,DTC				44.5385891	-88.1297634
29	deer	CTH J/CTH FF	HPJ30LC										44.5409221	-88.1247251
30		SW of FF	HP2GV6M			TFC	SIW						44.5380515	-88.1352513
31	no control	SW of FF	HPK6BFZ			SPD,TFC,FVC							44.5344364	-88.1420833
32	[illegible]	SW of FF	A428653			ID							44.524311	-88.154433
33	deer	SW of FF	HP2GV86										44.5253766	-88.151791
34	[illegible]	SW of FF	HP2GVC1			SPD							44.5379905	-88.1354358
35	rear innatentive	SW of FF	HP2GVCP			ID							44.5380515	-88.1352513
36	deer	SW of FF	HP2R0J8										44.5247304	-88.1533702
37	[illegible]	SW of FF	9NXHLHL			FVC							44.5323161	-88.14413
38	deer	SW of FF	HP2FCV3										44.5337014	-88.1430498
39	deer	SW of FF	HPJ30HL										44.530067	-88.1457453
40		SW of FF	HPJ30HS				SIW						44.5385107	-88.1299331
41		SW of FF	HPJ30HQ			TFC	SIW						44.5385107	-88.1299331
42	deer	SW of FF	HP5TL7Z										44.533068	-88.1435443
43		SW of FF	7RL0SZCGFG										44.5382148	-88.1322657

6

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54313	87 - Telephone Number: (920) 492-2995 EXT.
83 - Government Damage Tag Number			

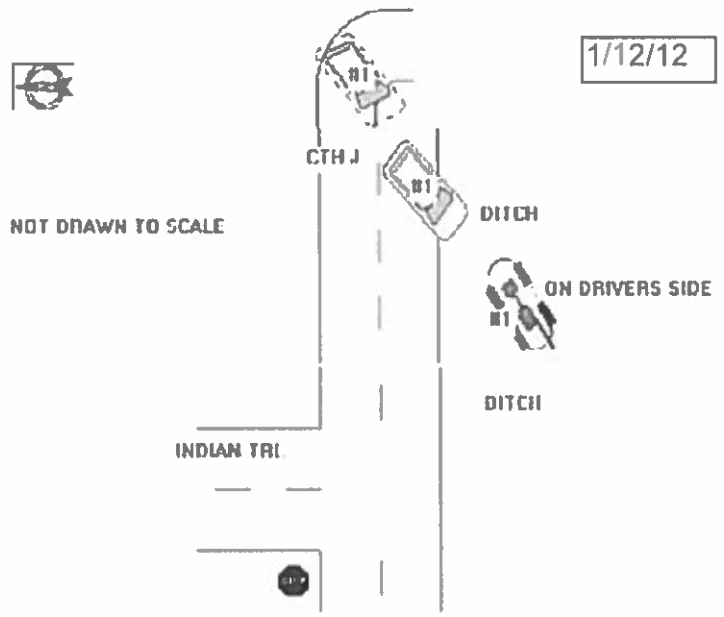
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	DITCH		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



ON 01-12-12 AT APPROX 2:28AM, THE DRIVER OF THE VEHICLE WAS WESTBOUND ON CTH J, LOST CONTROL, CROSSED THE CENTER LINE AND CAME TO REST IN THE EAST DITCH. THE DITCH IS STEEP AND DROPS DOWN APPROXIMATELY 8 FEET. THE VEHICLE CAME TO REST ON ITS DRIVERS SIDE APPROXIMATELY 10 FEET IN THE DITCH. A NEIGHBOR ([redacted] DID NOT WITNESS THE CRASH OR SEE THE CAR BUT HEARD WHAT SOUNDED LIKE A CAR CRASH FROM HIS HOME AND PHONED 911NOTIFYING POLICE OF A POSSIBLE CAR CRASH. DEPUTY BILL BURESH OF THE BROWN COUNTY SHERIFF'S DEPT ARRIVED ON SCENE AND SAW A MALE 5'10 OR 5'11, 160 TO 170 POUNDS WITH GLASSES, ATTEMPTING TO PUSH THE CAR BACK ON ALL 4 WHEELS. THE MALE WAS ROCKING THE CAR BACK AND FORTH. THE MALE TOLD DEPUTY BURESH HE WAS THE PASANGER OF THE CAR. DEPUTY BURESH DID NOT SEE ANYONE ELSE IN THE AREA. THE MALE THEN RAN AWAY FROM THE SCENE TO THE SOUTH, IN THE WOODS. OFFICERS AND A K9 DOG SEARCHED FOR THE MALE LOCATED THE SAME MALE APPROX 1.5 HOURS LATER ABOUT ONE MILE FROM THE CRASH SCENE. THE MALE WAS IDENTIFIED AS [redacted] ORIGINALLY SAID HE WAS NOT THE PERSON DEPUTY BURESH SAW ROCKING THE CAR BACK AND FORTH BUT LATER SAID HE WAS THE OWNER OF THE CAR AND WAS TRYING TO GET THE CAR BACK ON ITS WHEELS. [redacted] SAID HE WAS IN THE CAR AT THE TIME OF THE CRASH AS A PASSANGER. [redacted] HAD A MINOR CUT TO HIS HEAD BUT SAID HE WAS A LITTLE SORE BUT DIDN'T THINK HE WAS INJURED. [redacted] DID NOT WANT ANY MEDICAL ATTENTION. [redacted] SAID HE WASN'T SURE IF HE HAD INSURANCE ON HIS CAR. [redacted] SAID THE DRIVER OF HIS CAR WAS A MALE NAMED JAKE BUT HE DID NOT KNOW JAKE'S LAST NAME, ADDRESS, OR PHONE NUMBER. [redacted] SAID HE DOUBTED IF HE WOULD EVER SEE JAKE AGAIN IN HIS LIFE AS HE MET JAKE AT NED KELLY'S BAR DOWNTOWN GREEN BAY. [redacted] WAS GIVEN A PBT TEST WHILE SPEAKING TO OFFICERS AND PBT'D .20 APPROXIMATELY 2 HOURS AFTER THE CRASH. ON 01-14-12, [redacted] PHONED OFFICER [redacted] AND SAID HE WAS THE DRIVER AT THE TIME OF THE CRASH AND WAS ALONE. ON 01-16-12, [redacted] MET WITH OFFICER [redacted] AND GAVE A SIGNED WRITTEN STATEMENT SAYING HE WAS DRIVING AT THE TIME OF THE CRASH. [redacted] SAID HE RAN AND LIED TO AVOID GETTING A OWI. [redacted] WAS CITED FOR OBSTRUCTING AN OFFICER, DEVIATION FROM DESIGNATED LANE, FAILURE TO NOTIFY POLICE OF CRASH, AND FALSIFYING AN ACCIDENT REPORT.

Officer Information

6

PK2011

INS 02

63 - Liability Insurance Company	60
STATE-FARM	☒ Policy Holder Same As Owner
61 - Policy Holder Last Name: [redacted]	61 - Policy Holder First Name: [redacted]
61 - Policy Holder Company	

School Bus

BUS 02

Bus Travelling to/from	School Name	Body Make	Seating Capacity
○ To ○ From			
School District Contracted With			

Occupant

OCCUPANT 01

☐ Address Same As Operator

65 - Unit No	66 - Occupant Last Name	66 - First Name	66 - Middle Initial	66 - Suffix
02	[redacted]	[redacted]	A	

68 - Address Street & Number	68 - PO Box
68 - City	68 - State / 68 - Zip Code
67 - Date of Birth: [redacted]	69 - Sex: MALE

71 - Seat Position	72 - Safety Equipment
FRONT-SEAT-RIGHT-SIDE-(TRAIN ENGINEER)	SHOULDER-BELT-AND-LAP-BELT-USED

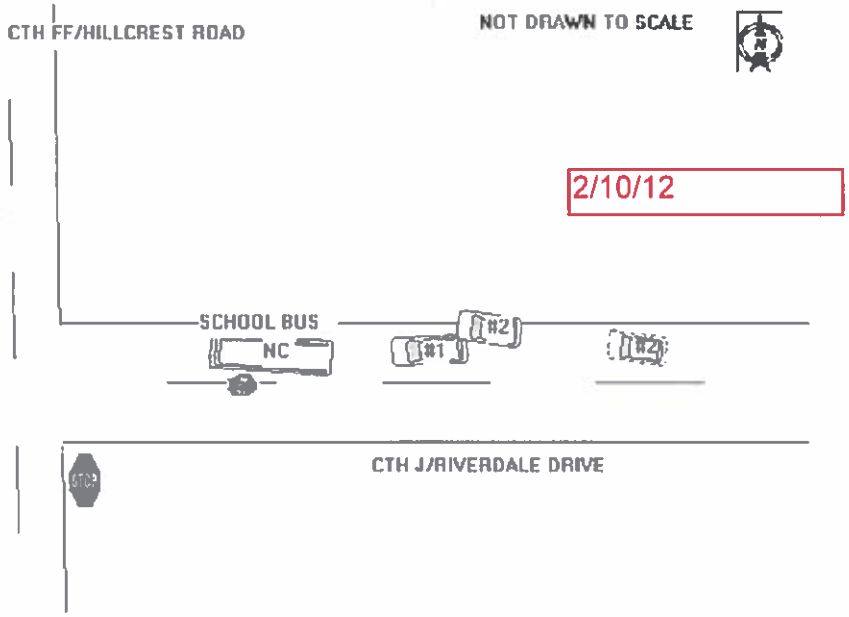
70 - Injury Severity	73 - Airbag	75 - Ejected	77
N - NO APPARENT INJURY	NON-DEPLOYED	NOT-EJECTED	☐ Medical Transport

76 - Trapped/Extricated	78 - Agency Space
NOT-TRAPPED	[redacted]

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT 1 AND UNIT 2 WERE TRAVELING WESTBOUND ON CTH J/RIVERDALE DRIVE. UNIT 1 STOPPED IN TRAFFIC FOR A SCHOOL BUS STOPPED WITH ITS FLASHING STOP SIGN ENGAGED.
UNIT 2 STATED SHE WAS LOOKING DOWN AT HER RADIO AND WHEN SHE LOOKED UP TO THE ROADWAY, UNIT 1 WAS STOPPED IN FRONT OF HER. UNIT 2 DRIVER STATED SHE WAS UNABLE TO STOP ON SLIPPERY ROAD CONDITIONS. STRUCK UNIT 1, AND DROVE INTO THE NORTH DITCH.
UNIT 2 DRIVER HAD A SMALL CUT TO HER NOSE FROM STRIKING HER NOSE ON THE STEERING WHEEL OF HER

6

VEHICLE. UNIT 2 DRIVER REFUSED RESCUE. THE R/O OF UNTI 2 AND DRIVER'S FATHER ARRIVED ONSCENE AND WAS INFORMED OF THE INJURY.
UNIT 2 DRIVER WAS CITED FOR INATTENTIVE DRIVING. UNIT 2 DRIVER WAS VERBALLY WARNED FOR TOO FAST FOR CONDITIONS AND AUTO FOLLOWING TOO CLOSE.
UNIT 2 WAS NOT TOWED AT THIS TIME DUE TO A COUNTY WIDE TOW BAN. I INFORMED UNIT 2'S R/O TO CONTACT A TOW COMPANY WHEN THE WEATHER CLEARS

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	A		7AV

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
02/10/2012	0715	0725	02/10/2012

Agency Accident Number	Police Number	19 - Special Study
	[redacted]	

18 - Agency Space
12-0755

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPARTMENT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54313	87 - Telephone Number: (920) 492-4925 EXT.
83 - Government Damage Tag Number: N/A			

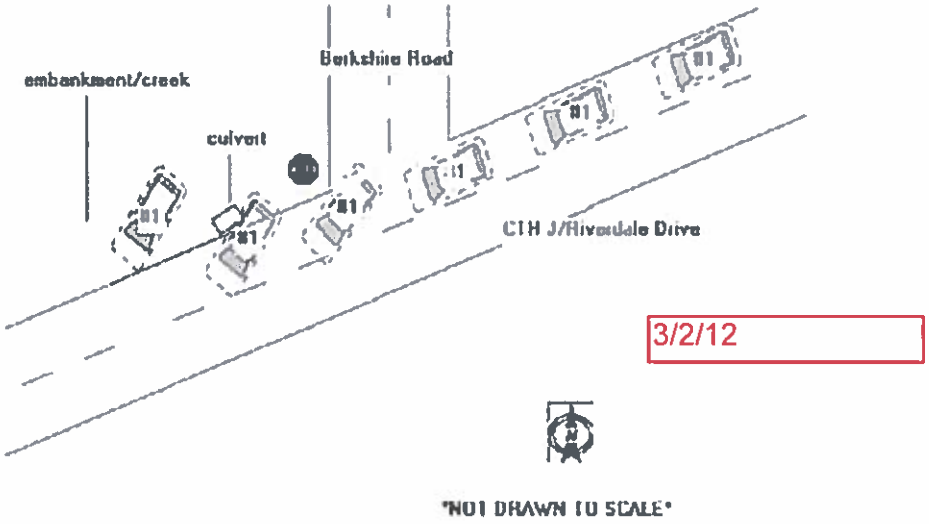
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	EMBANKMENT	1	CULVERT
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT#1 WAS TRAVELING WESTBOUND CTH J/RIVERDALE DRIVE WEST OF BERKSHIRE DRIVE IN THE VILLAGE OF HOBART. UNIT#1 WAS NEGOTIATING A CURVE ON CTH J/RIVERDALE DRIVE AT BERKSHIRE DRIVE WHEN HE LOST CONTROL OF THE VEHICLE ON THE SNOW COVERED ROAD AND WENT INTO THE DITCH ON THE NORTH SIDE OF CTH J/RIVERDALE DRIVE. WHEN UNIT#1 WENT INTO THE DITCH THE VEHICLE SLID OVER THE TOP OF A METAL GALVANIZED CULVERT. AFTER GOING OVER THE CULVERT UNIT#1'S PASSENGER SIDE STOPPED AGAINST AN EMBANKMENT. UNIT#1 WAS ALSO PARTIALLY IN A SMALL CREEK

Officer Information

6

PK2011

INS

61 - Policy Holder Company
[redacted]

School Bus

BUS 04

Bus Travelling to/from	School Name	Body Make	Seating Capacity
○ To ○ From			
School District Contracted With			

Occupant

OCCUPANT 01

☒ Address Same As Operator

65 - Unit No	66 - Occupant Last Name	66 - First Name	66 - Middle Initial	66 - Suffix
01	[redacted]	[redacted]	R	

68 - Address Street & Number	68 - PO Box
[redacted]	

68 - City	68 - State	68 - Zip Code
GREEN BAY	WI	543130000

67 - Date of Birth	69 - Sex
[redacted]	MALE

71 - Seat Position	72 - Safety Equipment
FRONT-SEAT-RIGHT-SIDE-(TRAIN ENGINEER)	SHOULDER-BELT-AND-LAP-BELT-USED

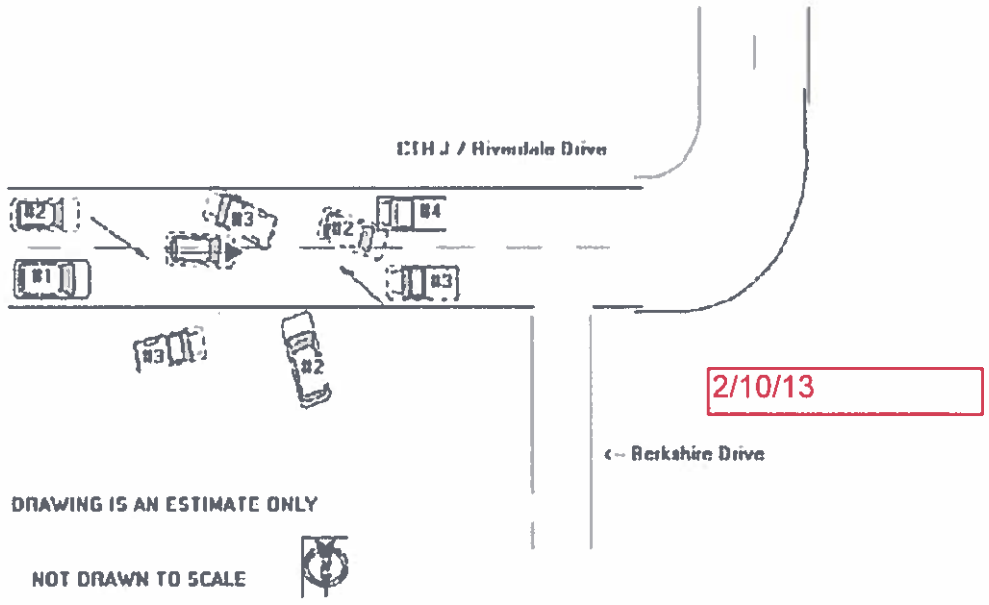
70 - Injury Severity	73 - Airbag	75 - Ejected	77
N - NO APPARENT INJURY	NON-DEPLOYED	NOT-EJECTED	☐ Medical Transport

76 - Trapped/Extricated	78 - Agency Space
NOT-TRAPPED	[redacted]

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



PLEASE NOTE THE ROAD WAS COVERED WITH ICE MAKING IT VERY DIFFICULT TO WALK ON THE ROAD SURFACE AND REMAIN STANDING. THE ROAD WAS ICED OVER FOR APPROXIMATELY 1.5 MILES. THERE WERE 5 OTHER VEHICLES THAT HAD SLID OFF THE ROAD IN THIS AREA PRIOR AND DURING THE INCIDENT.

UNIT #1 WAS STOPPED AND UNABLE TO MOVE IN THE WB LANE OF CTH J. UNIT #4 IS A TOW TRUCK THAT IS STOPPED WITH YELLOW WARNING LIGHTS TURNED ON AND IS ATTEMPTING TO ASSIST UNIT #1. UNIT #2 WAS WB AND MOVED INTO THE EB LANE TO GO AROUND #1. AT THE SAME TIME UNIT #3 TRAVELED INTO THE WB LANE TO GO AROUND UNIT #4. UNIT #3 AND UNIT #4 LOST CONTROL COLLIDIED WITH EACH OTHER. UNIT #3 WAS TRAVELING AT A HIGHER RATE OF SPEED AND WAS A BIGGER VEHICLE. WHEN UNITS #2 AND #3 COLLIDIED, UNIT #2 WAS FORCED BACK WORDS UP THE HILL AND STRUCK UNIT #4 ALSO. UNIT #4 REMAINED PARKED WITH ITS YELLOW WARNING LIGHTS TURNED ON. UNIT #2 AND #3 CAME TO REST IN THE NORTH DITCH OF CTH J. UNIT #1 HAD NO DAMAGE. UNIT #2 HAD DAMAGE TO MOST AREAS AND WAS UNDRIVEABLE. UNIT#3 HAD

PK2011

PROPERTY OWNER 01

84 - Company Name BROWN COUNTY HIGHWAY DEPARTMENT			Government Property Type COUNTY/MUNICIPAL
85 - Address Street & Number 2198 GLENDALE AVE		85 - PO Box	
86 - City GREEN BAY	86 - State WI	86 - Zip Code 54313	87 - Telephone Number (920) 492-4925 EXT.
83 - Government Damage Tag Number SEE NARATI			

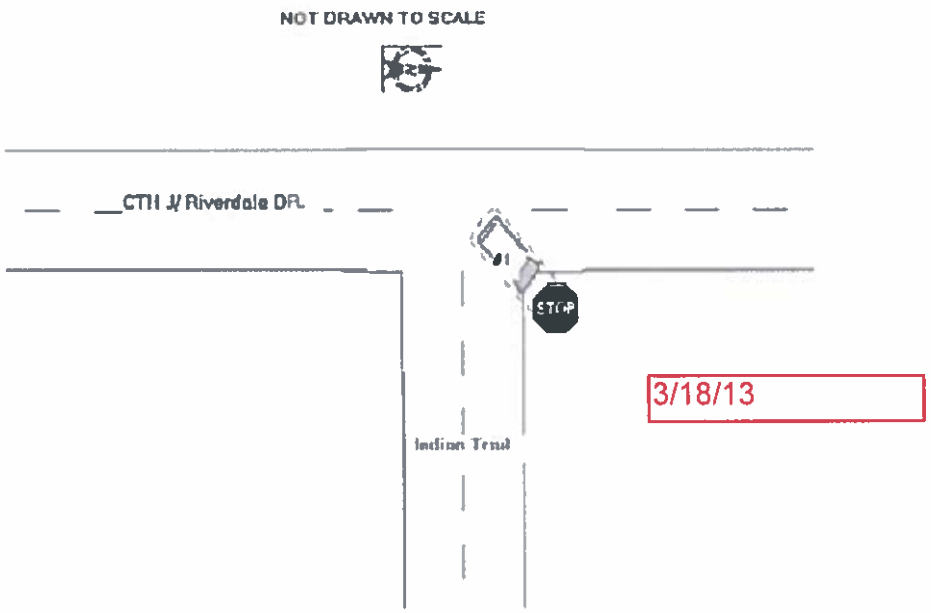
Fixed Objects Struck

82 - Striking Unit 1	82 - Object Struck TRAFFIC-SIGN-POST	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



3/18/13

WHILE OFF DUTY I OBSERVED A BLACK NEWER MODEL NISSAN SUV PARKED NEAR THE STOP SIGN AT THE INTERESECTION OF CTH J AND INDIAN TRAIL. I OBSERVED THE STOP SIGN LAYING ON THE GROUND NEXT TO THE VEHICLE. THE VEHICLE APPEARED TO BE STUCK IN A LARGE PILE OF SNOW. I RETURNED 10 MINUTES LATER WHEN ON DUTY AND THE VEHICLE WAS GONE. DUE TO THE SIGN BEING AT A BUSY INTERSECTION THE BROWN COUNTY HIGHWAY SHOP WAS CALLED BY DISPATCH AND GIVEN THE INCIDENT NUMBER.

Officer Information

6

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54303	87 - Telephone Number: (920) 492-4925 EXT.
83 - Government Damage Tag Number: 302354			

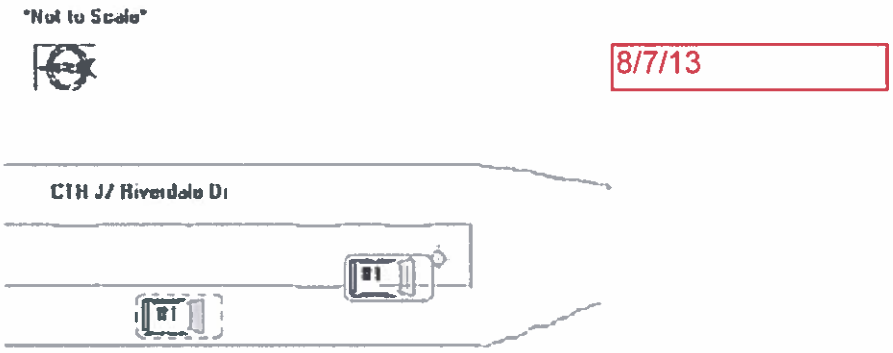
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	TRAFFIC-SIGN-POST		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY [redacted]



UNIT #1 WAS SOUTHBOUND ON CTH J/RIVERDALE DR IN THE TOWN OF HOBART AFTER NEGOTIATING THE ROUND-A-BOUT AT CTH RK. THIS PART OF THE ROADWAY IS DIVIDED BY A CEMENT MEDIAN THAT IS RAISED TO CURB HEIGHT. THERE IS A SIGN ON THE SOUTH END IN THE CENTER OF THIS MEDIAN INDICATING THE PRESENCE OF A DIVIDED ROADWAY. UNIT #1 WITH NO SKIDMARKS PRESENT BEFOREHAND LEFT THE SOUTHBOUND LANE OF TRAFFIC HITTING THE MEDIAN CURB. THE VEHICLE LEFT SKID MARKS BEFORE STRIKING THE SIGN POST BUSTING IT OFF WITH A FRONT CORNER OF THEIR VEHICLE. THE VEHICLE WAS IN NICE CONDITION AND GREEN IN COLOR FROM THE PIECES LEFT AT THE SCENE. I CLEANED OFF THE ROADWAY & HAD DISPATCH NOTIFY THE COUNTY SHOPS OF THE POST. UNIT #1 HAD LEFT THE SCENE. #1 LATER CONTACTED OUR DISPATCH & I FOLLOWED UP WITH HER OBTAINING A WRITTEN STATEMENT OF HER RECOUNT OF THE CRASH. #1'S OPERATOR STATED SHE "MUST HAVE BLACKED OUT". SHE DOESN'T REMEMBER NEGOTIATING THE ROUND-A-BOUT OR ANYTHING UNTIL HITTING THE CURB THEN SHE SAW THE SIGN & SWERVED TO TRY & MISS IT. #1 SAID SHE IS MAKING A DOCTOR APPOINTMENT FOR TOMORROW DUE TO BLACKING OUT. SEE HER STATEMENT FOR FURTHER DETAILS. DRIVER EVAL COMPLETED. I MATCHED UP THE PIECES OF THE VEHICLE FROM THE SCENE TO HER VEHICLE THEN AFTER OBTAINING THE STATEMENT THREW THEM AWAY. /// JM 225

Officer Information

6

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPARTMENT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVENUE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54313	87 - Telephone Number: (920) 492-2995 EXT.
83 - Government Damage Tag Number: 251252			

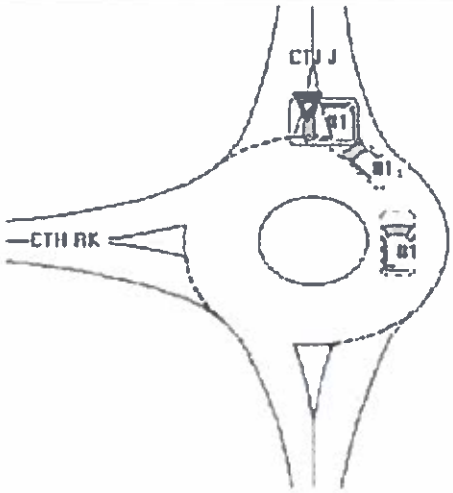
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	TRAFFIC-SIGN-POST		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



1/21/14

NOT DRAWN TO SCALE

UNIT ONE WAS IN THE ROUND ABOUT OF CTH RK AND CTH J IN THE VILLAGE OF HOBART. UNIT ONE LOST CONTROL MAKING THE LEFT TURN IN THE ROUND ABOUT. UNIT ONE TURNED LEFT WIDELY, GOING OVER THE CURVE AND DRIVING ON THE RIGHT SHOULDER ROUNDABOUT MEDIAN. UNIT ONE STRUCK AND RAN OVER A POST HOLDING THE ROUND ABOUT ONE WAY ONLY SIGN THAT HAS A YIELD SIGN WITH RED FLAG ON TOP OF IT. THE POST BROKE IN HALF AT THE BOTTOM AND WAS WEDGED UNDER UNIT ONES CAR. THE DRIVER OF UNIT ONE LEFT THE SCENE PRIOR TO MY ARRIVAL. I DID NOT HAVE A CURRENT PHONE NUMBER FOR THE OWNER OF UNIT ONE. ONEIDA POLICE OFFICER LEO WEBSTER CONDUCTED A TRAFFIC STOP IN THE AREA A FEW MINUTES AFTER I ARRIVED. OFFICER [redacted] WAS TOLD BY [redacted] HE DROVE BY SHORTLY AFTER THE CRASH. OFFICER [redacted] WAS TOLD THE MALE WAS OLDER WEARING A BLUE SWEATER AND JEANS, AND THE SWEATER HAD A HOLE IN THE FRONT OF IT. [redacted] TOLD OFFICER [redacted] THE MALE DRIVER WAS INTOXICATED AND KEPT ASKING FOR A RIDE HOME AND FOR A PUSH OUT OF THE ROUNDABOUT.

OFFICER [redacted] CHECKED THE ADDRESS FOR THE DRIVER OF UNIT ONE AND NO ONE WAS HOME. OFFICER [redacted] DID SEE A VEHICLE LEAVING THE AREA OF UNIT ONE'S APARTMENT AND BELIEVES UNIT ONE WAS A PASSENGER BUT WAS UNABLE TO MAKE CONTACT.
UNIT ONE HAD FRONT END DAMAGE AND WAS IMPOUNDED BY THE DETAIL SHOP.
FOLLOW UP:
ON 1-22-14, AT APPROXIMATELY 6:30 PM, I SPOKE TO THE DRIVER [redacted] WHO SAID LAST NIGHT HE WAS DRIVING HOME FROM WORK AND SWERVED TO MISS A DEER AND HIT THE SIGN. [redacted] SAID HE DIDN'T PHONE POLICE LAST NIGHT BECAUSE HIS PHONE DIED. [redacted] GAVE A WRITTEN STATEMENT ABOUT THE INCIDENT TO CHIEF [redacted] AND ITS ATTACHED TO THIS REPORT.

Witness

6

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
WISCONSIN PUBLIC SERVICE			
85 - Address Street & Number: WPS CREDIT DEPARTMENT		85 - PO Box: 19001	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54307	87 - Telephone Number: (920) 433-1380 EXT.
83 - Government Damage Tag Number			

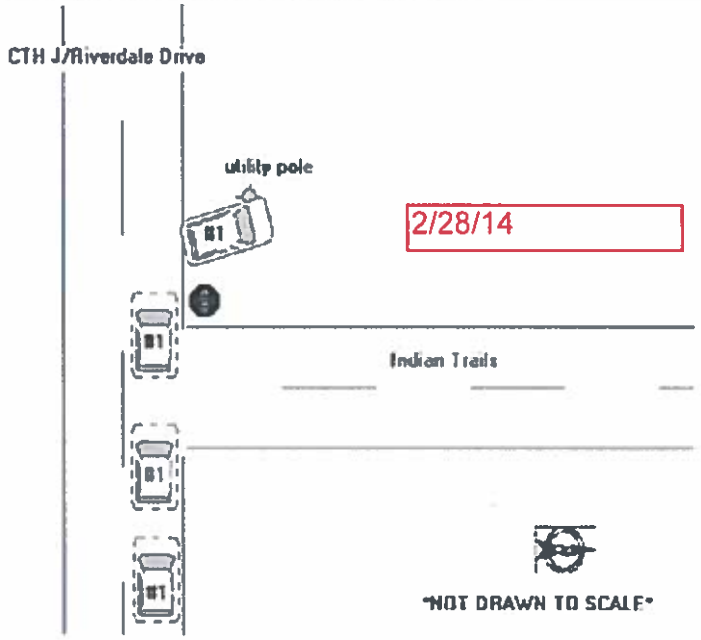
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	UTILITY-POLE		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



2/28/14

UNIT #1 WAS TRAVELING WESTBOUND ON CTH J/RIVERDALE DRIVE AT INDIAN TRAILS IN THE VILLAGE OF HOBART. UNIT #1 JUST CAME DOWN A LARGE HILL EAST OF INDIAN TRAILS ON CTH J. UNIT #1 SLID ON THE SNOW COVERED ROAD AND ENTERED THE DITCH ON THE NORTH SIDE OF CTH J WEST OF INDIAN TRAILS. WHEN UNIT #1 ENTERED THE DITCH, UNIT #1 STRUCK A UTILITY POLE ON UNIT #1'S FRONT DRIVER'S SIDE QUARTER PANEL. UNIT #1 CAME TO REST ON TOP OF A SNOW BANK AND AGAINST THE UTILITY POLE. THE UTILITY POLE HAD MINOR DAMAGE.

Officer Information

6

INS 02		
63 - Liability Insurance Company [redacted]		60 ☒ Policy Holder Same As Owner
61 - Policy Holder Last Name [redacted]	61 - Policy Holder First Name [redacted]	
61 - Policy Holder Company		

School Bus

BUS 02			
Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Diagram and Narrative

105 - PHOTOS BY
BCSO

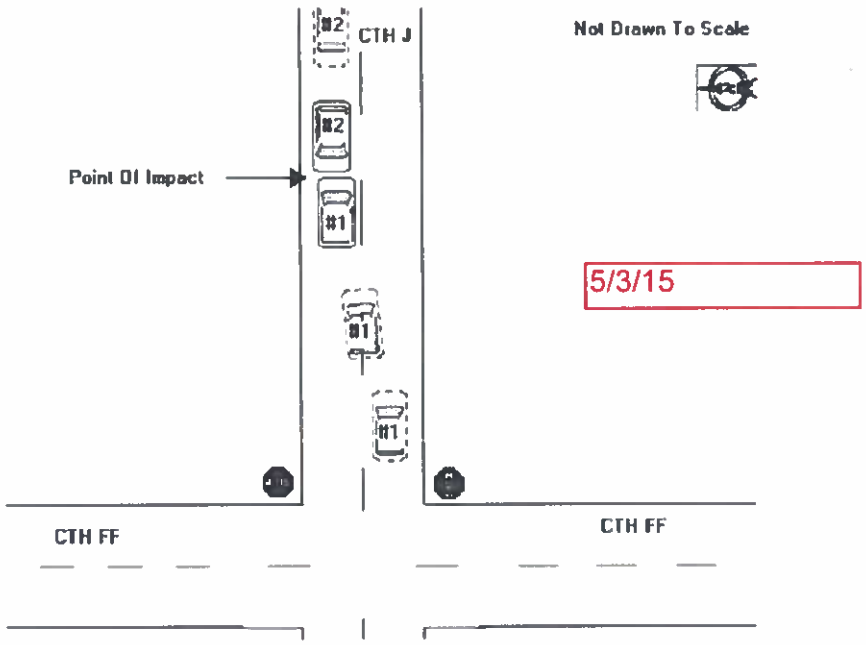


DIAGRAM AND NARRATIVE

UNIT ONE (#1) WAS TRAVELING EASTBOUND ON CTH J APPROXIMATELY .2 MILES EAST OF CTH FF IN THE VILLAGE OF HOBART. UNIT TWO (#2) WAS TRAVELING WESTBOUND ON CTH J APPROACHING CTH FF. UNIT ONE CROSSED THE YELLOW CENTER DIVIDER LINE ON THE ROADWAY AND ENTERED THE WESTBOUND LANE. UNIT TWO DID NOT HAVE TIME TO REACT AND WAS STRUCK HEAD ON BY UNIT ONE. UNIT ONE AND UNIT TWO CAME TO REST IN THE WESTBOUND LANE. BOTH UNITS SUSTAINED SEVERE FRONT END DAMAGE. BOTH DRIVERS OF THE VEHICLES WERE REMOVED BY INDIVIDUALS WHO CAME UPON THE ACCIDENT. BOTH DRIVERS SUSTAINED NON INCAPACITATING INJURIES AND WERE TRANSPORTED TO ST. VINCENT'S HOSPITAL BY COUNTY RESCUE. UNIT TWO WAS THE ONLY UNIT WITH AIRBAG DEPLOYMENT. SEATBELTS WERE WORN BY BOTH DRIVERS. HEAVY DUTY TOWING REMOVED BOTH VEHICLES FROM THE ROADWAY. A SUBSEQUENT INVESTIGATION LET TO THE DRIVER OF UNIT ONE BEING ARRESTED FOR SUSPICION OF OPERATING WHILE INTOXICATED CAUSING INJURIES. THE DRIVER OF UNIT ONE WAS ALSO CITED FOR POSSESSION OF OPEN INTOXICANTS AND UNSAFE LANE DEVIATION.

Officer Information

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPT			COUNTY/MUNICIPAL
85 - Address Street & Number		85 - PO Box	
2198 GLENDALE AVE			
86 - City	86 - State	86 - Zip Code	87 - Telephone Number
GREEN BAY	WI	54313	(920) 492-4925 EXT.
83 - Government Damage Tag Number			

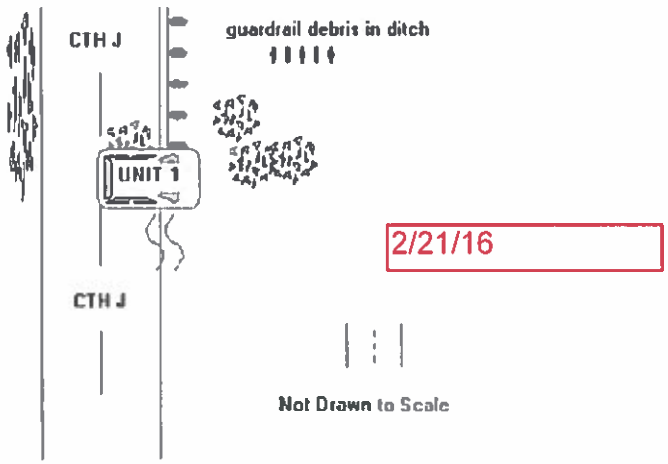
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	GUARDRAIL-END		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY [redacted]



2/21/16

UNIT 1 WAS TRAVELING WESTBOUND ON CTH J ABOUT 1/10 MILE WEST OF BERKSHIRE DRIVE COMING FROM CTH RK AND CTH J ROUND-A-BOUT AREA. UNIT 1 LEFT THE ROADWAY ON A STRAIGHT STRETCH OF CTH J WHILE TRAVELING WESTBOUND GOING UP A HILL. UNIT 1 STRUCK THE GUARDRAIL END HEAD ON. UNIT 1 CAME TO REST APPROXIMATELY 25' AFTER HITTING THE GUARDRAIL END. UNIT 1VEHICLE WAS IMPALED BY THE GUARDRAIL. DEBRIS WAS SCATTERED OVER THE ROADWAY AND IN THE DITCH. UNIT 1 WAS NOT PERPENDICULAR TO THE ROADWAY WITH THE REAR OF THE VEHICLE IN THE WEST BOUND LANE OF TRAFFIC. DRIVER OF UNIT 1 WAS OUTSIDE THE VEHICLE LAYING ON THE GROUND OF THE PASSENGER SIDE UPON ARRIVAL. DRIVER OF UNIT ONE WAS SEMI ALERT BUT CONSCIOUS AND BREATHING. I COULD NOT DETECT AND ODOR OF INTOXICANT, NOR COULD THE FIRST RESPONDERS AND EMTS. DRIVER OF UNIT 1 WAS TRANSPORTED TO ST. VINCENT FOR MEDICAL TREATMENT BY COUNTY RESCUE. MEDICAL STAFF INDICATED DRIVER OF UNIT 1 SUSTAINED BROKEN RIGHT LEG AND MINOR LACERATIONS ON BODY. DRIVER OF UNIT 1 SAID TO ME" ALL I REMEBER IS WAKING UP". UNIT 1 WAS TOWED BY A FLAT BED TOW TRUCK BY DETAIL SHOP.DRIVER OF UNIT 1 WAS CITED FOR FAILURE TO HAVE CONTROL AND DRIVER NOT WEARING SEATBELT. BROWN COUNTY HIGHWAY DEPARTMENT WAS NOTIFIED OF BROKEN GUARDRAIL. HOBART FIRE DEPARTMENT ASSISTED REMOVING GUARDRAIL FROM UNIT 1AND CLEANING DEBRIS FROM ROADWAY.

Witness

WITNESS 01

107 - Witness Last Name	107 - First Name		107 - Middle Initial
[redacted]	[redacted]		
108 - Address Streeet & Number	108 - PO Box		109 - Date of Birth
[redacted]			[redacted]
110 - City	State	110 - Zip Code	111 - Telephone Number
GREEN BAY	WI	543130000	[redacted]

6

Wisconsin Motor Vehicle Accident Report

HPJ30M2

MV4000e 01/2005

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
WISCONSIN PUBLIC SERVICE			
85 - Address Street & Number		85 - PO Box	
WPS CREDIT DEPARTMENT		19001	
86 - City	86 - State	86 - Zip Code	87 - Telephone Number
GREEN BAY	WI	54307	(920) 433-1380 EXT.
83 - Government Damage Tag Number			

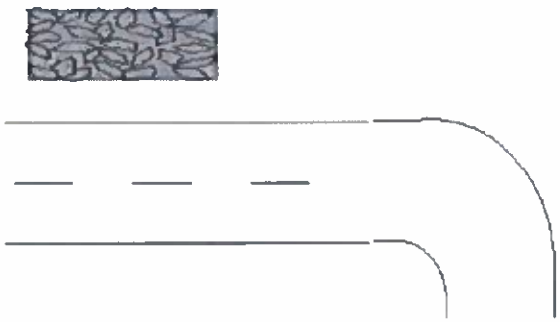
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	UTILITY-POLE		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



2/26/16

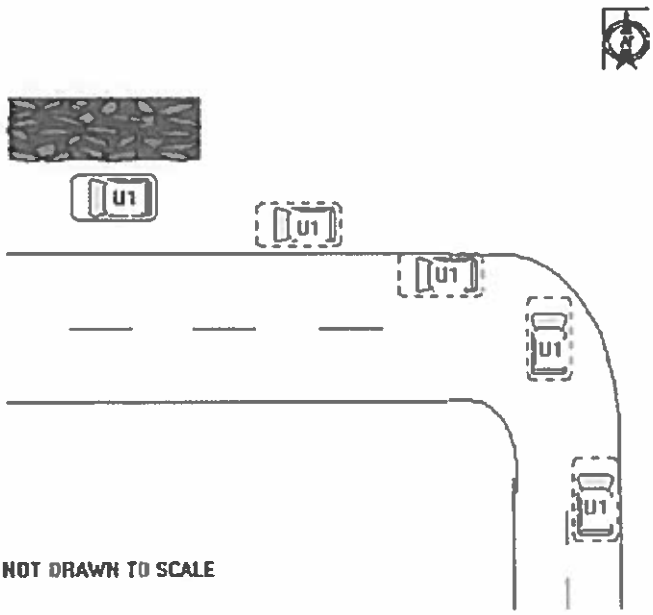
ON ABOVE LISTED DATE AND TIME, I WAS DISPATCHED TO A ONE VEH CRASH AT ABOVE LISTED LOCATION. UPON ARRIVAL, I OBSERVED ONE VEH IN THE DITCH ON THE NORTH SIDE OF CTH J. THE VEH WAS APPROX 40 FEET OFF THE ROADWAY. THE VEH CRASHED INTO A UTILITY POLE, SNAPPING IT INTO TWO PIECES. THE OPERATOR OF THE VEH WAS IN THE AMBULANCE PRIOR TO MY ARRIVAL. AS I ENTERED THE AMBULANCE, I SMELLED THE ODOR OF AN INTOXICATING BEVERAGE. THE OPERATOR OF THE VEH WAS ID'D BY WI PIC DL AS [redacted] ADVISED SHE SWERVED TO AVOID AN EASTBOUND VEH TRAVELING IN THE WESTBOUND LANE. AS [redacted] SPOKE, THE ODOR OF AN INTOXICATING BEVERAGE GREW STRONGER. I EXITED THE AMBULANCE TO DIRECT FIRST RESPONDERS ARRIVING. I SPOKE TO [redacted] FRIEND, [redacted] WHO ADVISED HE WAS AT GILLIGANS BAR WITH [redacted] SINCE 3PM. [redacted] WAS DRINKING ALCOHOL. I RETURNED TO THE AMBULANCE AND SPOKE WITH [redacted] ADMITTED TO CONSUMING ALCOHOL. I REQUESTED SHE PERFORM FIELD SOBRIETY TESTS. [redacted] WOULD NOT CONSENT. [redacted] STATED" CLEARLY I'M IMPAIRED". [redacted] CONSENTED TO SUBMIT A PBT SAMPLE. [redacted] WOULD NOT BLOW THROUGH THE TUBE. [redacted] WOULD PUFF HER CHEEKS UP AND NOT EXHALE ANY AIR. AFTER THREE ATTEMPTS [redacted] SUPPLIED AN INADEQUATE PBT SAMPLE OF .158. [redacted] REFUSED RESCUE TRANSPORT. I EXPLAINED TO [redacted] BASED ON [redacted]'S BLOOD SHOT AND GLASSY EYES, THE ODOR OF AN INTOXICATING BEVERAGE AS SHE SPOKE, HER ADMISSION TO CONSUMING ALCOHOL AND THE INADEQUATE PBT SAMPLE SHE WAS BEING ARRESTED FOR OWI FIRST. INFORMING THE ACCUSED READ TO [redacted] IN THE AMBULANCE. [redacted] DID NOT CONSENT TO LEGAL BLOOD DRAW AT 7:15PM. DETAIL SHOP TOWED [redacted]'S VEH. WPS REPAIRED THE UTILITY POLE. I TRANSPORTED [redacted] TO AURORA HOSPITAL FOR MEDICAL CLEARANCE. [redacted] WAS BOOKED INTO THE BROWN COUNTY JAIL.

Officer Information

4

PK2011

DIAGRAM AND NARRATIVE



AMENDED TO CORRECT #99

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	C	P	[redacted]

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
			03/02/2016

Agency Accident Number	Police Number	19 - Special Study

18 - AGENCY SPACE

6

7RL05QT5KT
17-004042

Wisconsin Motor Vehicle Crash Report

HOBART/LAWRENCE POLICE DEPT
2990 SOUTH PINE TREE ROAD
HOBART, WI 54155
(920) 869-3800

7RL05QT5KT

Document Number Override	Primary Crash Document #	Agency Crash Number	Investigating Officer/Deputy
			[redacted]
Crash Date 04/26/2017	Crash Time 02:49 PM	Date Arrived 04/26/2017	Time Arrived 03:07 PM
Date Notified 04/26/2017	Time Notified 02:51 PM	Total Units 01	Total Injured 00 / Total Killed 00

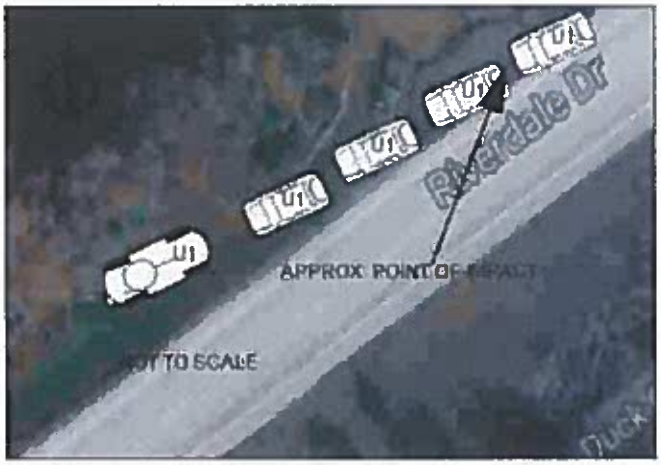
☐ On Emergency ☐ Hit and Run ☑ Lane Closure ☐ Work Zone ☐ Trailer or Towed

☐ Government Property ☐ Active School Zone School Bus Related: No Tags:

☑ Reportable Crash Type: DT4000 (Standard Crash) ☐ Amended ☐ Secondary Crash

Description

Diagram



NOT DRAWN TO SCALE

4/26/17

Reconstruction By

Photos By

Additional Information
None

Narrative I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.

ON THE ABOVE DATE AND TIME, I OFFICER [redacted] WAS DISPATCHED TO A ONE CAR ROLLOVER, WITHOUT INJURIES ON RIVERDALE DRIVE JUST EAST OF HILLCREST DRIVE IN THE VILLAGE OF HOBART. UPON MY ARRIVAL I SPOKE WITH THE DRIVER. THE DRIVER STATED HE FELL A SLEEP WHILE DRIVING AND HIT THE DITCH CAUSING HIM TO FLIP HIS VEHICLE ON TO IT'S ROOF. NO INJURIES REPORTED. UNIT 1 WAS TOWED BY DETAIL SHOP. UNIT 1 WAS CITED FOR INATTENTIVE DRIVING AS HE HAD ADMITTED TO FALLING A SLEEP WHILE DRIVING.

6

INS 02

63 - Liability Insurance Company	60 ☒ Policy Holder Same As Owner
61 - Policy Holder Last Name [redacted]	61 - Policy Holder First Name [redacted]
61 - Policy Holder Company	

School Bus

BUS 02

Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Property

PROPERTY OWNER 01

Organization Type ORGANIZATION	84 - Property Owner Last Name	84 - First Name	84 - Middle Initial	84 - Suffix
84 - Company Name WISCONSIN PUBLIC SERVICE			Government Property Type	
85 - Address Street & Number WPS CREDIT DEPARTMENT		85 - PO Box 19001		
86 - City GREEN BAY	86 - State WI	86 - Zip Code 54307	87 - Telephone Number (920) 433-1380 EXT.	
83 - Government Damage Tag Number				

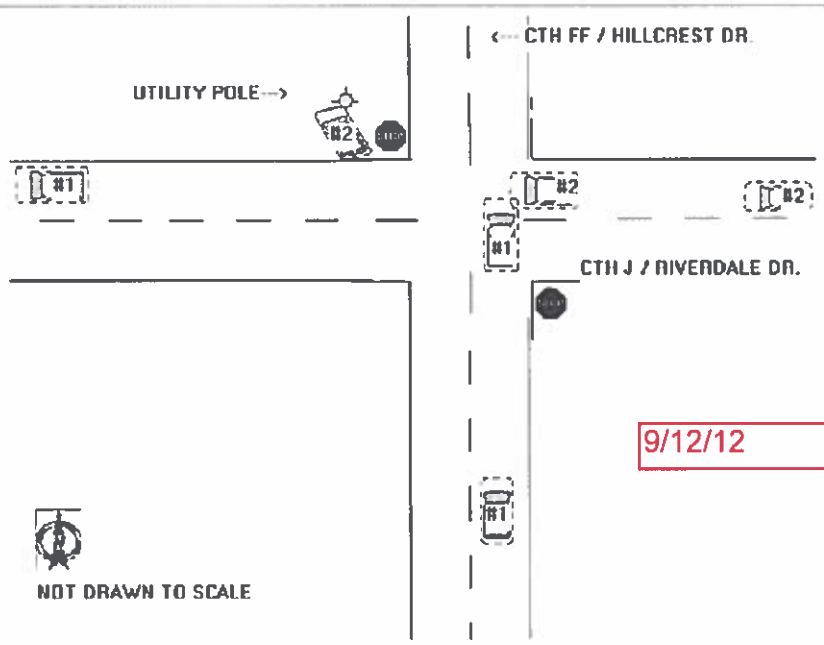
Fixed Objects Struck

82 - Striking Unit 2	82 - Object Struck UTILITY-POLE	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT #1 WAS NORTHBOUND ON CTH FF / HILLCREST DR. UNIT #2 WAS WESTBOUND ON CTH J / RIVERDALE DR. UNIT #1 APPROACHED THE INTERSECTION OF CTH J AND FAILED TO STOP / YIELD FOR THE STOP SIGN AND THE INTERSECTION OF CTH FF AND CTH J. UNIT #1 THEN CRASHED INTO UNIT #2. UNIT #1 CAME TO REST IN THE WESTBOUND LANE OF CTH J. UNIT #2 CAME TO REST IN THE NORTH DITCH OF CTH J WEST OF CTH FF. UNIT #2 ALSO CRASHED INTO A UTILITY POLE AS A RESULT OF STRIKING UNIT #1

6

PK2011

INS 02

63 - Liability Insurance Company	60 ☒ Policy Holder Same As Owner
61 - Policy Holder Last Name	61 - Policy Holder First Name
61 - Policy Holder Company	

School Bus

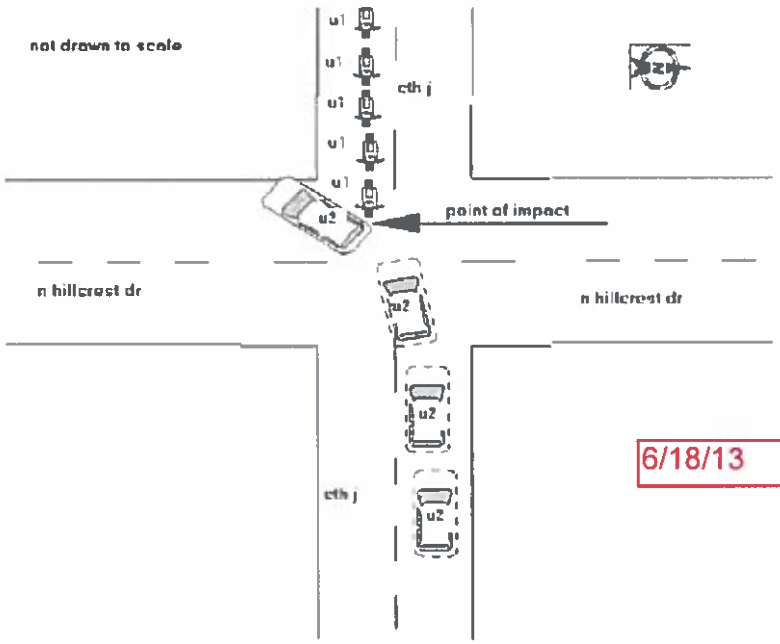
BUS 02

Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



6/18/13

UNIT 1 WAS TRAVELING EB ON CTH J WHEN UNIT 2 WHO WAS TRAVELING WB ON CTH J MADE A LEFT TURN ON TO N HILLCREST DR IN FRONT OF UNIT 1. UNIT 1 ENDED UP STRIKING UNIT 2 REAR PASSENGER SIDE TIRE. DRIVER OF UNIT 1 WAS TRANSPORTED TO THE HOSPITAL FOR NON-LIFE THREATENING INJURIES. BOTH UNITS TOWED FROM THE SCENE.

Witness

WITNESS 01

107 - Witness Last Name	107 - First Name	107 - Middle Initial M
108 - Address Streeet & Number	108 - PO Box	109 - Date of Birth
110 - City GREEN BAY	State WI / 110 - Zip Code 54304	111 - Telephone Number

Witness

WITNESS 02

107 - Witness Last Name	107 - First Name	107 - Middle Initial
108 - Address Streeet & Number	108 - PO Box	109 - Date of Birth
110 - City HOBART	State WI / 110 - Zip Code 54155	111 - Telephone Number

Officer Information

6

PK2011

INS 02		
63 - Liability Insurance Company [redacted]		60 ☒ Policy Holder Same As Owner
61 - Policy Holder Last Name [redacted]	61 - Policy Holder First Name [redacted]	
61 - Policy Holder Company		

School Bus

BUS 02			
Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Trailer

TRL 01				
106 - Power Unit Number 01	License Plate Number [redacted]	Plate Type STL	State WI	Expiration Year
Trailer Make ETNY		Unit Type SEMI		Vehicle Identification Number [redacted]

Diagram and Narrative

105 - PHOTOS BY
HOBART-LAWRENCE POLICE DEPARTMENT

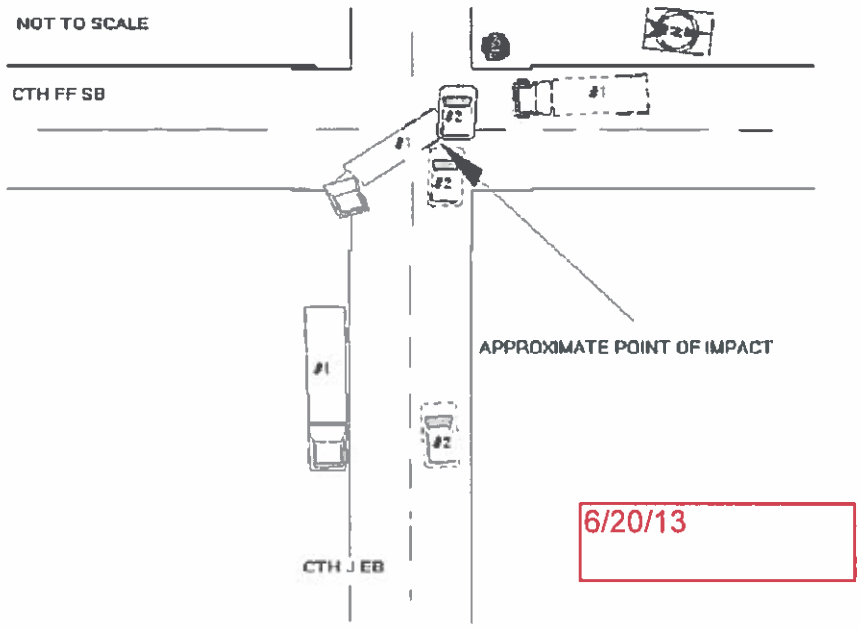


DIAGRAM AND NARRATIVE

UNIT 1 WAS TRAVELING SB ON CTH FF AND WAS STOPPED AT THE STOP SIGN AT CTH J. UNIT 1 BEGAN TO PULL OUT AND TURN LEFT ONTO CTH J WHEN UNIT 2 WHO WAS TRAVELING WB ON CTH J STRUCK THE SIDE OF UNIT 1. UNIT 1 WAS NOT INJURED. UNIT 2 SAID HE WAS INJURED BUT REFUSED MEDICAL TRANSPORT. DETAIL SHOP REMOVED UNIT 2. UNIT 1 WAS ISSUED A CITATION FOR FAILURE TO YEILD RIGHT OF WAY FROM A STOP SIGN.

Officer Information

6

PK2011

INS 02

63 - Liability Insurance Company	60 ☒ Policy Holder Same As Owner
61 - Policy Holder Last Name	61 - Policy Holder First Name
61 - Policy Holder Company	

School Bus

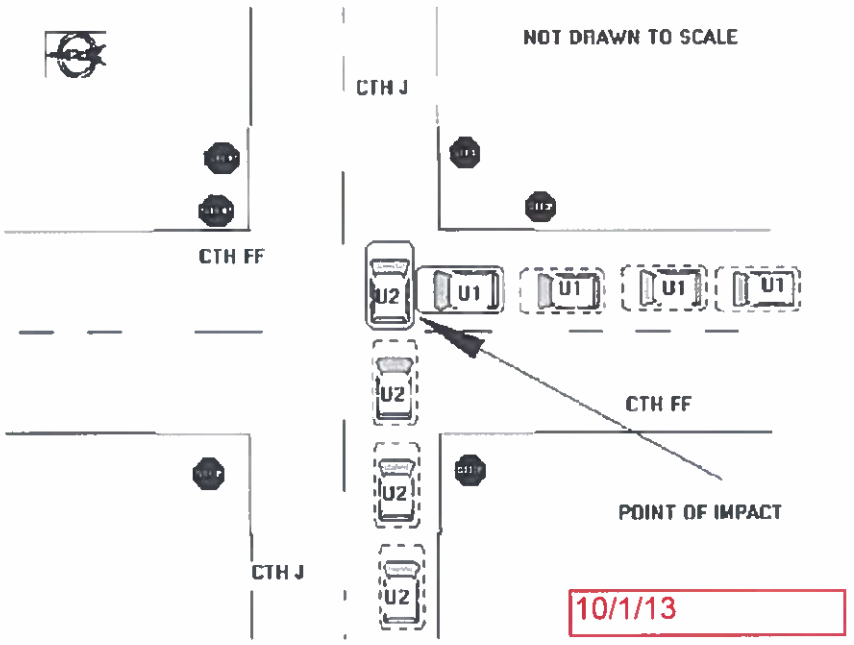
BUS 02

Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT 1 WAS STOPPED AT THE STOP ON CTH FF. UNIT 1 STATED SHE OBSERVED UNIT 2 TRAVELING EB ON CTH J AND THOUGHT UNIT 2 WAS GOING TO STOP AT THE STOP SIGN. SO UNIT 1 STARTED TRAVELING NORTH, STRIKING UNIT 2. UNIT 2 STATED SHE DID NOT STOP BECAUSE SHE DID NOT KNOW THERE WAS A STOP SIGN. THIS INTERSECTION HAS EXTRA LARGE STOPS SIGNS ON BOTH SIDES OF THE ROAD. UNIT 1 COMPLAINED OF LEFT LOWER LEG PAIN AND NECK PAIN. UNIT 1 REFUSED RESCUE. UNIT 2 WAS CITED FOR FAILURE TO YIELD FROM A STOP SIGN. BOTH UNITS REMOVED BY THE OPERATOR.

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
	J		

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
10/01/2013	2000	2010	10/01/2013

Agency Accident Number	Police Number	19 - Special Study
13-5010		

18 - Agency Space

6

PK2011

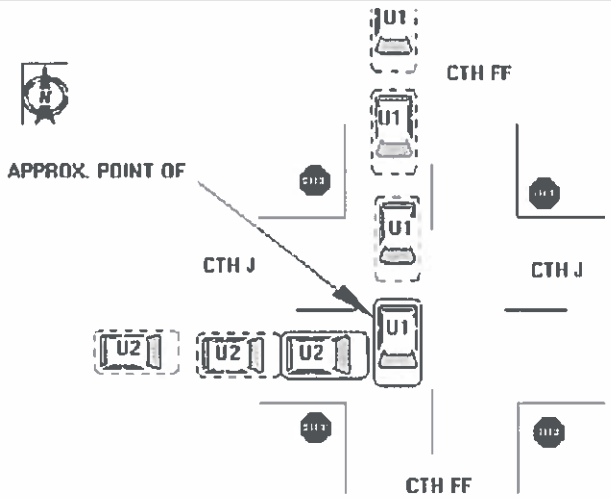
INS 02			
63 - Liability Insurance Company UNKNOWN		60 ☐ Policy Holder Same As Owner	
61 - Policy Holder Last Name	61 - Policy Holder First Name		
61 - Policy Holder Company			

School Bus

BUS 02			
Bus Travelling to/from ○ To ○ From	School Name	Body Make	Seating Capacity
School District Contracted With			

Diagram and Narrative

105 - PHOTOS BY



6/6/14

UNIT STATED SHE WAS TRAVELING SB ON CTH FF AND WAS STOPPED AT THE STOP SIGN ON CTH FF AND CTH J. UNIT 1 THEN PROCEEDED TO TRAVEL SB ON CTH J. UNIT 1 STATED THAT UNIT 2 RAN THE STOP SIGN STRIKING UNIT 1. UNIT 1 STATED UNIT 2 THEN BACKED UP AND TOOK OFF EB ON CTH J AT APPROX. 80 MPH. NO INJURIES REPORTED FROM UNIT 1. UNIT 1 WAS TOWED BY HEAVY DUTY TOWING. UNIT 1 WAS NOT CITED.

Officer Information

OFFICER INFORMATION				
125 - Officer Last Name [redacted]	125 - First Name J	125 - Middle Initial	131 - Officer ID [redacted]	
129 - Law Enforcement Agency No. 0509	130 - Law Enforcement Agency Name HOBART LAWRENCE POLICE DEPARTM			
126 - Law Enforcement Agency Address Street & Number 2990 SOUTH PINE TREE ROAD				
127 - City HOBART	127 - State WI	127 - Zip Code 54155	128 - Telephone Number (920) 869-3800 EXT.	
132 - Date Notified 06/06/2014	133 - Time Notified (Military Time) 1826	134 - Time Arrived (Military Time) 1845	135 - Date Of Report 06/06/2014	
Agency Accident Number 14-3008	Police Number [redacted]	19 - Special Study		
18 - Agency Space				

6

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54313	87 - Telephone Number: (920) 492-4925 EXT.
83 - Government Damage Tag Number: 260399			

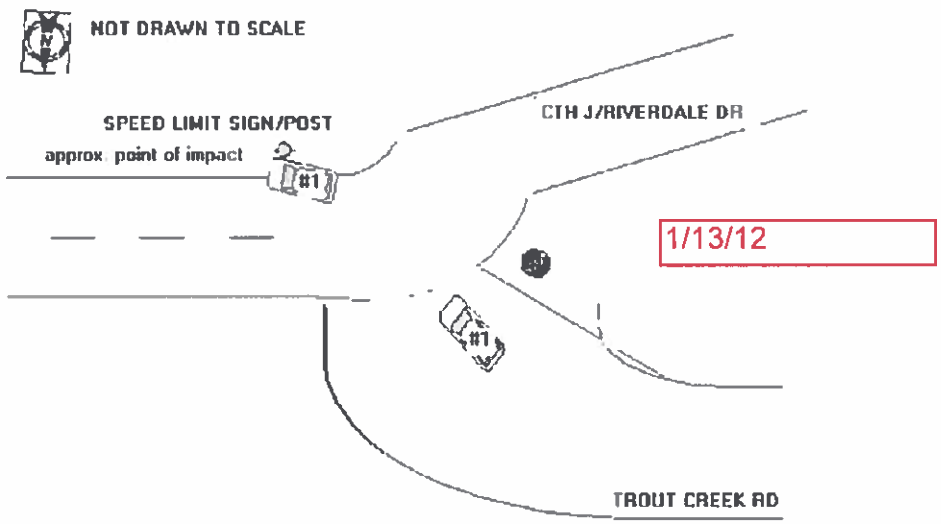
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	TRAFFIC-SIGN-POST		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT 1 WAS TRAVELING SOUTHBOUND ON TROUT CREEK RD. UNIT 1 ATTEMPTED TO TURN LEFT ONTO CTH J/ RIVERDALE DR. UNIT 1 DRIVER STATED HE SPUN OUT ON SLIPPERY ROAD CONDITIONS AND WAS UNABLE TO CORRECT HIS VEHICLE POSITIONING. UNIT 1 DRIVER STATED HE STRUCK THE TRAFFIC SIGN AND SLID INTO THE SOUTH DITCH OF CTH J. UNIT 1 DRIVER STATED HE WAS NOT INJURED AND DID NOT OBSERVE ANY DAMAGE TO HIS VEHICLE. AAA TOWED THE VEHICLE DUE TO UNKNOWN IF THERE WAS DAMAGE TO THE UNDERCARRIAGE (CONFIRMED NO DAMAGE)

UNIT 1 DRIVER WAS ISSUED A CITATION FOR TOO FAST FOR CONDITIONS.

DAMAGED PROPERTY TAG 260399

Officer Information

Ce

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	OTHER-POST		

Property

PROPERTY OWNER 02

Organization Type	84 - Property Owner Last Name	84 - First Name	84 - Middle Initial	84 - Suffix
ORGANIZATION				

84 - Company Name	Government Property Type
[redacted]	

85 - Address Street & Number	85 - PO Box
	[redacted]

86 - City	86 - State	86 - Zip Code	87 - Telephone Number
GREEN BAY	WI	[redacted]	[redacted]

83 - Government Damage Tag Number

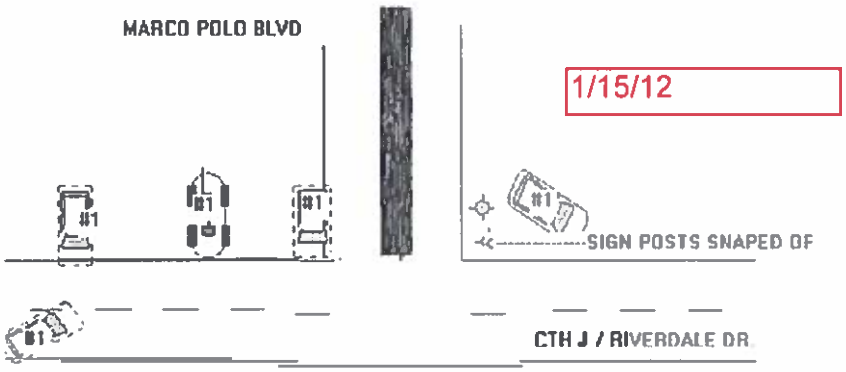
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	DITCH	1	TREE
1	OTHER-OBJECT-NOT-FIXED		

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



UNIT #1 WAS EB ON CTH J NEAR THE INTERSECTION OF MARCO POLO BLVD. UNIT #1 LOST CONTROL AND ENTERED THE NORTH DITCH OF CTH J APPROX 100 FEET WEST OF MARCO POLO BLVD. UNIT #1 ROLLED APPROXIAMATELY 3 TIMES. UNIT #1 CAME TO REST APPROXIMATELY 20 FEET WEST OF MARCO POLO BLVD. UNIT #1 WHILE ROLLING DAMAGED 2 STREET SIGNS WITH POSTS. A NEIGHBORHOOD WATCH SIGN AND POST. SEVERAL BUSHES AND LAND SCAPING ITEMS, AND A SPRINKLER HEAD. DRIVER OF UNIT #1 ADMITTED TO DRINKING ONE BEER AND SMOKING MARIJUANA AT APPROXIMATELY 9 HRS BEFORE THE CRASH. ALL PARTIES RAN FROM THE CRASH EXCEPT [redacted] OFFICERS FOUND [redacted] OFFICERS DID NOT SEE OR SPEAK TO [redacted] NO ONE KNEW THE NAME OF THE OTHER PASSENGER. THE DRIVER WAS TESTED FOR IMPARMENT BUT PASSED ALL TESTS AND GAVE A .00 BREATH SAMPLE.

Officer Information

6

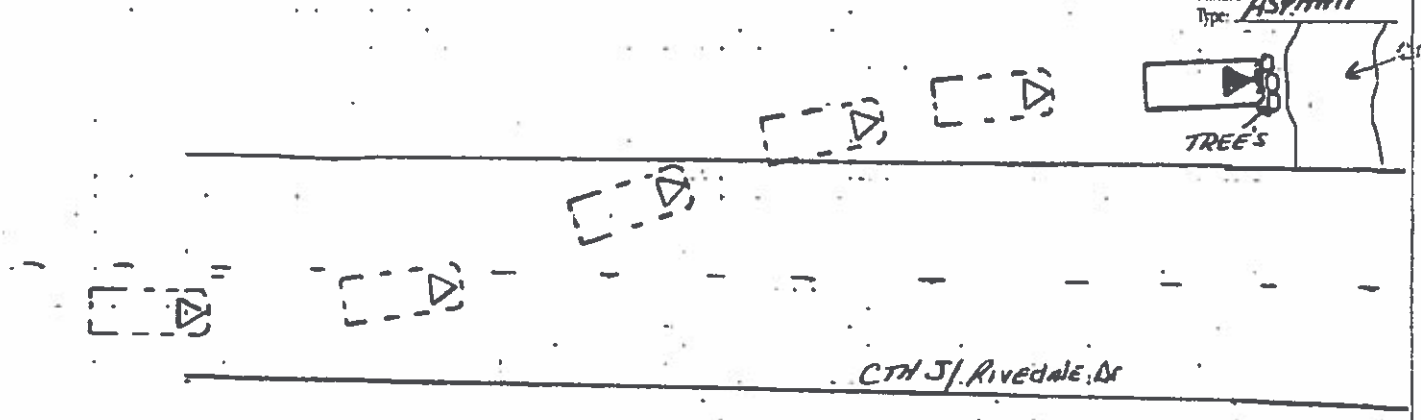
Draw Diagram of Accident & Indicate North with an arrow in the circle.

99 Pictorial Representation of Narrative

Supplemental Reports 101 (Y) ● | Witness Statements 102 (Y) ● | Measurements Taken 103 (Y) ●

Skidmarks to Impact: Unit 1 100 Unit 2 ∅ FEET

Surface Type: ASPHALT



1/22/12 prior to safety improvments

NOT DRAWN TO SCALE

NARRATIVE

104 ON 01/22/12 UNIT 1 WAS E/B WHEN DRIVER OF UNIT 1 LOST CONTROL WENT INTO NORTH SIDE DITCH, UNIT 1 STRUCK A TREE CAUSING DAMAGE TO FRONT END. DRIVER LEFT THE SCENE. DRIVER WAS ISSUED TO CITATIONS FAILURE TO NOTIFY POLICE OF ACCIDENT (346.70(1)), INATTENTIVE DRIVING (346.89 (1))

106

Photos By: 105

What Drivers Were Doing

119

Unit Number 1		Unit Number 2
●	Going Straight	(1)
(2)	Making Left Turn	(2)
(3)	Making Right Turn	(3)
(4)	Slowing or Stopping	(4)
(5)	Stopped in Traffic	(5)
(6)	Legally Parked	(6)
(7)	Violating No Passing Zone	(7)
(8)	Illegally Parked	(8)
(9)	Parking Maneuver	(9)
(10)	Backing Maneuver	(10)
(11)	Changing Lanes	(11)
(12)	Overtaking on Left	(12)
(13)	Overtaking on Right	(13)
(14)	Making U Turn	(14)
(15)	Turning on Red	(15)
(16)	Merging	(16)
(17)	Negotiating Curve	(17)
(18)	Other	(18)

WITNESS NAME 107 Last First M.I.

ADDRESS 108 Street & Number Date of Birth 109

City & State 110 ZIP Phone Number 111 ( )

ACCESS CONTROL 112
- ● No Control (Unlimited Access)
- (2) Full Control (Only Ramp Entry/Exit)
- (3) Partial Control

ROAD TERRAIN 113
Part A
- ● Straight
- (2) Curve

Part B
- (3) Level/Flat
- (4) Hill

LIGHT CONDITION 114
- ● Daylight
- (2) Dark—Not Lighted
- (3) Dark—Lighted
- (4) Dawn
- (5) Dusk
- (6) Unknown

TRAFFIC WAY 115
- ● Not Physically Divided (2-Way Traffic)
- (2) Divided Highway, Median Strip, without Traffic Barrier
- (3) Divided Highway, Median Strip, with Traffic Barrier
- (4) One-Way Traffic
- (5) Parking Lot or Private Property

ROAD SURFACE CONDITION 116
- (1) Dry
- ● Wet
- (3) Snow/Slush
- (4) Ice
- (5) Sand, Mud, Dirt, Oil
- (6) Other
- (7) Unknown

WEATHER 118
- (1) Clear
- ● Cloudy
- (3) Rain
- (4) Snow
- (5) Fog, Smog, Smoke
- (6) Sleet, Hail (Freezing Rain or Drizzle)
- (7) Blowing Sand, Soil, Dirt, Snow
- (8) Severe Crosswinds
- (9) Other
- (10) Unknown

RELATION TO ROADWAY 117
- (1) On Roadway
- (2) Parking Lot or Private Property
- (3) Shoulder (Other Than Shoulder within Median or Gore)
- (4) Median (Other Than Median within Gore)
- ● Outside Shoulder—Left
- (6) Outside Shoulder—Right
- (7) Off Roadway—Location Unknown
- (8) Gore (Area between Ramp & Highway)
- (9) On Ramp
- (10) Unknown

Traffic Control

120

Unit Number 1		Unit Number 2
●	No Control	(1)
(2)	Traffic Signal Operating	(2)
(3)	Traffic Signal Flashing	(3)
(4)	Stop Sign	(4)
(5)	Stop Sign with Flasher	(5)
(6)	Warning	(6)
(7)	Warn Sign with Flasher	(7)
(8)	Yield Sign	(8)
(9)	Traffic Control Person	(9)
(10)	RR-xing Signal	(10)
(11)	Other	(11)

1288 0330 0069

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
BROWN COUNTY HIGHWAY DEPARTMENT			COUNTY/MUNICIPAL
85 - Address Street & Number: 2198 GLENDALE AVENUE		85 - PO Box	
86 - City: GREEN BAY	86 - State: WI	86 - Zip Code: 54313	87 - Telephone Number: (920) 492-4925 EXT.
83 - Government Damage Tag Number: 282456			

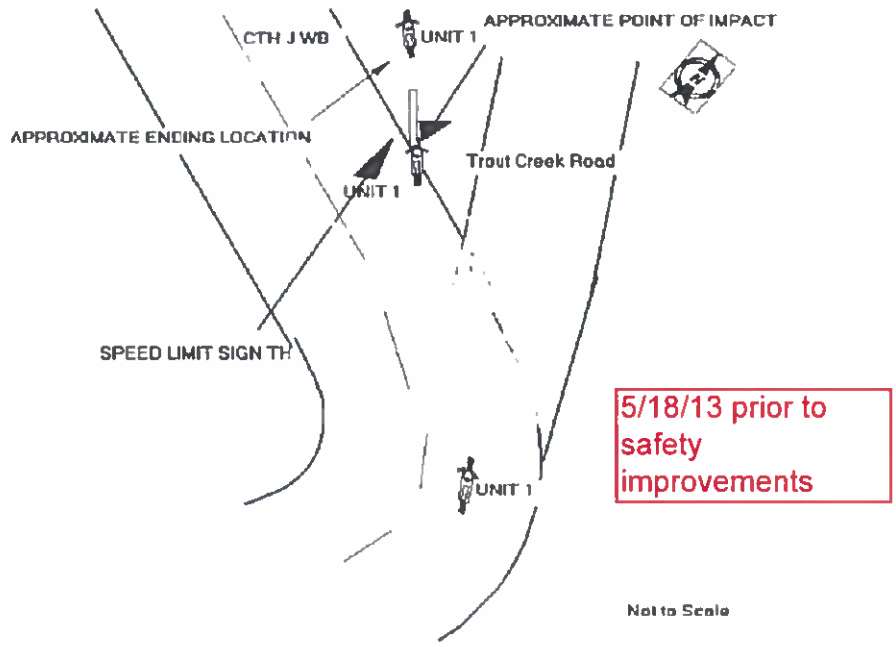
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
1	TRAFFIC-SIGN-POST		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



5/18/13 prior to safety improvements

UNIT 1 WAS TRAVELING WESTBOUND ON CTH J AT TROUT CREEK ROAD IN THE VILLAGE OF HOBART. UNIT 1 DRIVER LOST CONTROL OF HIS MOTORCYCLE, STRUCK A SPEED LIMIT SIGN POST, AND CRASHED INTO THE DITCH APPROXIMATELY 50FT WEST OF TROUT CREEK RD. UNIT 1 WAS THE ONLY VEHICLE INVOLVED IN THE CRASH. UNIT 1 DRIVER REFUSED MEDICAL ATTENTION.
UNIT 1 WAS REMOVED FROM THE SCENE (TOWED) BY THE OPERATOR.
UNIT 1 WAS CITED FOR DEVIATING FROM DESIGNATED LANE AND OPERATING A MOTORCYCLE WITHOUT A L;ICENSE.

Witness

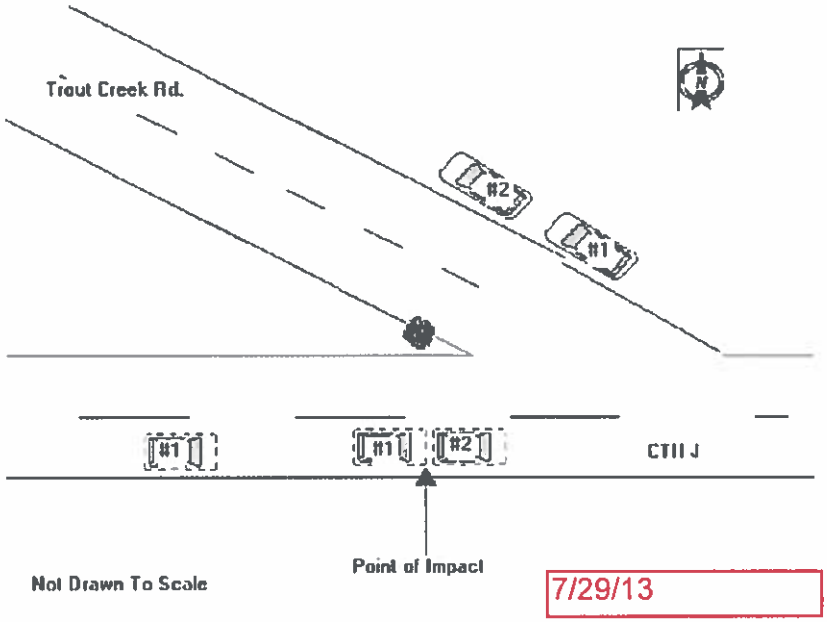
WITNESS 01

107 - Witness Last Name	107 - First Name		107 - Middle Initial
[redacted]	[redacted]		[redacted]
108 - Address Streeet & Number	108 - PO Box		109 - Date of Birth
[redacted]			[redacted]
110 - City	State	110 - Zip Code	111 - Telephone Number
[redacted]	WI	[redacted]	[redacted]

Officer Information

6

DIAGRAM AND NARRATIVE



UNIT TWO WAS EASTBOUND ON CTH J AND STOPPED TO WAIT FOR ONCOMING TRAFFIC TO CLEAR IN ORDER TO MAKE A LEFT TURN ONTO TROUT CREEK RD. UNIT ONE WAS TRAVELING EASTBOUND ON CTH J BEHIND UNIT TWO. UNIT ONE DID NOT SEE UNIT TWO STOP FOR ONCOMING TRAFFIC. UNIT ONE STRUCK THE REAR BUMPER OF UNIT TWO CAUSING MINOR DAMAGE TO THE REAR OF UNIT TWO AND THE FRONT OF UNIT ONE. BOTH UNITS PULLED OFF TO THE SIDE OF THE ROAD AND OUT OF TRAFFIC ON TROUT CREEK RD. THE DRIVER OF UNIT ONE SAID HE DID NOT SEE UNIT TWO STOP. DRIVER OF UNIT TWO WAS CITED FOR INATTENTIVE DRIVING. UNIT TWO HAD THREE OCCUPANTS TOTAL. UNIT ONE HAD ONE OCCUPANT, NO INJURIES WERE REPORTED. VEHICLES WERE REMOVED FROM THE SCENE BY THE OPERATORS.

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	R		[redacted]

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

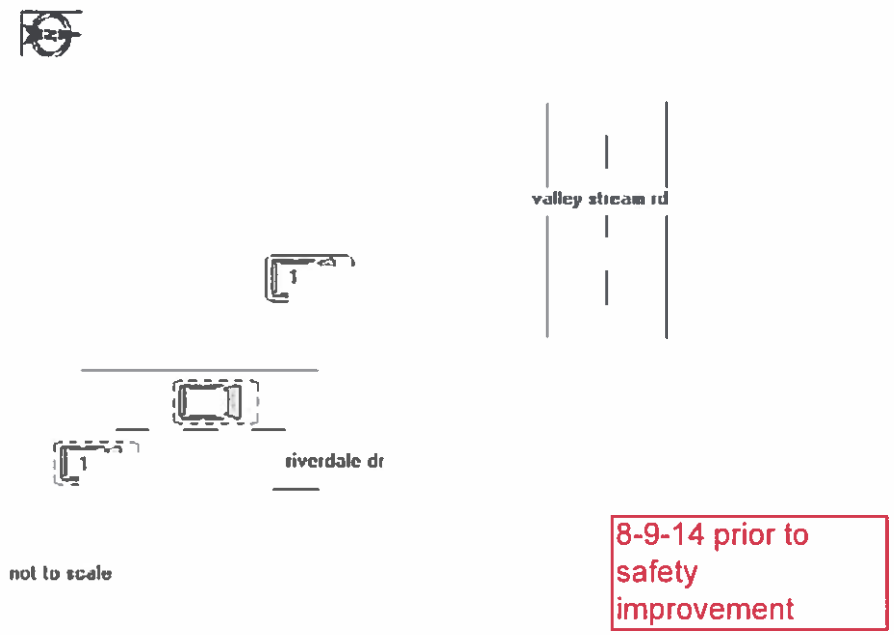
132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
07/29/2013	1553	1610	07/29/2013

Agency Accident Number	Police Number	19 - Special Study
	13-3894	

18 - Agency Space
13-3894

6

DIAGRAM AND NARRATIVE



UNIT #1 TRAVELING N/B ON CTH J/ RIVERDALE DR, LOST CONTROL OF VEHICLE CROSSING OVER S/B LANE AND ENTERING WEST SIDE DITCH.

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	S		[redacted]

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0500	BROWN COUNTY SHERIFF

126 - Law Enforcement Agency Address Street & Number
2684 DEVELOPMENT DRIVE

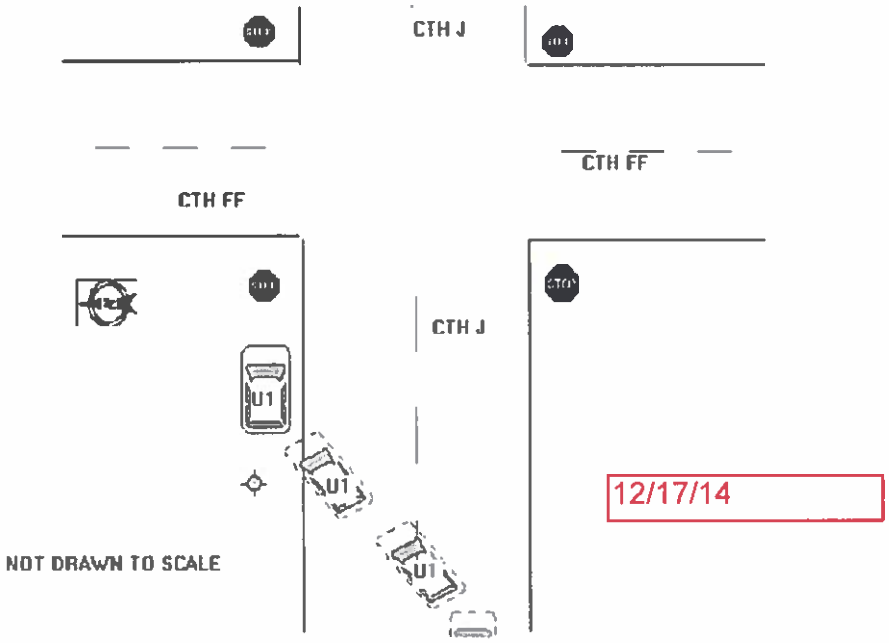
127 - City	127 - State	127 - Zip Code	128 - Telephone Number
GREEN BAY	WI	54311	(920) 448-4200 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
08/09/2014	1757	1804	08/09/2014

Agency Accident Number	Police Number	19 - Special Study
	14-37131	

18 - Agency Space

DIAGRAM AND NARRATIVE



UNIT 1 WAS TRAVELING EB ON CTH J AND HIT A PATCH OF ICE, WHICH CAUSED UNIT 1 TO LOOSE CONTROL, UNIT 1 ENDED UP IN THE DITCH. UNIT 1 HAD MODERATE DAMAGE. NO CITATIONS ISSUED. NO INJURIES REPORTED.

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	J		[redacted]

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
12/17/2014	0710	0715	12/17/2014

Agency Accident Number	Police Number	19 - Special Study
14-6839	14-6839	

18 - Agency Space

PK2011

PROPERTY OWNER 01

84 - Company Name			Government Property Type
85 - Address Street & Number [redacted]		85 - PO Box	
86 - City HOBART	86 - State WI	86 - Zip Code 54115	87 - Telephone Number [redacted]
83 - Government Damage Tag Number			

Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
01	MAILBOX		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Property

PROPERTY OWNER 02

Organization Type	84 - Property Owner Last Name	84 - First Name	84 - Middle Initial	84 - Suffix
INDIVIDUAL	[redacted]	[redacted]	[redacted]	

84 - Company Name			Government Property Type
85 - Address Street & Number [redacted]		85 - PO Box	
86 - City HOBART	86 - State WI	86 - Zip Code 54115	87 - Telephone Number [redacted]
83 - Government Damage Tag Number			

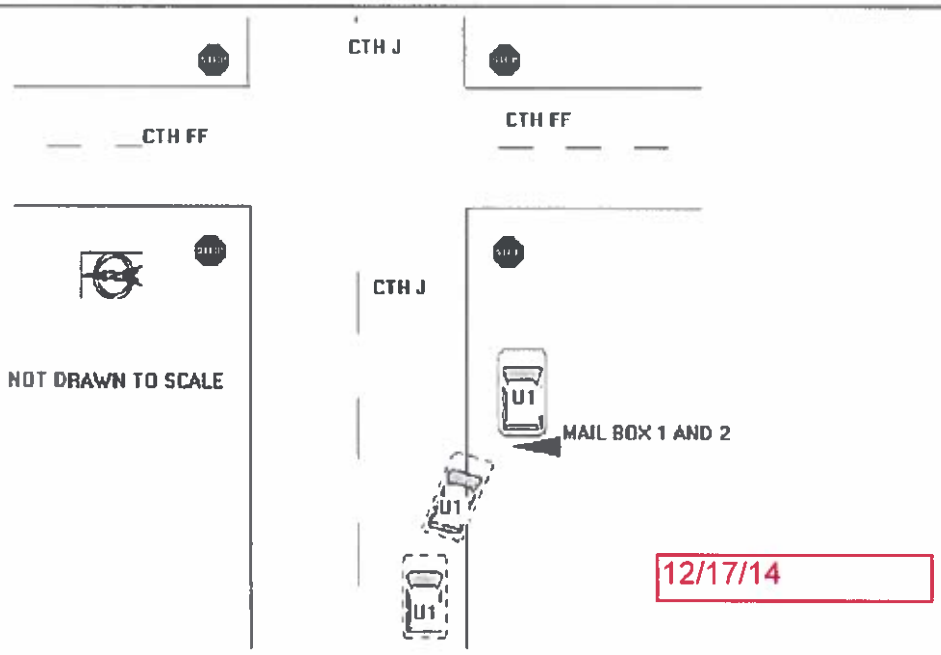
Fixed Objects Struck

82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
01	MAILBOX		
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck
82 - Striking Unit	82 - Object Struck	82 - Striking Unit	82 - Object Struck

Diagram and Narrative

DIAGRAM AND NARRATIVE

105 - PHOTOS BY



6

PK2011

	UNIT 1 WAS TRAVELING EB ON CTH J, WHEN UNIT 1 HIT A PATCH OF ICE AND LOST CONTROL, ENDING UP STRIKING 2 MAILBOXES AND ENDING UP IN THE DITCH. UNIT 1 HAD MINOR DAMAGE. NO INJURIES REPORTED. UNIT 1 WAS CITED FOR OPERATE WITHOUT INSURANCE AND FAILURE TO MAINTAIN CONTROL.

Officer Information

OFFICER INFORMATION

125 - Officer Last Name	125 - First Name	125 - Middle Initial	131 - Officer ID
[redacted]	J		[redacted]

129 - Law Enforcement Agency No.	130 - Law Enforcement Agency Name
0509	HOBART LAWRENCE POLICE DEPARTM

126 - Law Enforcement Agency Address Street & Number
2990 SOUTH PINE TREE ROAD

127 - City	127 - State	127 - Zip Code	128 - Telephone Number
HOBART	WI	54155	(920) 869-3800 EXT.

132 - Date Notified	133 - Time Notified (Military Time)	134 - Time Arrived (Military Time)	135 - Date Of Report
12/17/2014	0725	0725	12/18/2014

Agency Accident Number	Police Number	19 - Special Study
14-6840	14-6840	

18 - Agency Space

6

7RL0SZCGFG

Wisconsin Motor Vehicle Crash Report

HOBART/LAWRENCE POLICE DEPT
2990 SOUTH PINE TREE ROAD
HOBART, WI 54155
(920) 869-3800

7RL0SZCGFG

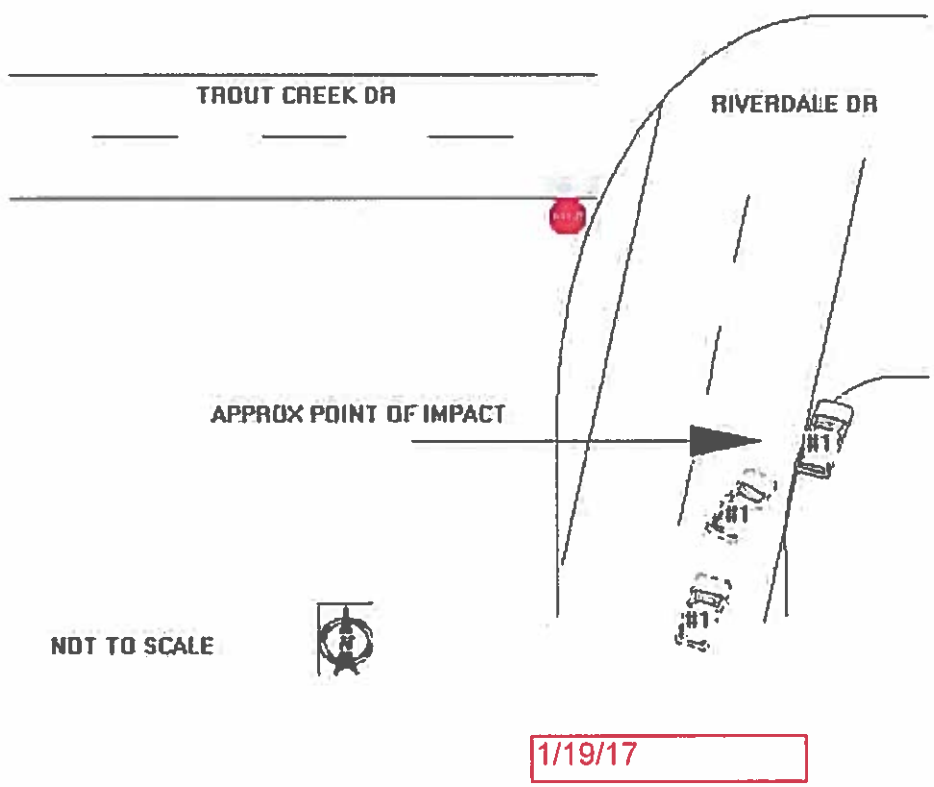
Document Number Override	Primary Crash Document #	Agency Crash Number	Investigating Officer/Deputy	
			OFFICER [redacted]	
Crash Date 01/19/2017	Crash Time 01:32 PM	Date Arrived 01/19/2017	Time Arrived 01:32 PM	
Date Notified 01/19/2017	Time Notified 01:32 PM	Total Units 01	Total Injured 00	Total Killed 00

☐ On Emergency ☐ Hit and Run ☐ Lane Closure ☐ Work Zone ☐ Trailer or Towed

☐ Government Property	☐ Active School Zone	School Bus Related No	Tags
☑ Reportable	Crash Type DT4000 (Standard Crash)	☐ Amended	☐ Secondary Crash

Description

Diagram



Reconstruction By

Photos By

Additional Information
None

Narrative I, a sworn law enforcement officer, agree that I have not added any CJIS data in this report.
UNIT ONE (#1) WAS TRAVELING EASTBOUND ON RIVERDALE DR. NEAR TROUT CREEK DR. IN THE VILLAGE OF HOBART. UNIT ONE LOST CONTROL OF THE VEHICLE AND SLID INTO THE DITCH ON THE SOUTH SIDE OF THE RD. THE ROAD CONDITIONS AT THE TIME THE VEHICLE WENT INTO THE DITCH WERE SNOW/SLUSH. THE VEH HAD MINOR FRONT END DAMAGE AND THE OPERATOR WORE HIS SEAT BELT. NO CITATION ISSUED.

2012-2016 Crash Rate from Hidden Tr to CTH RK			take out preventable from safety
Speed Limit	45	mph	
Traffic	3900	AADT	
Length	3.3	miles	
Time	5	years	
Crashes	23	crashes (does not include deer)	20

Crash Rate	97.92	85.15

Rural 2-lane between 2,000-7,000 AADT		
UCL	92.04	upper limit of normal 2015
UCL AV	74.26	average 2015

Division of Transportation
System Development
Bureau of Traffic Operations
4802 Sheboygan Ave, Room 501
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.dot.wisconsin.gov

Date: February 27, 2017

To: Region Directors
Attn: Regional System Planning and Operations Sections

From: Brian Porter, PE, PTOE
State Traffic Safety Engineer

Subject: 2011-2015 Statewide Average Crash Rates

Statewide Average Crash Rates and Upper Control Limits

Table 1 shows the Wisconsin statewide average crash rates (excluding deer crashes) for the five year period from January 1, 2011 to December 31, 2015.

- Individual severity rates have been removed and replaced with a KAB Crash Rate, which includes K-Level (fatal), A-Level (incapacitating injury), and B-Level (non-incapacitating injury) crashes.
- Upper Control Limits (UCL) are provided to assist with screening for potential safety issues.

Table 1 includes the statewide average crash rates for the State Trunk Highway network broken out by Meta-Manager Peer Group. The Meta-Manager Peer Groups are intended to represent a group of roadway segments throughout the state with similar characteristics. Slight modifications are made to the Peer Groups each year so these crash rates should not be compared to previous statewide average crash rates.

6

Table 1: 2011-2015 Statewide Average Crash Rates, KAB Crash Rates, and UCLs for State Highways

		Total Crash Rate (crashes per HMVMT)		KAB Crash Rate (crashes per HMVMT)	
Meta-Manager Peer Group		Average	UCL	Average	UCL
110	6-lane Freeways with AADT ≤ 90,300 vpd	60.75	$= 60.75 + 523.42\sqrt{\frac{60.75}{AADT * L * Y}}$	7.02	$= 7.02 + 523.42\sqrt{\frac{7.02}{AADT * L * Y}}$
120	6-lane Freeways with AADT > 90,300 vpd	98.04	$= 98.04 + 523.42\sqrt{\frac{98.04}{AADT * L * Y}}$	7.20	$= 7.20 + 523.42\sqrt{\frac{7.20}{AADT * L * Y}}$
130	4-lane Freeways	44.68	$= 44.68 + 523.42\sqrt{\frac{44.68}{AADT * L * Y}}$	6.24	$= 6.24 + 523.42\sqrt{\frac{6.24}{AADT * L * Y}}$
210	65 mph Expressways*	45.95	$= 45.95 + 523.42\sqrt{\frac{45.95}{AADT * L * Y}}$	8.40	$= 8.40 + 523.42\sqrt{\frac{8.40}{AADT * L * Y}}$
220	55 mph Expressways*	84.19	$= 84.19 + 523.42\sqrt{\frac{84.19}{AADT * L * Y}}$	14.31	$= 14.31 + 523.42\sqrt{\frac{14.31}{AADT * L * Y}}$
310	Multilane Divided Highways Posted at 45 mph or higher	182.71	$= 182.71 + 523.42\sqrt{\frac{182.71}{AADT * L * Y}}$	22.08	$= 22.08 + 523.42\sqrt{\frac{22.08}{AADT * L * Y}}$
320	Multilane Divided Highways Posted at 40 mph or lower	396.34	$= 396.34 + 523.42\sqrt{\frac{396.34}{AADT * L * Y}}$	47.73	$= 47.73 + 523.42\sqrt{\frac{47.73}{AADT * L * Y}}$
330	Multilane Undivided and One-Way Highways	423.47	$= 423.47 + 523.42\sqrt{\frac{423.47}{AADT * L * Y}}$	51.84	$= 51.84 + 523.42\sqrt{\frac{51.84}{AADT * L * Y}}$
410	Rural 2-lane Highways with AADT ≤ 2,000	101.22	$= 101.22 + 523.42\sqrt{\frac{101.22}{AADT * L * Y}}$	26.01	$= 26.01 + 523.42\sqrt{\frac{26.01}{AADT * L * Y}}$
420	Rural 2-lane Highways with 2,000 < AADT ≤ 7,000	74.26	$= 74.26 + 523.42\sqrt{\frac{74.26}{AADT * L * Y}}$	17.43	$= 17.43 + 523.42\sqrt{\frac{17.43}{AADT * L * Y}}$
430	Rural 2-lane Highways with ≥ 7,000	90.04	$= 90.04 + 523.42\sqrt{\frac{90.04}{AADT * L * Y}}$	17.90	$= 17.90 + 523.42\sqrt{\frac{17.90}{AADT * L * Y}}$
440	Low Speed 2-Lane Highways Posted at 40 mph or lower	287.61	$= 287.61 + 523.42\sqrt{\frac{287.61}{AADT * L * Y}}$	35.18	$= 35.18 + 523.42\sqrt{\frac{35.18}{AADT * L * Y}}$

AADT = Average Annual Daily Traffic (vehicles per day) L = Segment Length (miles) Y = Years
HMVMT = 100 million vehicle miles traveled

* "Expressway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by utilizing interchanges or limiting at-grade access to selected public roads and public driveways. WI State Statutes: 346.57 (1)(ag)

Previous statewide average crash rate summaries can be found here:

http://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/manuals.aspx

Calculating Statewide Average Crash Rates and Upper Control Limits

To assist with screening for potential safety issues, WisDOT provides statewide average crash rates and UCLs for 12 different categories of state roadways. The following instructions are provided so segment crash rates are calculated and compared using consistent methodologies. In addition, information is provided to assist users in taking the appropriate actions based on the results of the comparisons.

There are six steps involved with calculating and comparing segment crash rates and UCLs:

Step 1: Determine Segments
Step 2: Determine Total Number of Crashes and KAB Crashes
Step 3: Determine AADT
Step 4: Calculate Crash Rates and KAB Crash Rates
Step 5: Calculate Crate Rate UCLs and KAB Crash Rate UCLs
Step 6: Compare Crash Rates and KAB Crash Rates to UCLs and Choose Action

Detailed instructions for each of the six steps are provided below:

Step 1: Determine the roadway segments on your project. If multiple Peer Groups exist on your project, crash rates and UCLs should be calculated for each Peer Group by combining adjacent segments of the same Peer Group per the example in ***Figure 1***.

- ⇨ Segments 0.1 miles or less should be excluded from crash rate comparisons unless combined with other segments.
- ⇨ Segments should not exceed 5 miles in length. If necessary, break a long segment into segments less than 5 miles.

Figure 1: Combining Adjacent Peer Groups

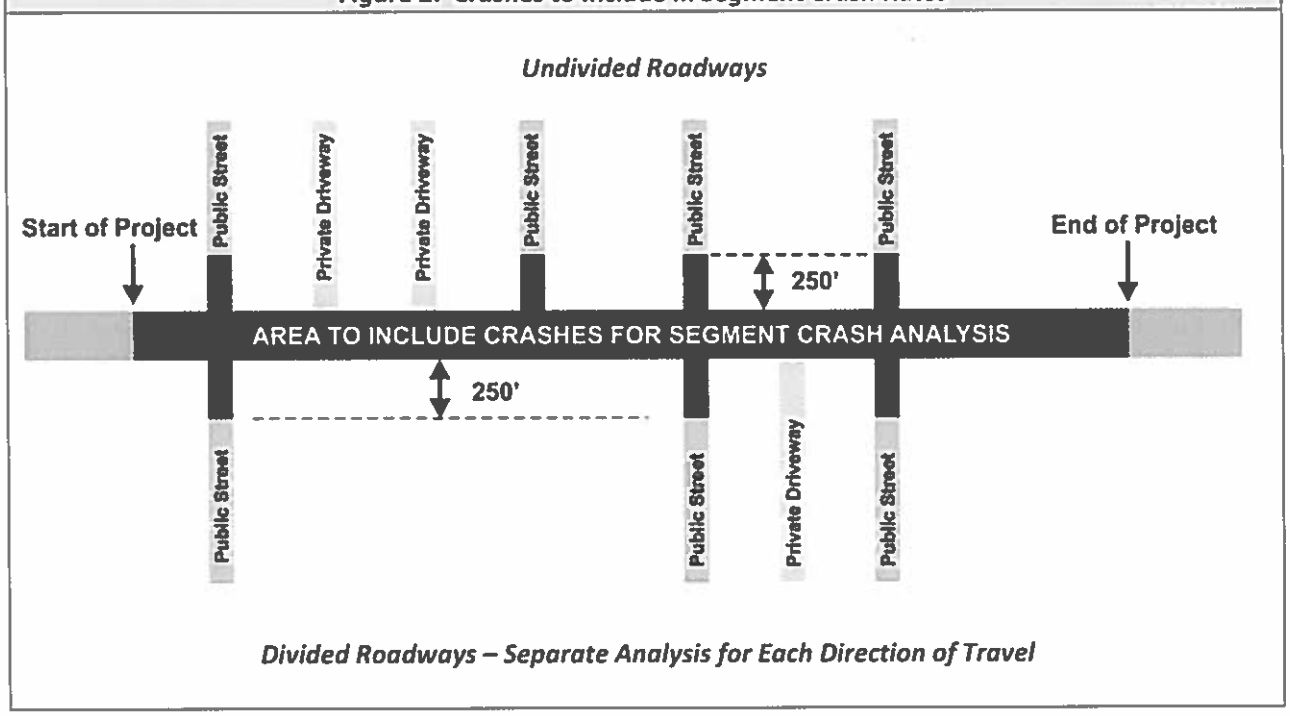
Segments to calculate crash rates and thresholds
1. Peer Group 430 (0.6 miles)
2. Peer Group 440 (1.0 miles)
3. Peer Group 430 (1.1 miles) - resulting from combining 0.4 and 0.7 mile segments

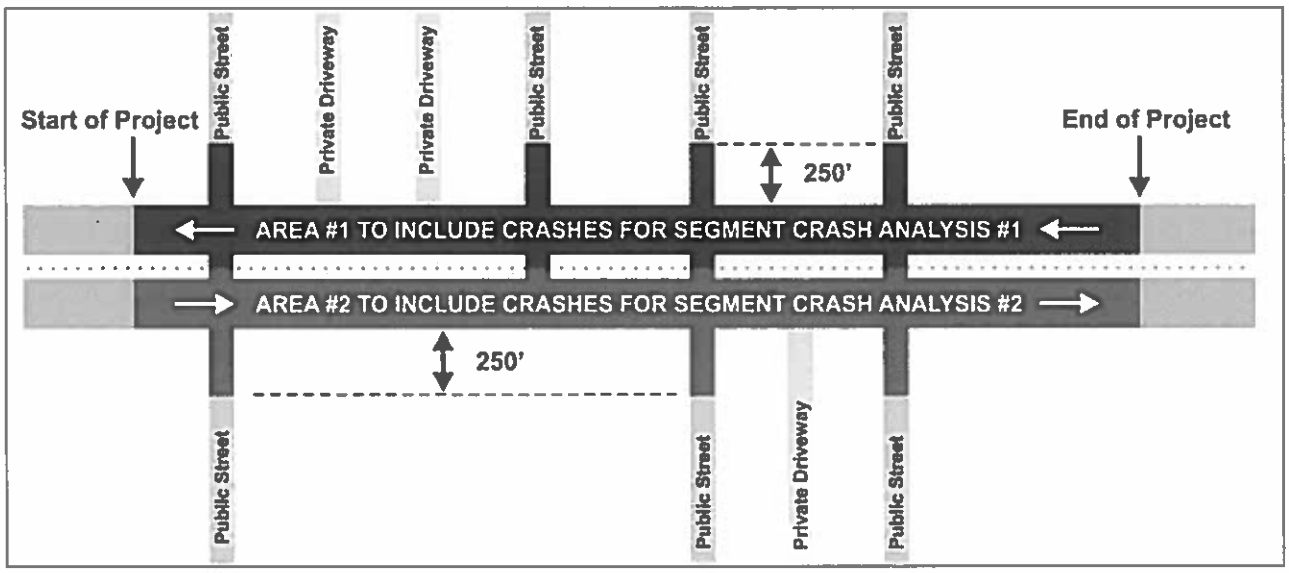
Step 2: Determine the total number of crashes for each segment on your project and the sum of KAB crashes (K-Level, A-Level, and B-Level). Severity definitions are provided on page 6.

The total number of crashes should include all reportable non-deer related crashes occurring on the roadway, including crashes on intersecting public streets within a distance of 250 feet from the roadway (see ***Figure 2*** for an illustration of the areas where crashes should be included). Crashes occurring on private driveways should not be included in crash rate calculations.

IMPORTANT: Divided roadways (i.e., Peer Groups 110, 120, 130, 210, 220, 310, and 320) should have each direction of travel analyzed separately to be consistent with the methods used to calculate average crash rates. AADT volumes should be determined for each direction of travel on divided roadways.

Figure 2: Crashes to Include in Segment Crash Rates





Severity Definitions

Crashes are broken out according to the definitions in the Law Enforcement Officer's Instruction Manual for Completing the Wisconsin Motor Vehicle Accident Report Form:

Fatal (K) = Any injury from a traffic crash which results in death within 30 days of the crash.

A-level = Incapacitating Injury - Any injury other than a fatal injury, which prevents the injured person from walking, driving, or from performing other activities, which he/she performed before the crash.

B-level = Non-incapacitating Injury - Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury, which are not directly observable.

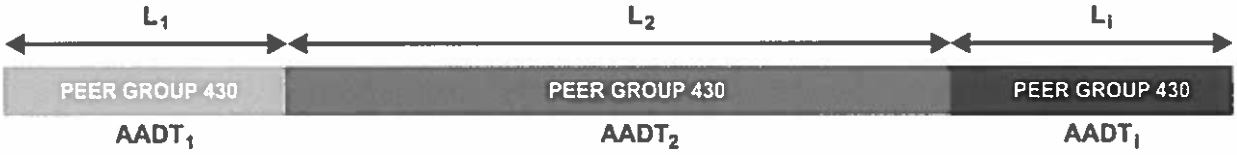
C-level = Possible Injury - Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

PDO = Property Damage Only - The definition of a reportable crash is based on reporting thresholds of $1000 for property damage to any one person's property, $1000 for government-owned vehicles, or $200 for any other government-owned property, such as traffic control devices or guardrail. Any crash that meets these criteria is categorized as Property Damage Only (PDO).

Step 3: Identify or calculate the AADT for each segment on your project (see Step 1 for instructions about combining adjacent segments with the same Peer Group). If multiple AADTs exist within the same Peer Group, use ***Equation 1*** to calculate a pro-rated AADT. AADT volumes should be determined for each direction of travel on divided roadways.

Equation 1: Pro-Rated AADT

Pro-rate AADTs when combining adjacent segments of the **same Peer Group** that have varying AADTs.



$$AADT_{PR} = \frac{L_1 * AADT_1 + L_2 * AADT_2 + L_i * AADT_i}{L_1 + L_2 + L_i}$$ = Pro-Rated Annual Average Daily Traffic

L_1 = Length of Segment #1 (miles)
$AADT_1$ = Annual Average Daily Traffic of Segment #1
L_2 = Length of Segment #2 (miles)
$AADT_2$ = Annual Average Daily Traffic of Segment #2
L_i = Length of Segment #i (miles)
$AADT_i$ = Annual Average Daily Traffic of Segment #i

Notes:
1. If multiple AADTs are provided for a particular segment (e.g., Year 2011 $AADT_1$ = 5,000 and Year 2013 $AADT_1$ = 6,500), use engineering judgment to calculate an AADT that best represents the five-year average.

2. Engineering judgment should be used when determining where AADT counts begin and end. Roadway characteristics that affect traffic volumes are typically good places to define AADT limits. For example, major intersections, driveways to traffic generating businesses, and transitions in surrounding land uses (e.g., urban to rural) are commonly used as start/stop points for AADTs.

Step 4: Calculate segment crash rates (see ***Equation 2***) and KAB Crash Rates (see ***Equation 3***) for each segment on your project (see Step 1 for instructions about combining adjacent segments with the same Peer Group).

Equation 2: Segment Crash Rate

$$\text{Segment Crash Rate} = \frac{C * 100{,}000{,}000}{AADT * L * Y * 365}$$ = Crashes *per* 100 million vehicle miles traveled (HMVMT)

C = Number of crashes in five year period (years 2011-2015)
AADT = Annual Average Daily Traffic (if AADT varies along the roadway, see ***Equation 1***)
L = Length of segment (miles)
Y = Number of years analyzed (5)

Equation 3: KAB Crash Rate

$$\text{KAB Crash Rate} = \frac{C_{KAB} * 100{,}000{,}000}{AADT * L * Y * 365}$$ = KAB Crashes *per* HMVMT

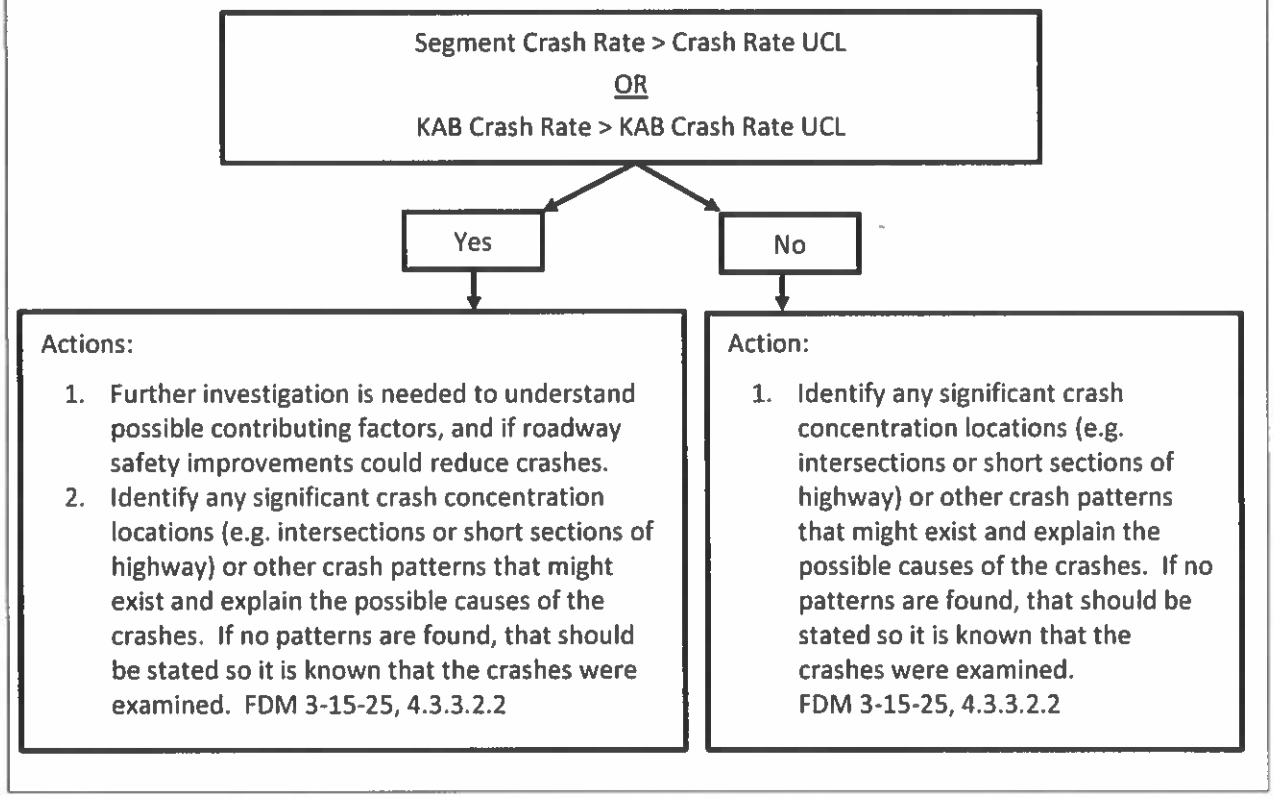
C_{KAB} = Sum of K-level, A-level, and B-level crashes in five year period (years 2011-2015)
AADT = Annual Average Daily Traffic (if AADT varies along the roadway, see ***Equation 1***)
L = Length of segment (miles)
Y = Number of years analyzed (5)

Step 5: Calculate crash rate and KAB Crash Rate UCLs for each segment on your project per the formulas provided in ***Table 1***. Example calculations are provided below:

Example UCL Calculations
Rural Two-Lane Highway AADT = 4,500 Length = 2.0 Miles Crash Rate = 70 crashes per 100 MVM KAB Crash Rate = 50 KAB crashes per 100 MVM Classification: Peer Group (420) Rural 2-lane Highway with 2,000 < AADT ≤ 7,000 *Example UCL Calculations for Peer Group (420) – See **Table 1** to find equations for UCLs* $$Crash\ Rate\ UCL = 73.87 + 523.42\sqrt{\frac{73.87}{AADT * L * Y}}$$ $$Crash\ Rate\ UCL = 74.26 + 523.42\sqrt{\frac{74.26}{4{,}500 * 2.0 * 5}} = 95.52\ Crashes\ per\ 100\ MVM$$ $$KAB\ Rate\ UCL = 17.43 + 523.42\sqrt{\frac{17.43}{AADT * L * Y}}$$ $$KAB\ Rate\ UCL = 17.43 + 523.42\sqrt{\frac{17.43}{4{,}500 * 2.0 * 5}} = 27.73\ KAB\ Crashes\ per\ 100\ MVM$$ *Results*: The segment's crash rate of 70 crashes per 100 MVM is less than the crash rate UCL of 95.52, but the segment's KAB Crash Rate of 50 crashes per 100 MVM is higher than the KAB Crash Rate UCL of 27.73. See Step 6 for how to interpret these results and what actions are suggested.

Step 6: Compare your segment's crash rate and KAB Crash Rates to the calculated UCLs. Use the flowchart in ***Figure 3*** to determine what action should be taken.

Figure 3: Action Flow Chart



Local Road Crash Rates

Table 2 includes statewide average crash rates for local roads which are broken into Urban Street and Rural County Trunk Highways. The Urban Street category includes urban city streets, rural city streets and urban county trunk highways.

The local road crash rates and KAB segment crash rates have been consolidated to a **5-year average** for two peer groups. UCLs are provided to help identify where further analysis might be beneficial.

Table 2: 2011-2015 Statewide Average Crash Rates, KAB Crash Rates, and UCLs for Local Roads

	Crash Rate (crashes per HMVMT)		KAB Crash Rate (crashes per HMVMT)	
Local Road Group	Average	UCL	Average	UCL
Urban Streets	350.39	$= 350.39 + 523.42\sqrt{\frac{350.39}{AADT * L * Y}}$	39.52	$= 39.52 + 523.42\sqrt{\frac{39.52}{AADT * L * Y}}$
Rural County Trunk Highways	98.66	$= 98.66 + 523.42\sqrt{\frac{98.66}{AADT * L * Y}}$	22.63	$= 22.63 + 523.42\sqrt{\frac{22.63}{AADT * L * Y}}$

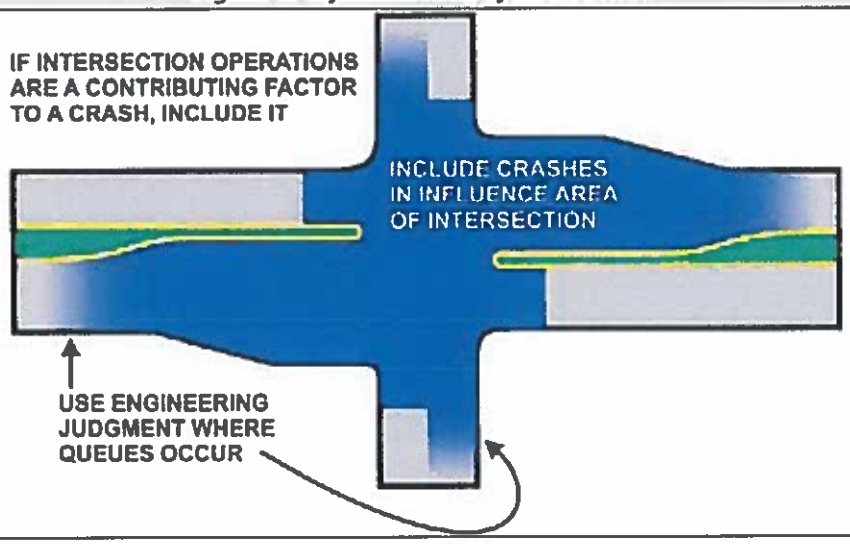
AADT = Average Annual Daily Traffic (vehicles per day) L = Segment Length (miles) Y = Years
HMVMT = 100 million vehicle miles traveled

Intersection Crash Rates

WisDOT does not produce statewide intersection crash rates or utilize a specific threshold crash rate for identifying intersection safety issues. WisDOT is in the process of developing statewide intersection crash information for use in intersection safety evaluations. When this information is ready, it will be included in future publications of this document with guidance regarding its use.

If intersection crash rates are calculated, they should be calculated using the crashes that occurred in the past five years within the influence area of the intersection. See ***Figure 4*** for an illustration of the influence area of an intersection. If operational characteristics of the intersection (such as queueing) appear to be related to the cause of the crash, the crash should be included in the intersection crash rate analysis.

Figure 4: Influence Area of Intersection



Equation 4 shows the calculation for intersection crash rates.

Equation 4: Intersection Crash Rate

$$\text{Intersection Crash Rate} = \frac{C*1{,}000{,}000}{AADT_{ent}*Y*365} = \text{Crashes } per \text{ 1 million entering vehicles (MEV)}$$

C = Number of crashes in the time period analyzed (preferably 5 years) within the influence area of the intersection

$AADT_{ent}$ = Annual Average Daily Traffic entering the intersection

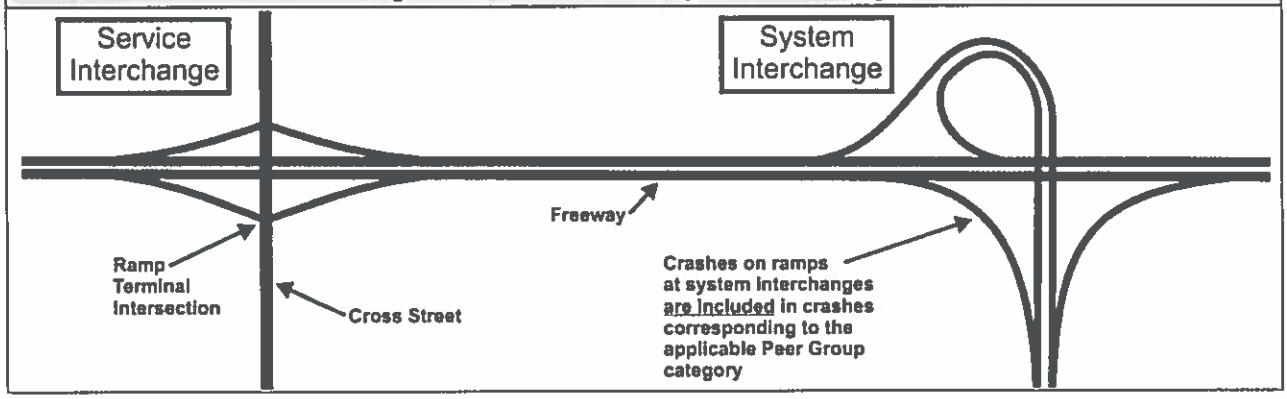
Y = Number of years analyzed (preferably 5)

Ramp Crash Rates

Crashes that occurred on ramps at service interchanges **are not** included in the crashes used to calculate the statewide average crash rates for roadways. WisDOT is in the process of developing statewide ramp crash information for use in comparisons. When this information is ready, it will be included in future publications of this document with guidance regarding its use.

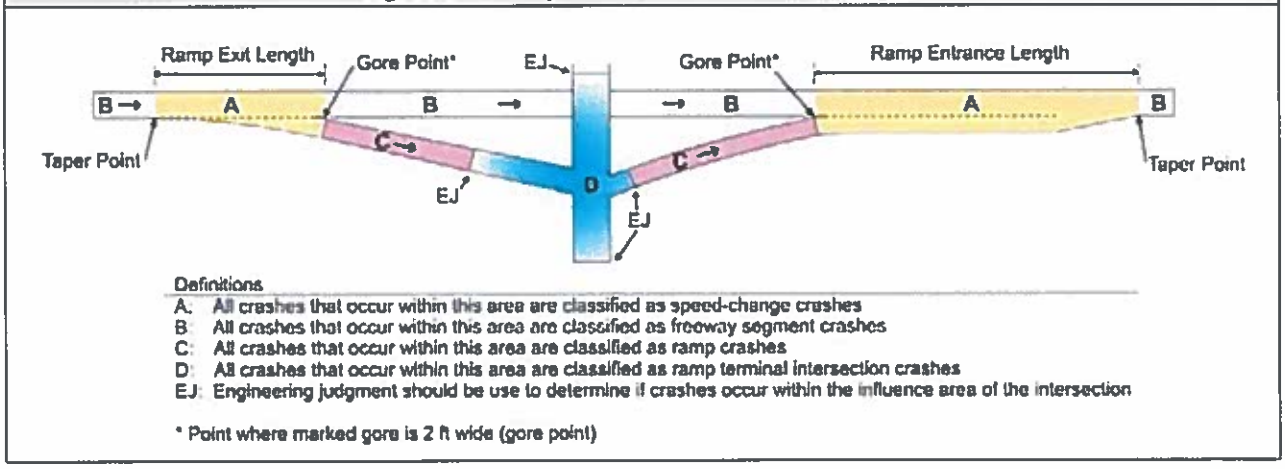
Crashes that occurred on ramps at system interchanges (i.e., freeway to freeway) **are** included in the crashes used to calculate the corresponding freeway Peer Group average crash rates. Please see ***Figure 5a*** for an illustration of service versus system interchanges.

Figure 5a: Service versus System Interchanges



At service interchanges, the variability in ramp designs and interchange configurations present challenges for conducting consistent analysis. If crash analysis is conducted at a service interchange, it is suggested the analysis be conducted using the segmentation shown in ***Figure 5b***.

Figure 5b: Ramp Detail at Service Interchanges

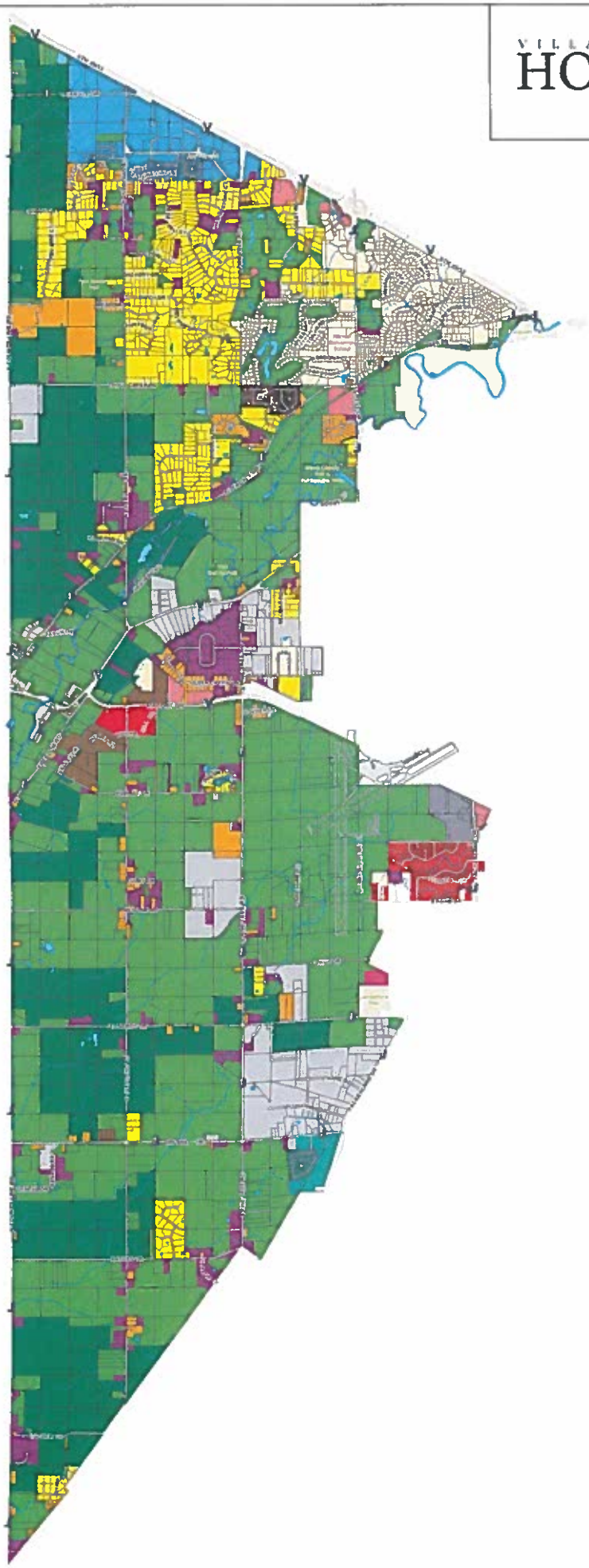


The definitions shown in ***Figure 5b*** for speed-change areas and freeway segments are based on definitions in the Enhanced Interchange Safety Analysis Tool (ISETe): User Manual, published May 31st, 2012 through the National Cooperative Highway Research Program (NCHRP). ***Figure 5b*** also includes guidance about defining ramps and the influence area of intersections, which are definitions specific to WisDOT business practices.

VILLAGE OF
HOBART
GREATNESS IS GROWING

Brown County, WI

Zoning and Farmland Preservation March 2nd, 2016



Legend

- Airport
- Stream or River
- Pond or Lake

Village of Hobart Zoning Districts

- R 1 Residential District
- R 2 Residential District
- R 3 Residential District
- R 4 Single and Two Family Residential District
- R 5 Two Family Through 8 Family Residential District
- R 6 Multi Family Residential District
- PDD #1 Centennial Centre at Hobart District
- PDD #2 Orlando/Packerland Planned Development District
- ER Estate Residential District
- R 2 R Rural Residential District
- A 1 Agricultural District
- A 2 Exclusive Agricultural District
- B 1 Community Business District
- B 2 Limited Community Business District
- I 1 Limited Industrial District
- I 2 Industrial Park District
- C 1: Limited Commercial District (See Note 2)
- PD 7: Planned Development Overlay District (See Note 3)
- AEO: Entertainment Overlay District (See Note 4)
- PDD #3 (Not named as of 1/4/2016) (See Note 5)

Notes

1. Map created by Village of Hobart Department of Neighborhood Services, Division of Building and Code Compliance on October 3, 2014.
2. No lands presently zoned C 1 Limited Commercial District.
3. This classification is in addition to an underlying Zoning District, no lands presently zoned PD 7 Planned Development Overlay District.
4. This overlay district is only applicable to lands zoned B-1, no land presently zoned AEO Entertainment Overlay District.
5. No lands presently zoned PDD #3.

Robert E. Lee & Associates, Inc.

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factor. The conclusion **shall** report a crash rate for the roadway segment being studied, the comparable statewide average[8], and key contributing factors such as speed, the driver's physical condition (e.g. chemical impairment, sleeping, age, and seat belt use), weather, and time-of-day the crash occurred.

Attachment A includes a copy of the WisDOT speed study data analysis and reporting template. The template is available electronically for use in both state and local speed studies on the WisDOT Web site at

http://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/manuals.aspx.

Step 4: Develop Speed Zone Recommendations

After vehicle speed and location-specific data has been analyzed, the analyst **shall** use it to develop and support the speed zone recommendations. It is important for the analyst to note that study conclusions may indicate a speed zone is not needed. A recommendation **shall** be developed for the speed study indicating whether conditions warrant a need to modify the speed limit of the studied section of roadway. For a change in the speed limit to be effective, it *should* accomplish the following:

- Reduce the speed differential of vehicles using the highway.
- Be a reasonable speed so the majority of drivers will comply voluntarily.
- Reflect consistent application of traffic engineering principles and guidelines.

Decisions regarding the potential change in a speed limit *should* be based on the objective findings of the speed study and on conditions that exist at the time of the evaluation. Modified speed limits *should* not be installed to address the following conditions:

- Response to noise complaints
- Accommodation of specialty vehicles that use the roadway
- Future growth anticipated in the area
- Anticipated law enforcement of the roadway
- Future concerns that have not previously occurred
- Correction of spot safety or operational problems.

A recommendation **shall** be made in the speed study that identifies whether the speed limit should change or remain the same. Any recommendation made in the speed study *should* relate to improving motorist and bystander safety along the route, reference findings from the crash data analysis, and suggest additional study if a safety problem is discovered where speed is not a primary contributing factor.

[8] Statewide average crash rates are available in Traffic Operations Manuals Library.

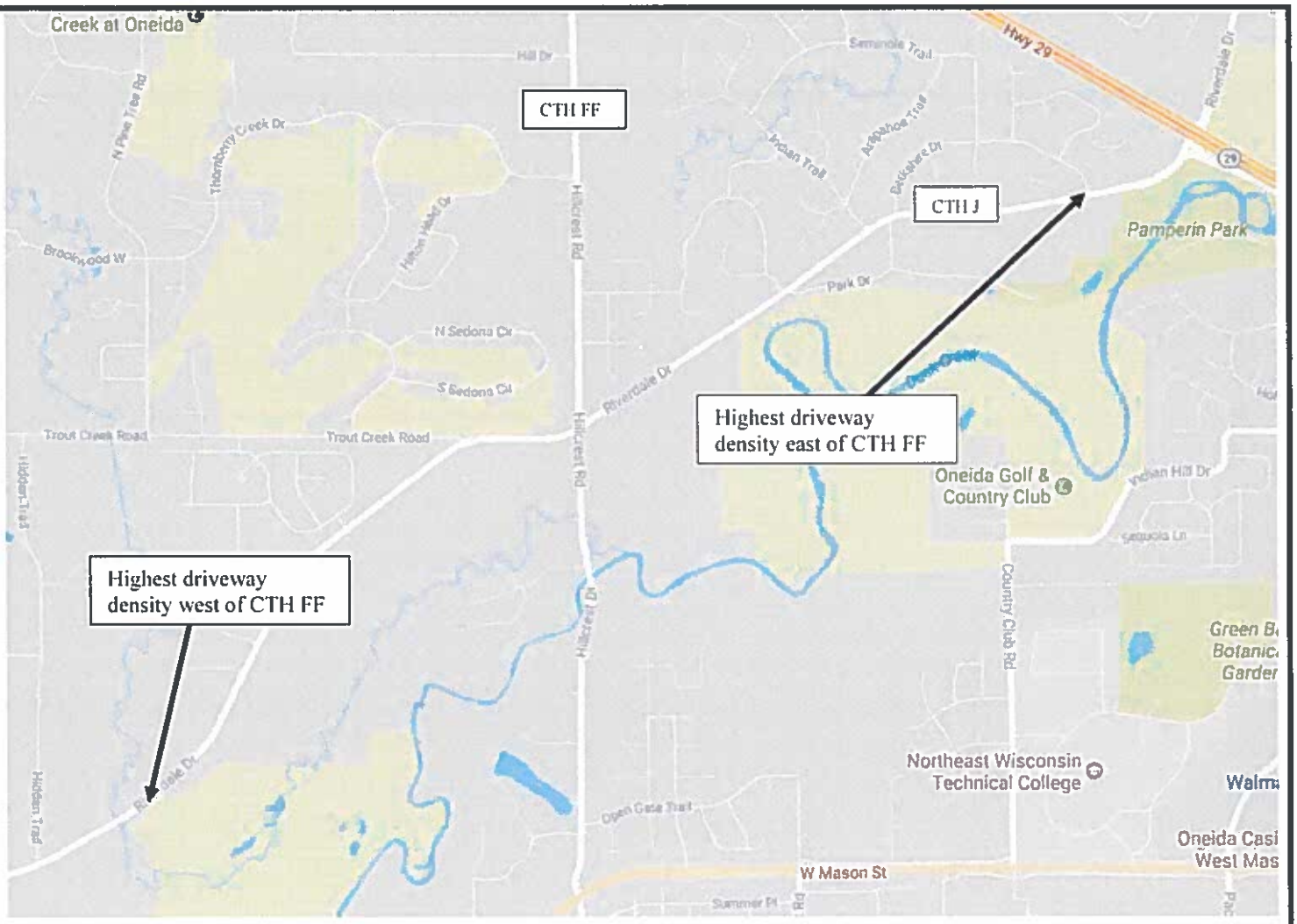
6

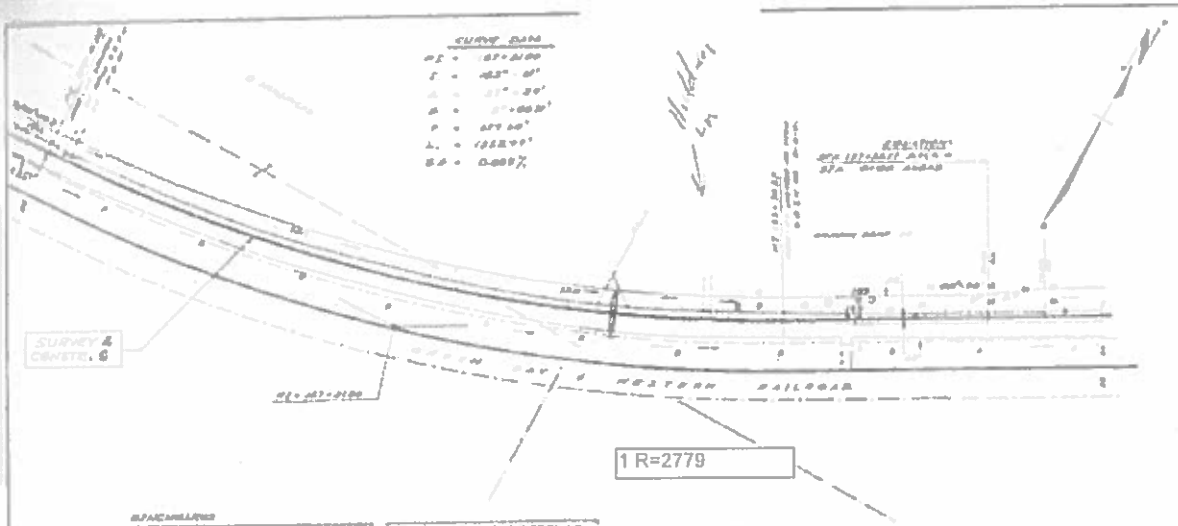
DRIVEWAY DISTANCE AVERAGE

CTH J Between Hidden Trails Dr and CTH RK

CTH J west of CTH FF: Average distance between driveways = (127' + 138' + 463')/3 = 243'

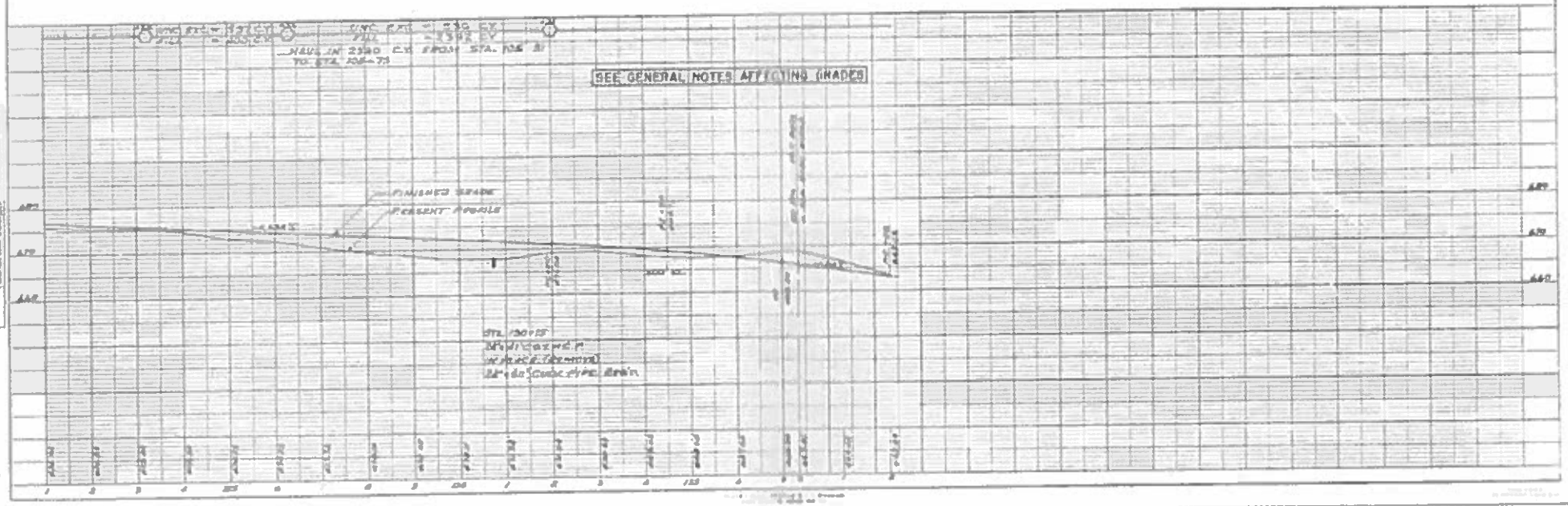
CTH J east of CTH FF: Average distance between driveways = (100+144+197+174)/4 = 154'

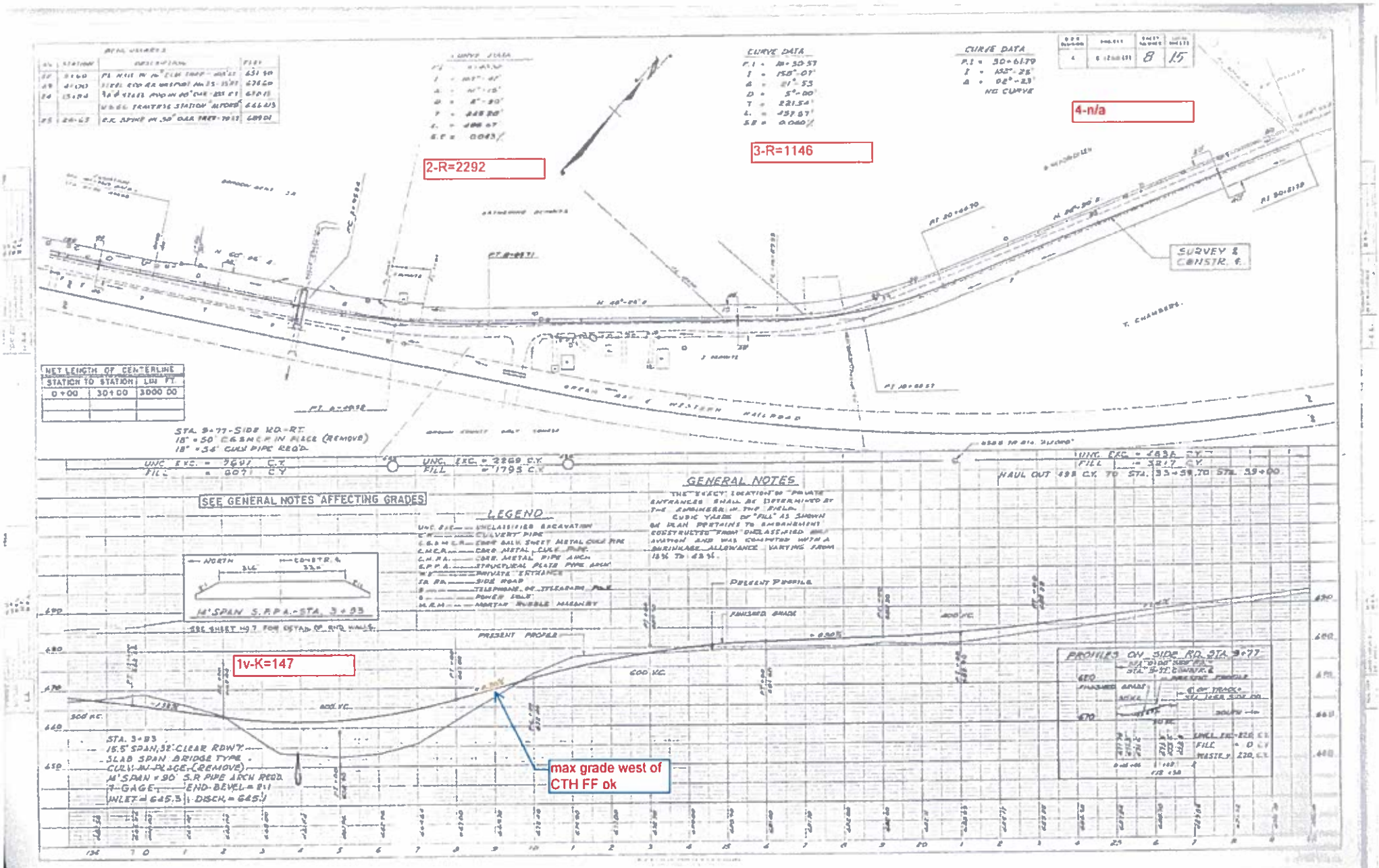

Creek at Oneida
CTH FF
CTH J
Highest driveway density east of CTH FF
Highest driveway density west of CTH FF
Hwy 29
Pamperin Park
Oneida Golf & Country Club
Northeast Wisconsin Technical College
Hillcrest Rd
Riverdale Dr
Trout Creek Road
Country Club Rd
W Mason St
Park Dr
Indian Hill Dr
Open Gate Trail
Hidden Trail
Brookwood W
N Sedona Cir
S Sedona Cir
Thornberry Creek Dr
Seminole Trail
Indian Trail
Arapahoe Trail
Sequoia Ln
Hill Dr
Riverdale Dr



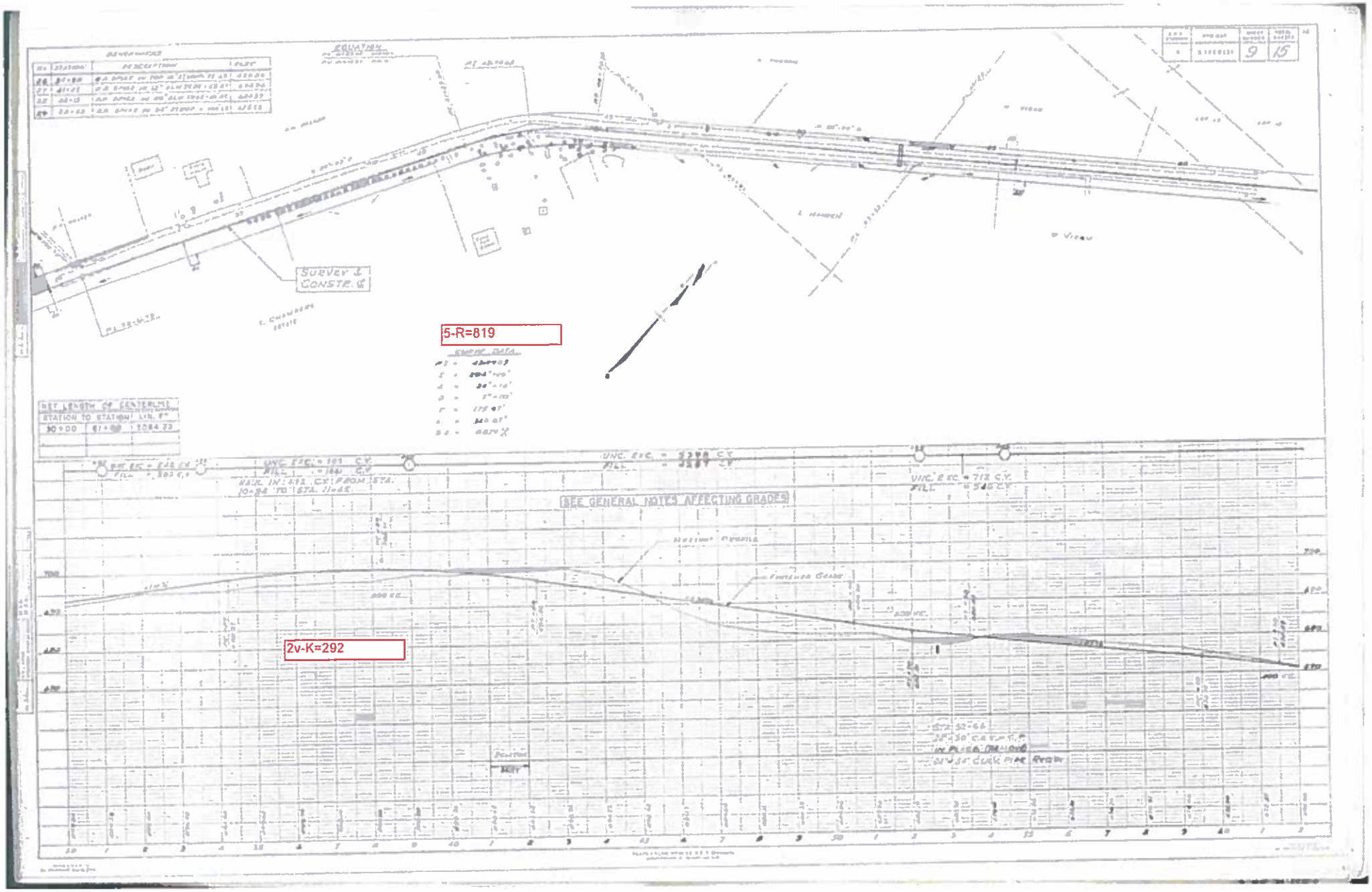
BENCHMARKS			
No.	STATION	DESCRIPTION	ELEV.
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

NET LENGTH OF CENTERLINE		
STATION TO STATION		LIN. FT.
123+00	137+33.17	1433.17

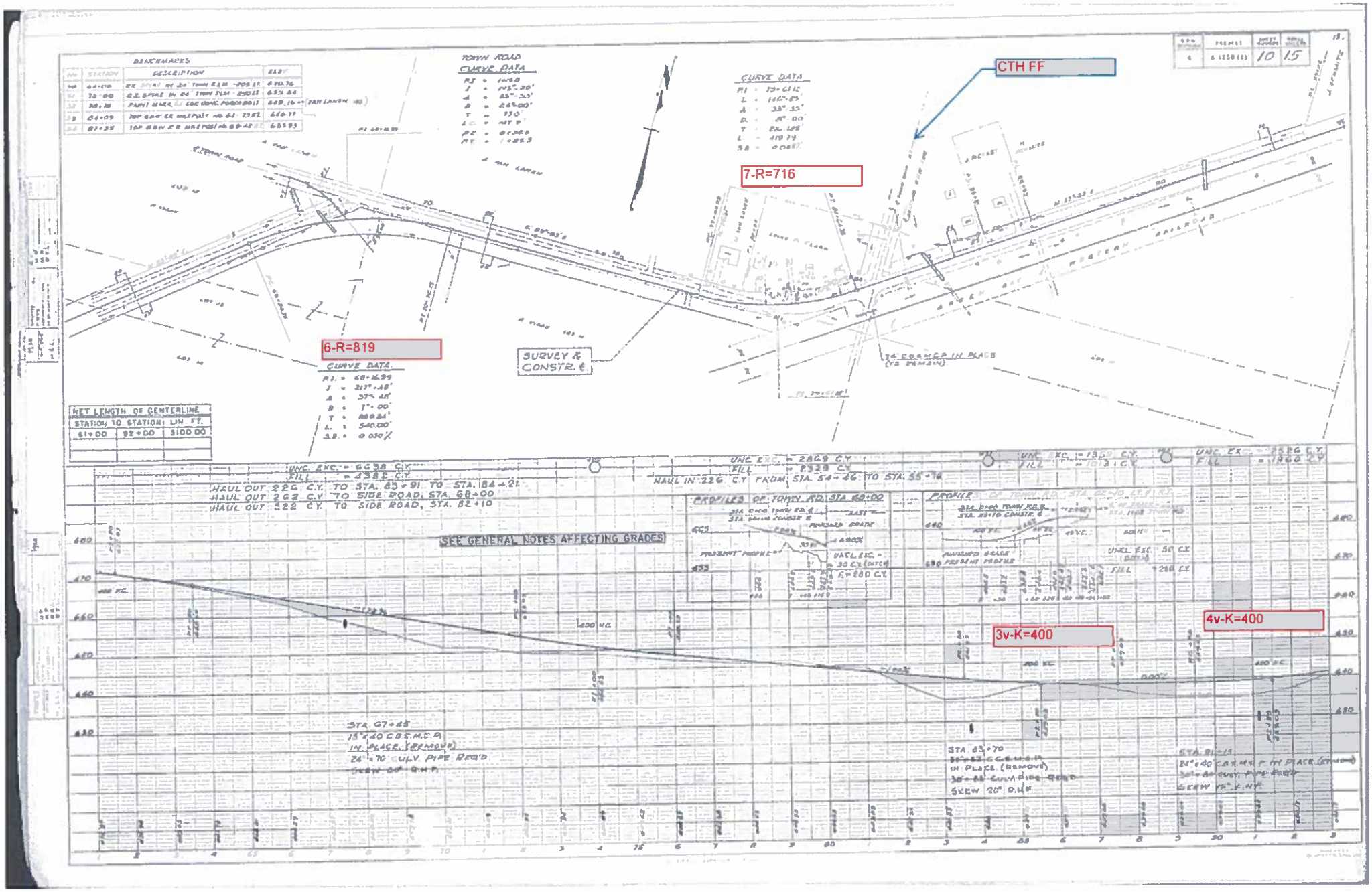


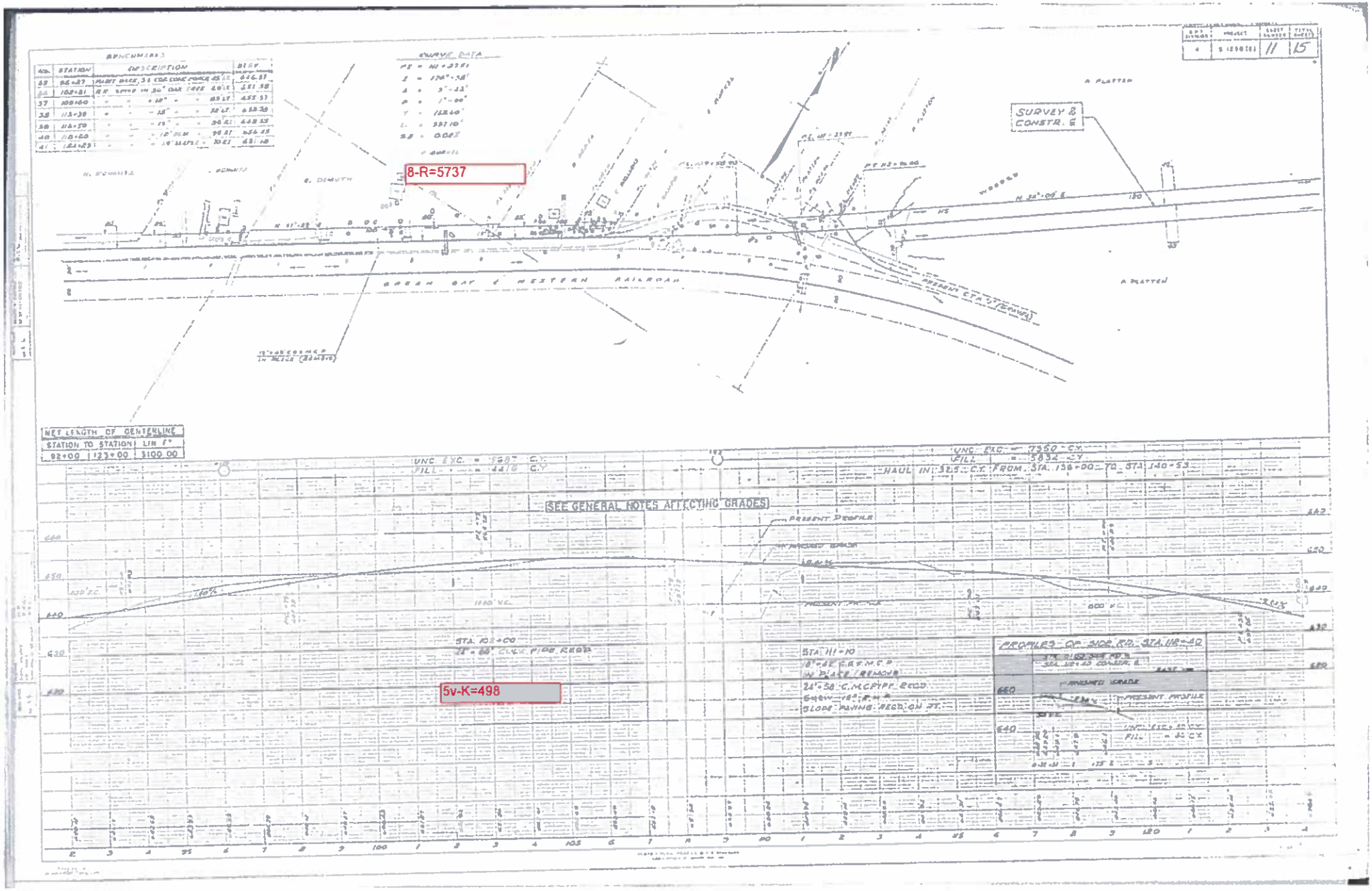


2-R=2292
3-R=1146
4-n/a
1v-K=147
max grade west of CTH FF ok
CURVE DATA
SURVEY & CONSTR. ℄
NET LENGTH OF CENTERLINE
STATION TO STATION LIN FT.
0+00 30+00 3000.00
STA. 9+77-SIDE RD.-RT.
18" = 50' C.G.S.M.C.P. IN PLACE (REMOVE)
18" = 54' CULV. PIPE REQ'D.
UNC. EXC. = 7691 C.Y.
FILL = 6071 C.Y.
UNC. EXC. = 2269 C.Y.
FILL = 1795 C.Y.
UNC. EXC. = 4836 C.Y.
FILL = 3217 C.Y.
HAUL OUT 498 C.Y. TO STA. 33+59.70 STA. 39+00
SEE GENERAL NOTES AFFECTING GRADES
GENERAL NOTES
LEGEND
PRESENT PROFILE
FINISHED GRADE
PROFILES ON SIDE RD. STA. 9+77
STA. 3+83
15.5' SPAN, 32' CLEAR RDWY.
SLAB SPAN BRIDGE TYPE
CULV. IN PLACE (REMOVE)
14' SPAN = 90' S.R. PIPE ARCH REQD.
7-GAGE END BEVEL = 2:1
INLET = 645.3 DISCH. = 645.1

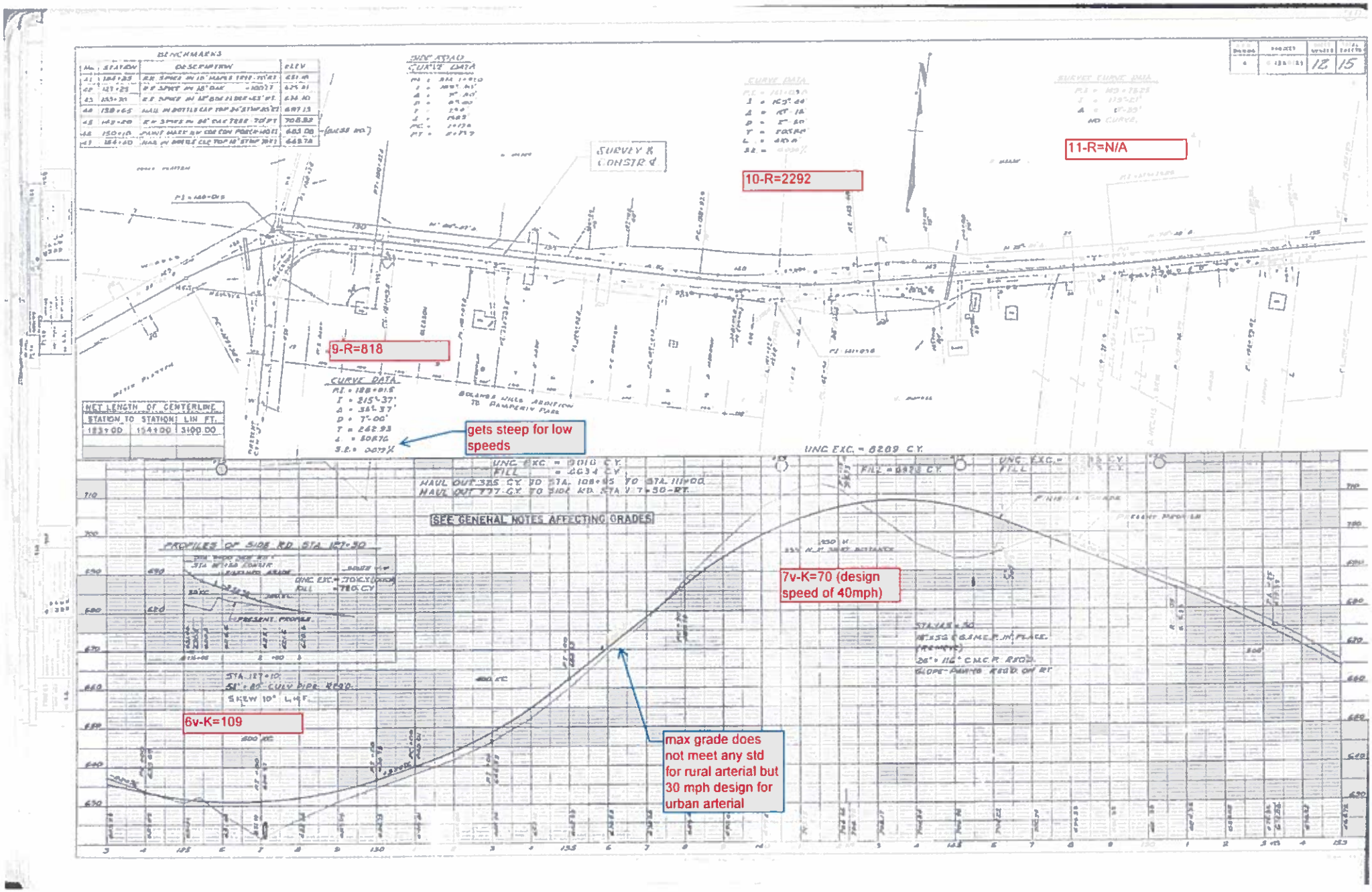

9
15
SURVEY & CONSTR. ℄
5-R=819
SEE GENERAL NOTES AFFECTING GRADES
2v-K=292

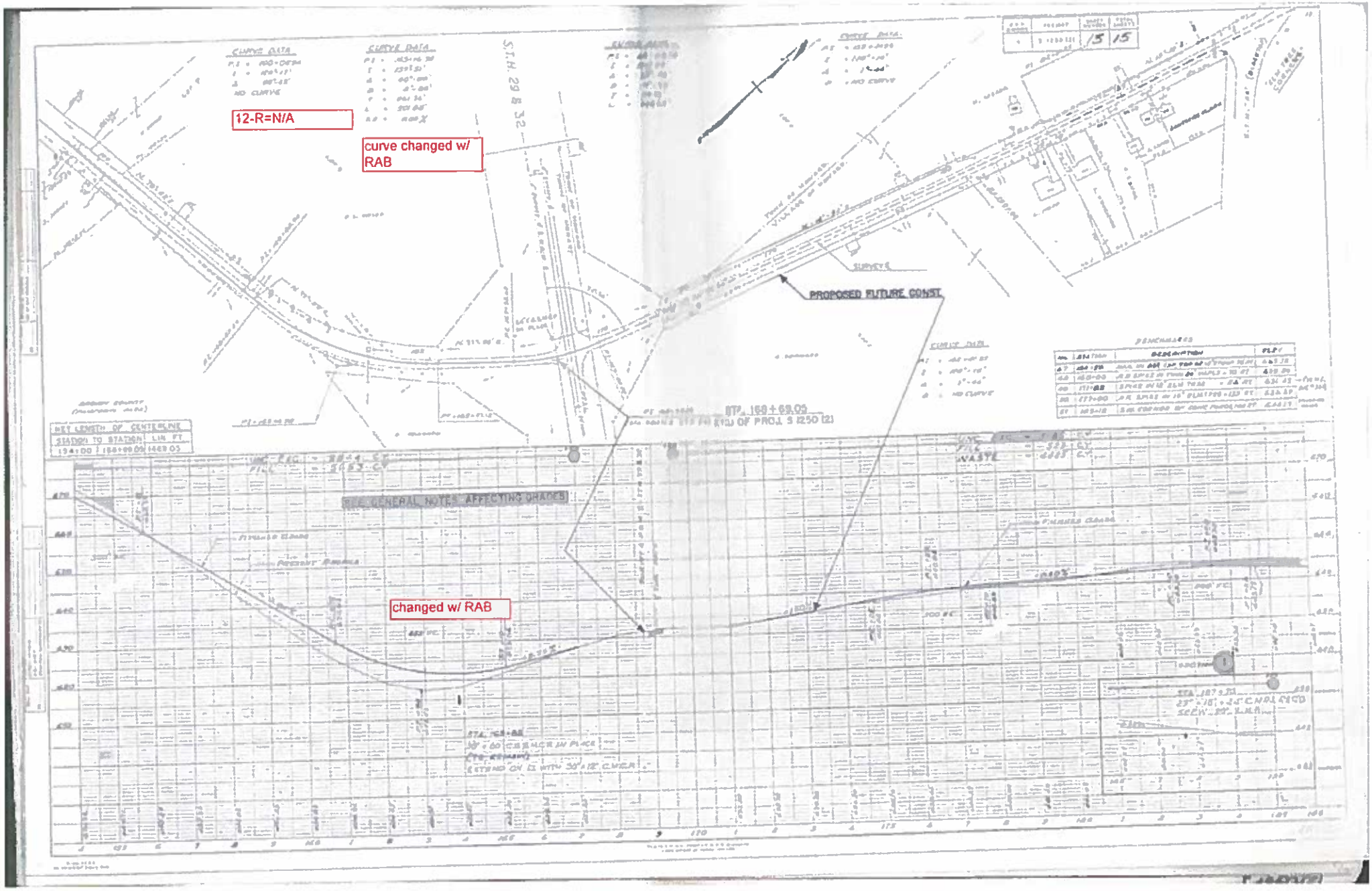
6


CTH FF
7-R=716
6-R=819
SURVEY & CONSTR. ℄
SEE GENERAL NOTES AFFECTING GRADES
3v-K=400
4v-K=400
HAUL OUT 226 C.Y. TO STA. 85+91 TO STA. 84+21
HAUL OUT 262 C.Y. TO SIDE ROAD, STA. 68+00
HAUL OUT 522 C.Y. TO SIDE ROAD, STA. 82+10
HAUL IN 226 C.Y. FROM STA. 54+46 TO STA. 55+76
NET LENGTH OF CENTERLINE
STATION TO STATION LIN. FT.
61+00 92+00 3100.00
10
15



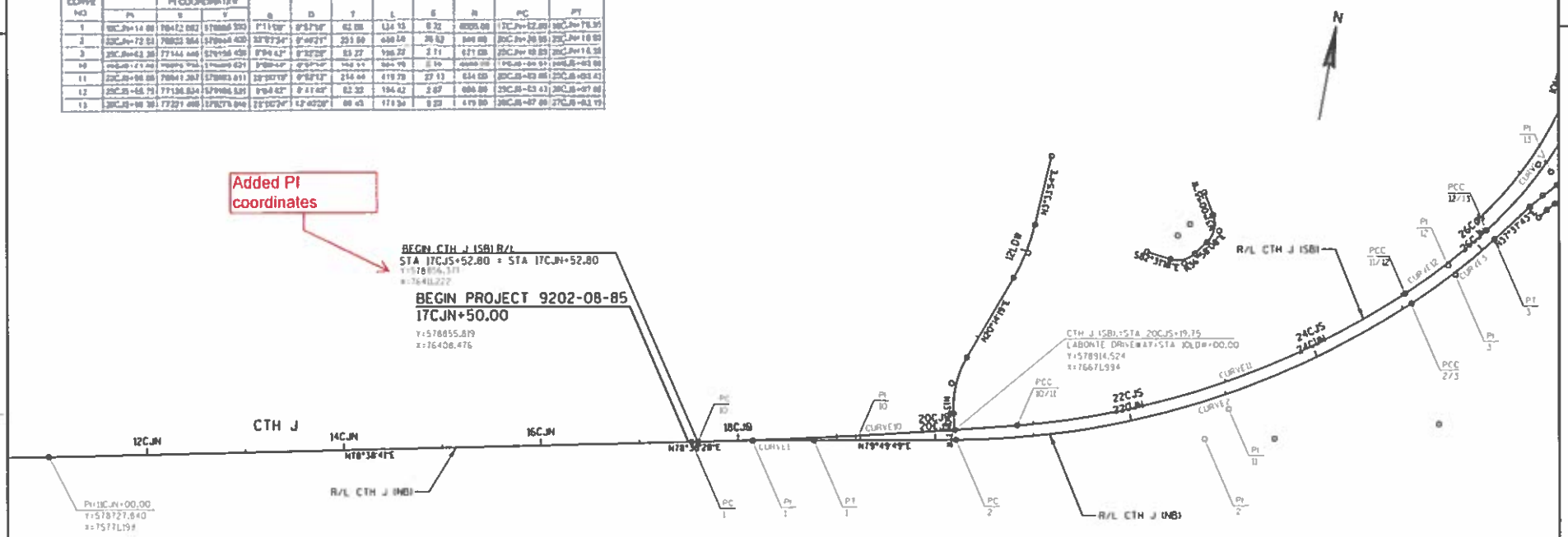
11
15
SURVEY & CONSTR. ℄
8-R=5737
GREEN BAY & WESTERN RAILROAD
NET LENGTH OF CENTERLINE
STATION TO STATION
LIN FT
92+00
123+00
3100.00
UNC. EXC. = 7350 C.Y.
FILL = 5832 C.Y.
HAUL IN 325 C.Y. FROM STA. 138+00 TO STA. 140+53
SEE GENERAL NOTES AFFECTING GRADES
PRESENT PROFILE
STA. 102+00
5v-K=498
PROFILES OF SIDE RD. STA. 118+40


9-R=818
10-R=2292
11-R=N/A
gets steep for low speeds
7v-K=70 (design speed of 40mph)
6v-K=109
max grade does not meet any std for rural arterial but 30 mph design for urban arterial
SEE GENERAL NOTES AFFECTING GRADES
SURVEY & CONSTR'd
CURVE DATA
BENCHMARKS
NET LENGTH OF CENTERLINE
12
15


12-R=N/A
curve changed w/ RAB
changed w/ RAB
PROPOSED FUTURE CONST.
S.T.H. 29 & 32
15
15

2

CURVE DATA											
CURVE NO	PI	PI COORDINATES Y	X	Δ	D	T	L	E	R	PC	PT
1	10CJN+14.00	769412.002	1578866.330	1°11'00"	0°57'16"	62.00	124.15	0.32	6000.00	17CJN+52.80	18CJN+76.95
2	20CJN+72.51	768023.984	1578964.430	33°07'34"	0°40'21"	231.00	450.24	26.62	848.00	20CJN+34.95	23CJN+10.03
3	23CJN+42.38	771144.440	1579156.430	8°04'43"	0°32'28"	83.27	166.22	3.11	677.00	23CJN+59.03	24CJN+14.38
10	10CJN+14.00	769412.002	1578866.330	1°11'00"	0°57'16"	62.00	124.15	0.32	6000.00	17CJN+52.80	18CJN+76.95
11	23CJN+59.03	769411.267	1578883.611	23°30'19"	0°52'13"	214.60	419.78	27.13	634.00	23CJN+53.88	23CJN+83.43
12	23CJN+53.43	771136.834	1579086.531	8°04'43"	0°41'42"	82.32	164.42	3.67	606.00	23CJN+53.43	23CJN+87.88
13	23CJN+87.88	771221.488	1579179.046	23°30'34"	1°40'20"	88.43	171.34	5.23	419.00	23CJN+87.88	23CJN+83.19



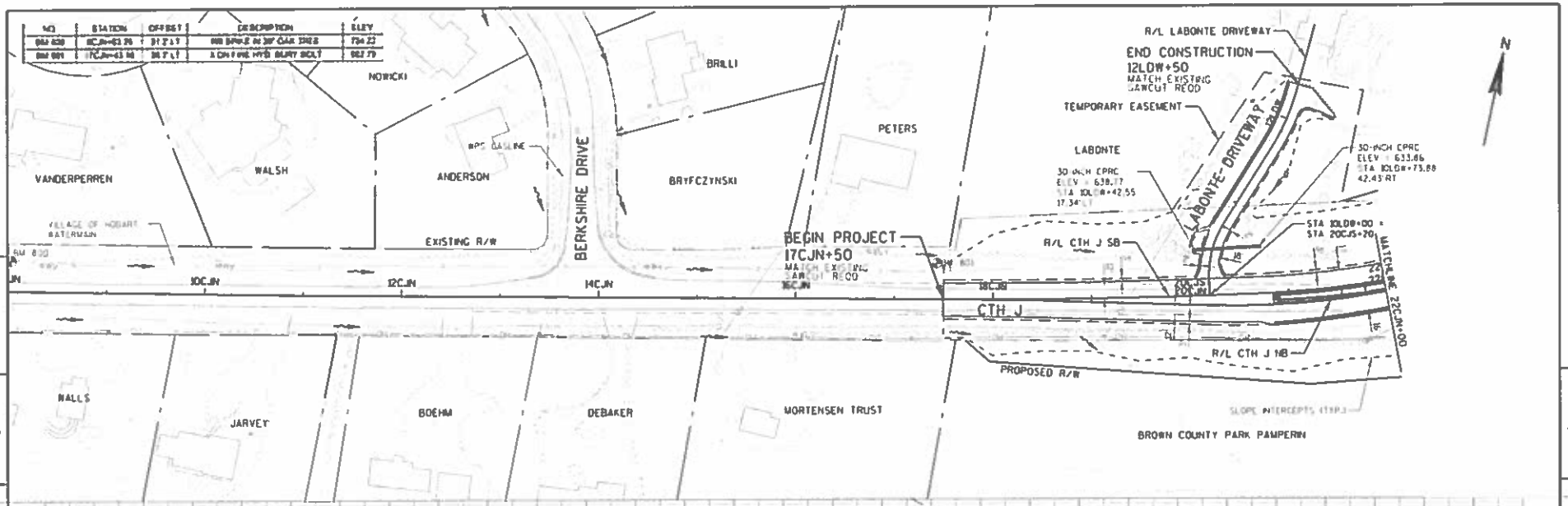
PROJECT NO: 9202-08-85/86	HWY: STH 29/CTH J/CTH RK	COUNTY: BROWN	ALIGNMENT PLAN	SHEET 250	E

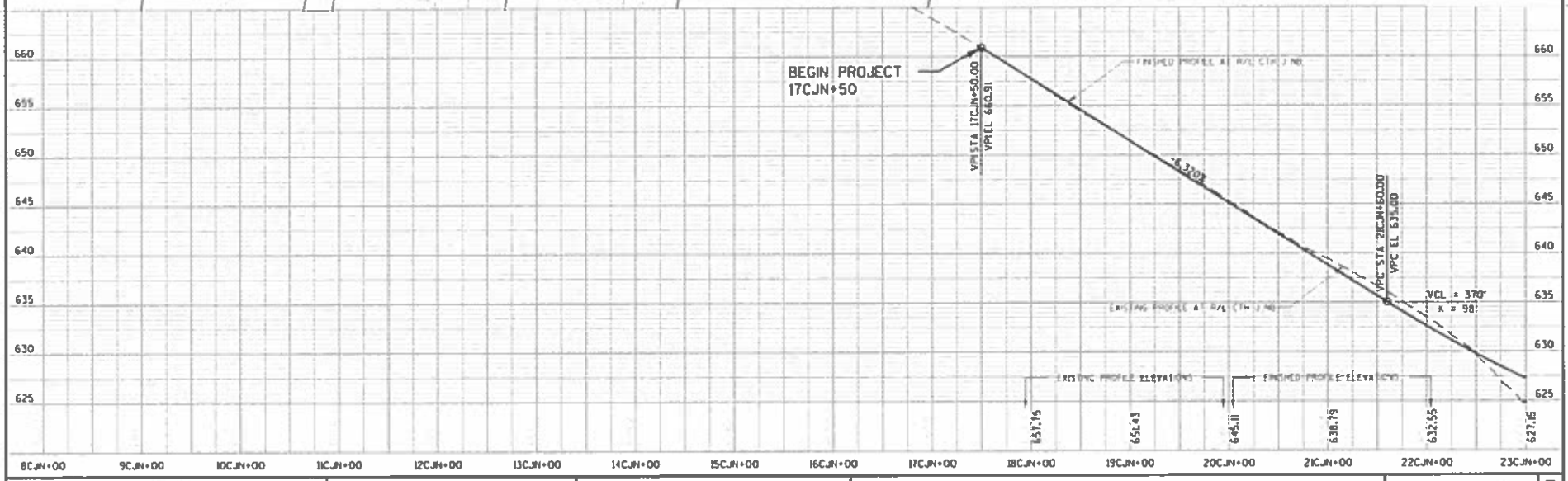
FILE NAME : \\WI1900\INGRPROJ\50142\C2-12 14\1\cad\02202_ad.dgn PLOT DATE : 24 MAY 2011 10:07 PLOT BY : jschafer PLOT NAME : PLOT SCALE : 1:1

WISDOT/CADOS SHEET 42

2

NO	STATION	OFFSET	DESCRIPTION	ELEV
BM 830	10CJN+63.26	31.2 LT	NB BARREL IN 30" OAK STUMP	734.22
BM 801	17CJN+63.16	36.7 LT	A CONTROL HYD BURY BOLT	662.79





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WISDOT/CADDS SHEET 40

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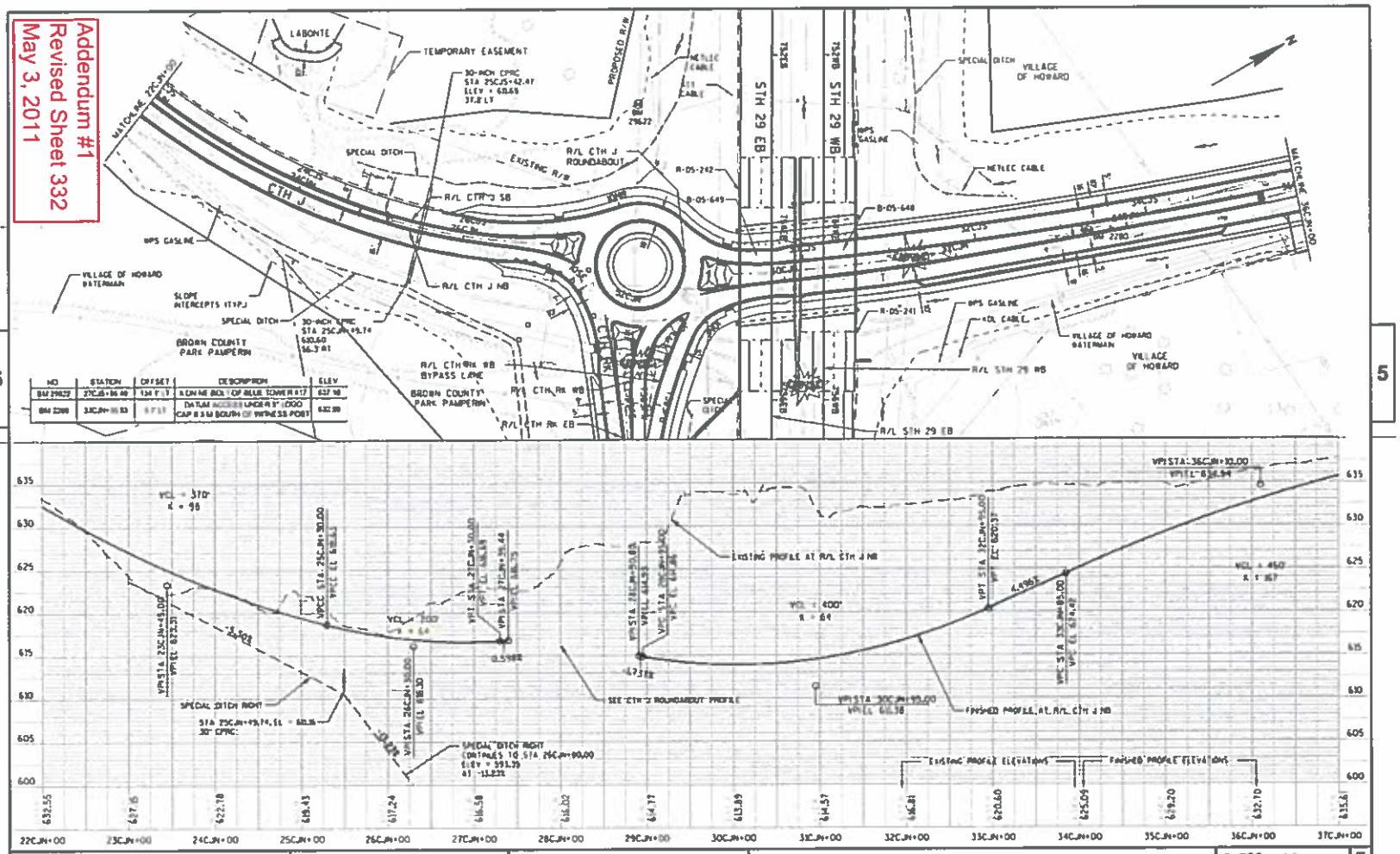
Addendum #1
Revised Sheet 332
May 3, 2011



PROJECT NO:9202-08-85/86	HWY:STH 29/CTH J/CTH RK	COUNTY:BROWN	PLAN & PROFILE: CTH J NB	SHEET 332	E

FILE NAME : \\WI1-DOT\NCMPROJ\50142\C2 12 14\T1\DGN\050102.DGN PLOT DATE : 26-APR-2011 10:46 PLOT BY : wyckofrank PLOT NAME : 050102.DGN PLOT SCALE : 100:1 WISDOT/CADDS SHEET 40

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Maximum Grades (%) for Rural Highways by Functional Classification 1

RURAL ARTERIALS [2]						
	DESIGN SPEED					
TYPE OF TERRAIN [5]	20 MPH	30 MPH	40 MPH	50 MPH	60 MPH	70 MPH
LEVEL	-	-	-	4	3	3
ROLLING	-	-	-	5	4	4

RURAL COLLECTORS [3]						
	DESIGN SPEED					
TYPE OF TERRAIN [5]	20 MPH	30 MPH	40 MPH	50 MPH	60 MPH	70 MPH
LEVEL	7	7	7	6	5	-
ROLLING	10	9	8	7	6	-

RURAL LOCAL ROADS [4]						
	DESIGN SPEED					
TYPE OF TERRAIN [5]	20 MPH	30 MPH	40 MPH	50 MPH	60 MPH	70 MPH
LEVEL	8	7	7	6	5	-
ROLLING	11	10	10	8	6	-

Notes:

1 For Max. Grades under Urban Conditions refer to:
- Arterials: GDHS 2004, Exhibit 7-10, Page 472;
- Freeways: GDHS 2004, Exhibit 8-1, Page 506;
- Interstate: AASHTO Interstate Design Standards 2005, Page 3;
- Collectors: GDHS 2004, Exhibit 6-8, Page 432; and
- Local Streets: GDHS 2004, Page 391

2 See GDHS 2004, Exhibit 7-2, Page 446
See GDHS 2004, Exhibit 8-1, Page 506 for Freeways
See AASHTO Interstate Design Standards 2005, Page 3 for Interstates

3 See GDHS 2004, Exhibit 6-4, Page 423

4 See GDHS 2004, Exhibit 5-4, Page 382

5 See Highway Capacity Manual 2000, p.21-8 for a discussion of terrain types

$$f_{HV} = \frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} \quad (21\text{-}4)$$

where

E_T and E_R = passenger-car equivalents for trucks and buses and for recreational vehicles (RVs), respectively;

P_T and P_R = proportion of trucks and buses, and RVs, respectively, in the traffic stream (expressed as a decimal fraction); and

f_{HV} = adjustment factor for heavy vehicles.

Adjustment for heavy vehicles in the traffic stream applies to three types of vehicles: trucks, RVs, and buses. No evidence indicates any distinct differences in the performance characteristics of trucks and buses on multilane highways; therefore, buses are considered trucks in this method. Finding the heavy-vehicle adjustment factor requires two steps. First, find an equivalent truck factor (E_T) and RV factor (E_R) for prevailing operating conditions. Second, using E_T and E_R, compute an adjustment factor for all heavy vehicles in the traffic stream.

Extended General Highway Segments

Passenger-car equivalents can be selected for two conditions: extended general highway segments and specific grades. Values of passenger-car equivalents are selected from Exhibits 21-8 through 21-11. For long segments of highway in which no single grade has a significant impact on operations, Exhibit 21-8 is used to select passenger-car equivalents for trucks and buses (E_T) and for RVs (E_R).

EXHIBIT 21-8. PASSENGER-CAR EQUIVALENTS ON EXTENDED GENERAL HIGHWAY SEGMENTS

	Type of Terrain		
Factor	Level	Rolling	Mountainous
E_T (trucks and buses)	1.5	2.5	4.5
E_R (RVs)	1.2	2.0	4.0

A long multilane highway segment can be classified as an extended general highway segment if no grade exceeding 3 percent is longer than 0.8 km, and if grades of 3 percent or less do not exceed 1.6 km.

Specific Grade

Any grade of 3 percent or less that is longer than 1.6 km or a grade greater than 3 percent that is longer than 0.8 km should be treated as an isolated, specific grade. In addition, the upgrade and downgrade must be treated separately, because the impact of heavy vehicles differs substantially in each.

Equivalents for Extended General Highway Segments

For an extended general segment analysis, the terrain of the highway must be classified as level, rolling, or mountainous. These three classifications are discussed below.

Level Terrain

Level terrain is any combination of horizontal and vertical alignment that permits heavy vehicles to maintain approximately the same speed as passenger cars. This type of terrain generally includes short grades of no more than 1 to 2 percent.

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Rolling Terrain

Rolling terrain is any combination of horizontal and vertical alignment that causes heavy vehicles to reduce their speeds substantially below those of passenger cars. However, the terrain does not cause heavy vehicles to operate at crawl speeds for any significant length of time or at frequent intervals.

Mountainous Terrain

Mountainous terrain is any combination of horizontal and vertical alignment that causes heavy vehicles to operate at crawl speeds for significant distances or at frequent intervals. For these general highway segments, values of E_T and E_R are selected from Exhibit 21-8.

Equivalents for Specific Grades

Any highway grade of more than 1.6 km for grades less than 3 percent or of 0.8 km for grades of 3 percent or more should be considered a separate segment. Analysis of such segments must consider the upgrade and downgrade conditions and whether the grade is single and isolated, with a constant percentage of change, or part of a series forming a composite grade.

Equivalents for Specific Upgrades

Weight-to-power ratio for trucks

Exhibits 21-9 and 21-10 give passenger-car equivalents for trucks and buses (E_T) and for RVs (E_R), respectively, on uniform upgrades on four- and six-lane highways. Exhibit 21-9 is based on an average weight-to-power ratio of 100 kg/kW, which is typical of trucks on multilane highways in the United States.

Equivalents for Specific Downgrades

Downgrade conditions for trucks and buses on four- or six-lane highways are analyzed using equivalents from Exhibit 21-11. For all downgrades less than 4 percent and for steeper downgrades less than or equal to 3.2 km long, use the passenger-car equivalents for trucks and buses in level terrain, given in Exhibit 21-8. For grades of at least 4 percent and longer than 3.2 km, use the specific values shown in Exhibit 21-11. For all cases of RVs on downgrades, use the passenger-car equivalents for level terrain, given in Exhibit 21-8.

Equivalents for Composite Grades

When several consecutive grades of different steepness form a composite grade, an average, uniform grade is computed and used in analysis. The average grade is commonly computed as the total rise from the beginning of the grade divided by the total horizontal distance over which the rise occurs.

Generally, an average grade can be used to represent consecutive grades, but for a more detailed method, see Appendix A of Chapter 23

The composite grade technique is reasonably accurate for segment lengths of 1200 m or less, or for grades of 4 percent or less. For steeper grades and longer segment lengths, a more exact technique is described in Appendix A of Chapter 23. If a large change in grade occurs for a significant length, the analyst should consider segmenting the roadway to apply the composite grade technique.

Sometimes a single, steep grade creates a critical effect that might not be identified in a length of highway to be analyzed; in this case, the composite grade technique can be supplemented by a specific grade analysis.

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guidance applicable to both rural and urban arterials is presented in the section on "Superelevated Cross Sections" in the earlier discussion of rural arterials in this chapter.

	Metric						US Customary						
	Maximum grade (%) for specified design speed (km/h)						Maximum grade (%) for specified design speed (mph)						
Type of terrain	50	60	70	80	90	100	30	35	40	45	50	55	60
Level	8	7	6	6	5	5	8	7	7	6	6	5	5
Rolling	9	8	7	7	6	6	9	8	8	7	7	6	6
Mountainous	11	10	9	9	8	8	11	10	10	9	9	8	8

Exhibit 7-10. Maximum Grades for Urban Arterials

Cross Slope

Sufficient cross slope for adequate pavement drainage is important on urban arterials. The typical problems related to splashing and hydroplaning are compounded by heavy traffic volumes and curbed sections, especially for high speeds. Cross slopes should range from 1.5 to 3 percent, the lower portion of this range is appropriate where drainage flow is across a single lane and higher values are appropriate where flow is across several lanes. Even higher cross-slope rates may be used for parking lanes. The overall cross section should provide a smooth appearance without sharp breaks. Because urban arterials are often curbed, it is necessary to provide for longitudinal as well as cross-slope drainage. The use of higher cross-slope rates also reduces flow on the roadway and ponding of water due to pavement irregularities and rutting. The section on "Cross Slopes" in Chapter 4 provides additional guidance.

Vertical Clearances

New or reconstructed structures should provide 4.9-m [16-ft] vertical clearance over the entire roadway width. Existing structures that provide clearance of 4.3 m [14 ft], if allowed by local statute, may be retained. In highly urbanized areas, a minimum clearance of 4.3 m [14 ft] may be provided if there is an alternate route with 4.9-m [16-ft] clearance. Structures should provide additional clearance for future resurfacing of the underpassing road.

Lane Widths

Lane widths may vary from 3.0 to 3.6 m [10 to 12 ft]. Lane widths of 3.0 m [10 ft] may be used in highly restricted areas having little or no truck traffic. Lane widths of 3.3 m [11 ft] are used quite extensively for urban arterial street designs. The 3.6-m [12-ft] lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principal arterials.

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Type of terrain	Metric: Maximum grade (%) for specified design speed (km/h)								US Customary: Maximum grade (%) for specified design speed (mph)								
	30	40	50	60	70	80	90	100	20	25	30	35	40	45	50	55	60
Level	9	9	9	9	8	7	7	6	9	9	9	9	9	8	7	7	6
Rolling	12	12	11	10	9	8	8	7	12	12	11	10	10	9	8	8	7
Mountainous	14	13	12	12	11	10	10	9	14	13	12	12	12	11	10	10	9

Note: Short lengths of grade in urban areas, such as grades less than 150 m [500 ft] in length, one-way downgrades, and grades on low-volume urban collectors may be up to 2 percent steeper than the grades shown above.

Exhibit 6-8. Maximum Grades for Urban Collectors

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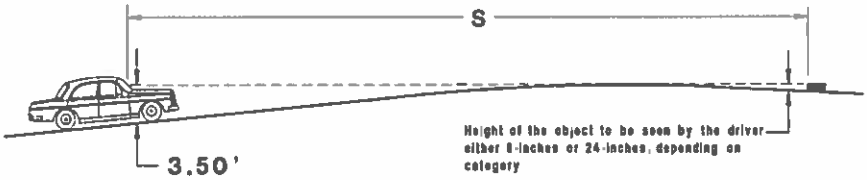


Object Height	When S > L	When S < L
6-inches	$L = 2S - \frac{1329}{A}$	$L = \frac{AS^2}{1329}$
24-inches	$L = 2S - \frac{2158}{A}$	$L = \frac{AS^2}{2158}$

L= Length of Vertical Curve (feet)

S = Sight Distance (feet) (either SSD or DSD required, depending on category)

A = Algebraic Grade Difference (Percent)

K = L/A ; L= KxA

Crest Vertical Curves - Sight Distance, Object Height and Minimum Length Requirements [E]

Design Speed (V) (mph)	Category	DESIRABLE				MINIMUM				Min. VC L= 3 x V (feet) [D]	Category [A]	Design Speed (V) (mph)
		Basis [B]	Sight Distance (feet) [C]	obj. hgt. (inches)	* Kcr	Basis	Sight Distance (feet) [C]	obj. hgt. (inches)	* Kcr			
25	1	SSD	155	6	19	SSD	155	24	12	75	1	25
	2	DSD	375	24	66	SSD	155	24	12	75	2	
	3	DSD	375	24	66	SSD	155	6	19	75	3	
30	1	SSD	200	6	31	SSD	200	24	19	90	1	30
	2	DSD	450	24	94	SSD	200	24	19	90	2	
	3	DSD	450	24	94	SSD	200	6	31	90	3	
35	1	SSD	250	6	48	SSD	250	24	29	105	1	35
	2	DSD	525	24	128	SSD	250	24	29	105	2	
	3	DSD	525	24	128	SSD	250	6	48	105	3	
40	1	SSD	305	6	70	SSD	305	24	44	120	1	40
	2	DSD	600	24	167	SSD	305	24	44	120	2	
	3	DSD	600	24	167	SSD	305	6	70	120	3	
45	1	SSD	360	6	98	SSD	360	24	61	135	1	45
	2	DSD	675	24	212	SSD	360	24	61	135	2	
	3	DSD	675	24	212	SSD	360	6	98	135	3	
50	1	SSD	425	6	136	SSD	425	24	84	150	1	50
	2	DSD	750	24	261	SSD	425	24	84	150	2	
	3	DSD	750	24	261	SSD	425	6	136	150	3	
55	1	SSD	495	6	185	SSD	495	24	114	165	1	55
	2	DSD	865	24	347	SSD	495	24	114	165	2	
	3	DSD	865	24	347	SSD	495	6	185	165	3	
60	1	SSD	570	6	245	SSD	570	24	151	180	1	60
	2	DSD	990	24	455	SSD	570	24	151	180	2	
	3	DSD	990	24	455	SSD	570	6	245	180	3	
65	1	SSD	645	6	314	SSD	645	24	193	195	1	65
	2	DSD	1050	24	511	SSD	645	24	193	195	2	
	3	DSD	1050	24	511	SSD	645	6	314	195	3	
70	1	SSD	730	6	401	SSD	730	24	247	210	1	70
	2	DSD	1105	24	566	SSD	730	24	247	210	2	
	3	DSD	1105	24	566	SSD	730	6	401	210	3	

A See section "Stopping Sight Distance (SSD); Decision Sight Distance (DSD)" in text, and p.2 of Attachment 1 for definitions and criteria for Sight Distance Categories

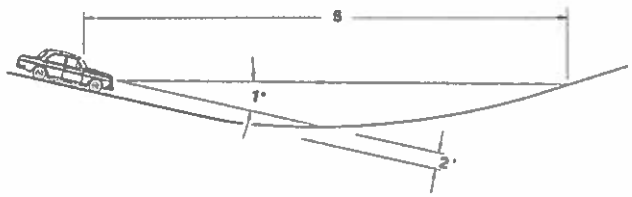
B SSD = Stopping Sight Distance

DSD = Decision Sight Distance for Avoidance Maneuver C

C See page 1 of Attachment 5.1

D Minimum length of crest vertical curve = the greater of either (Kcr x A), OR a distance in feet equal to 3 x the design speed in mph (3 x V)

E See Attachment 5.5 for graphs of L vs. A vs. Design Speed for crest vertical curves



When S > L	When S < L
$L = 2S - \left[\frac{(400 + 3.5 \times S)}{A}\right]$	$L = \frac{(A \times S^2)}{(400 + 3.5 \times S)}$

L = Length of Vertical Curve (feet)

S = Sight Distance (feet) (either SSD or DSD required, depending on category)

A = Algebraic Grade Difference (Percent)

K = L/A ; L= KA

Sag Vertical Curves - Sight Distance and Minimum Length Requirements [E]

Design Speed (V) (mph)	Category [A]	Desirable			Minimum			Min. VC L= 3 x V (feet) [D]	Category [A]	Design Speed (V) (mph)
		Basis [B]	Sight Distance (feet) [C]	K_{SAG}	Basis	Sight Distance (feet) [C]	K_{SAG}			
25	1	SSD	155	26	SSD	155	26	75	1	25
	2	DSD	375	83	SSD	155	26	75	2	
	3	DSD	375	83	SSD	155	26	75	3	
30	1	SSD	200	37	SSD	200	37	90	1	30
	2	DSD	450	103	SSD	200	37	90	2	
	3	DSD	450	103	SSD	200	37	90	3	
35	1	SSD	250	49	SSD	250	49	105	1	35
	2	DSD	525	124	SSD	250	49	105	2	
	3	DSD	525	124	SSD	250	49	105	3	
40	1	SSD	305	64	SSD	305	64	120	1	40
	2	DSD	600	144	SSD	305	64	120	2	
	3	DSD	600	144	SSD	305	64	120	3	
45	1	SSD	360	79	SSD	360	79	135	1	45
	2	DSD	675	165	SSD	360	79	135	2	
	3	DSD	675	165	SSD	360	79	135	3	
50	1	SSD	425	96	SSD	425	96	150	1	50
	2	DSD	750	186	SSD	425	96	150	2	
	3	DSD	750	186	SSD	425	96	150	3	
55	1	SSD	495	115	SSD	495	115	165	1	55
	2	DSD	865	219	SSD	495	115	165	2	
	3	DSD	865	219	SSD	495	115	165	3	
60	1	SSD	570	136	SSD	570	136	180	1	60
	2	DSD	990	254	SSD	570	136	180	2	
	3	DSD	990	254	SSD	570	136	180	3	
65	1	SSD	645	157	SSD	645	157	195	1	65
	2	DSD	1050	271	SSD	645	157	195	2	
	3	DSD	1050	271	SSD	645	157	195	3	
70	1	SSD	730	181	SSD	730	181	210	1	70
	2	DSD	1105	287	SSD	730	181	210	2	
	3	DSD	1105	287	SSD	730	181	210	3	

A See section "Stopping Sight Distance (SSD), Decision Sight Distance (DSD)" in text, and p.2 of Attachment 1 for definitions and criteria for Sight Distance Categories

B SSD = Stopping Sight Distance

DSD = Decision Sight Distance for Avoidance Maneuver C

C See page 1 of Attachment 5.1

D Minimum length of sag vertical curve = the greater of either (KSAG x A), OR a distance in feet equal to 3 x the design speed in mph (3 x V)

E See Attachment 5.7 for graphs of L vs. A vs. Design Speed for sag vertical curves

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e_{max}= 4%

This chart is for: 1-lane ramps regardless of rotation point and 2-lane undivided highways w/ rotation about CL.

Number of lanes rotated (n_1) = 1 Adjustment factor (b_w) = 1.00 Multiple of runoff length relative to 1-lane rotated (n_1 x b_w) = 1.00

	Design Speed																															
	25mph				30mph				35mph				40mph				45mph				50mph				55mph				60mph			
e (%)	R	L	X	T	R	L	X	T	R	L	X	T	R	L	X	T	R	L	X	T	R	L	X	T	R	L	X	T	R	L	X	T	e (%)
NC	2,050	0	0	0	2,830	0	0	0	3,730	0	0	0	4,770	0	0	0	5,930	0	0	0	7,220	0	0	0	8,650	0	0	0	10,300	0	0	0	NC
RC (2.0%)	1,340	34	34	68	1,880	36	36	72	2,490	39	39	78	3,220	41	41	82	4,040	44	44	88	4,940	48	48	96	5,950	51	51	102	7,080	53	53	106	RC (2.0%)
2.1%	1,220	36	34	70	1,720	38	36	74	2,300	41	39	80	2,990	43	41	84	3,750	47	45	92	4,600	50	48	98	5,590	54	51	105	6,620	56	53	109	2.1%
2.2%	1,110	38	35	73	1,580	40	36	76	2,120	43	39	82	2,760	46	42	88	3,480	49	45	94	4,280	53	48	101	5,180	56	51	107	6,190	59	54	113	2.2%
2.3%	971	39	34	73	1,430	42	37	79	1,940	45	39	84	2,550	48	42	90	3,230	51	44	95	3,980	55	48	103	4,860	59	51	110	5,790	61	53	114	2.3%
2.4%	838	41	34	75	1,270	44	37	81	1,760	46	38	84	2,340	50	42	92	2,980	53	44	97	3,690	58	48	106	4,500	61	51	112	5,410	64	53	117	2.4%
2.5%	733	43	34	77	1,120	45	36	81	1,570	48	38	86	2,130	52	42	94	2,730	56	45	101	3,410	60	48	108	4,210	64	51	115	5,050	67	54	121	2.5%
2.6%	650	45	35	80	1,000	47	36	83	1,420	50	38	88	1,930	54	42	96	2,490	58	45	103	3,130	62	48	110	3,870	66	51	117	4,700	69	53	122	2.6%
2.7%	581	46	34	80	901	49	36	85	1,280	52	39	91	1,760	56	41	97	2,280	60	44	104	2,880	65	48	113	3,600	69	51	120	4,360	72	53	125	2.7%
2.8%	524	48	34	82	817	51	36	87	1,170	54	39	93	1,620	58	41	99	2,100	62	44	106	2,660	67	48	115	3,310	71	51	122	4,060	75	54	129	2.8%
2.9%	475	50	34	84	744	53	37	90	1,070	56	39	95	1,490	60	41	101	1,940	64	44	108	2,460	70	48	118	3,100	74	51	125	3,780	77	53	130	2.9%
3.0%	433	51	34	85	681	55	37	92	982	58	39	97	1,370	62	41	103	1,800	67	45	112	2,290	72	48	120	2,860	77	51	128	3,530	80	53	133	3.0%
3.1%	395	53	34	87	625	56	36	92	905	60	39	99	1,270	64	41	105	1,660	69	45	114	2,120	74	48	122	2,690	79	51	130	3,300	83	54	137	3.1%
3.2%	363	55	34	89	576	58	36	94	835	62	39	101	1,180	66	41	107	1,550	71	44	115	1,980	77	48	125	2,490	82	51	133	3,090	85	53	138	3.2%
3.3%	333	57	35	92	531	60	36	96	772	64	39	103	1,090	68	41	109	1,440	73	44	117	1,840	79	48	127	2,340	84	51	135	2,890	88	53	141	3.3%
3.4%	307	58	34	92	490	62	36	98	714	66	39	105	1,010	70	41	111	1,340	76	45	121	1,720	82	48	130	2,170	87	51	138	2,700	91	54	145	3.4%
3.5%	282	60	34	94	452	64	37	101	660	68	39	107	935	72	41	113	1,240	78	45	123	1,600	84	48	132	2,040	89	51	140	2,520	93	53	146	3.5%
3.6%	259	62	34	96	416	65	36	101	610	70	39	109	865	74	41	115	1,150	80	44	124	1,480	86	48	134	1,880	92	51	143	2,350	96	53	149	3.6%
3.7%	237	63	34	97	382	67	36	103	561	72	39	111	797	77	42	119	1,060	82	44	126	1,370	89	48	137	1,760	94	51	145	2,180	99	54	153	3.7%
3.8%	215	65	34	99	348	69	36	105	512	74	39	113	730	79	42	121	970	84	44	128	1,260	91	48	139	1,600	97	51	148	2,010	101	53	154	3.8%
3.9%	193	67	34	101	312	71	36	107	460	75	38	113	657	81	42	123	875	87	45	132	1,140	94	48	142	1,460	100	51	151	1,830	104	53	157	3.9%
4.0%	154	69	35	104	250	73	37	110	371	77	39	116	533	83	42	125	711	89	45	134	926	96	48	144	1,190	102	51	153	1,500	107	54	161	4.0%

Adapted from GDHS 2004, Exh 3-25 and Exh 3-32

Legend

R = Minimum curve radius for a given superelevation rate and design speed (feet)

L = Superelevation runoff minimum length (feet)

X = Tangent Runout (feet)

T = Superelevation transition = tangent runout + runoff length = X + L (feet)

e = Rate of superelevation (percent)

NC = Normal crown slope (assumed 2.0%)

RC (2.0%) = Remove adverse crown, superelevate at 2.0%

Notes

(1) The R-values in the above table represent the minimum radius for which the corresponding superelevation rate can be used. For example, if the design speed is 60 mph then a 3.0% rate can be used for any radius value from 3530 to 3779 feet (inclusive) - if the radius is 3529 feet then use 3.1%; if the radius is 3780 feet then use 2.9%.
Do not interpolate superelevation rates. For example, if the design speed is 60 mph and the radius is 3655 feet then use 3.0% - NOT 2.95%.

(2) On high-type facilities (freeways, expressways and other divided highways) a small increase in runoff length may be appropriate to facilitate drainage needs or to increase the smoothness in the traveled way edge profiles.

(3) Curves whose radius is less than the minimum shown for NC superelevation but more than the minimum shown for RC (2.0%) superelevation shall be provided with RC (2.0%) superelevation.

(4) See equations and example on the last 2 sheets of this Attachment

6

e_{max} = 6%

This chart is for: 1-lane ramps regardless of rotation point and 2-lane undivided highways w/ rotation about CL.

Number of lanes rotated (n_1) = 1 Adjustment factor (b_w) = 1.00 Multiple of runoff length relative to 1-lane rotated (n_1 x b_w) = 1.00

Design Speed

e (%)	25mph R	25mph L	25mph X	25mph T	30mph R	30mph L	30mph X	30mph T	35mph R	35mph L	35mph X	35mph T	40mph R	40mph L	40mph X	40mph T	45mph R	45mph L	45mph X	45mph T
NC	2,290	0	0	0	3,130	0	0	0	4,100	0	0	0	5,230	0	0	0	6,480	0	0	0
RC (2.0%)	1,630	34	34	68	2,240	36	36	72	2,950	39	39	78	3,770	41	41	82	4,680	44	44	88
2.1%	1,540	36	34	70	2,120	38	36	74	2,780	41	39	80	3,560	43	41	84	4,430	47	45	92
2.2%	1,450	38	35	73	2,000	40	36	76	2,630	43	39	82	3,370	46	42	88	4,190	49	45	94
2.3%	1,370	39	34	73	1,890	42	37	79	2,490	45	39	84	3,190	48	42	90	3,970	51	44	95
2.4%	1,300	41	34	75	1,790	44	37	81	2,360	46	38	84	3,030	50	42	92	3,770	53	44	97
2.5%	1,230	43	34	77	1,700	45	36	81	2,240	48	38	86	2,880	52	42	94	3,590	56	45	101
2.6%	1,170	45	35	80	1,610	47	36	83	2,130	50	38	88	2,740	54	42	96	3,420	58	45	103
2.7%	1,110	46	34	80	1,530	49	36	85	2,030	52	39	91	2,610	56	41	97	3,260	60	44	104
2.8%	1,050	48	34	82	1,460	51	36	87	1,930	54	39	93	2,490	58	41	99	3,110	62	44	106
2.9%	995	50	34	84	1,390	53	37	90	1,840	56	39	95	2,380	60	41	101	2,970	64	44	108
3.0%	944	51	34	85	1,320	55	37	92	1,760	58	39	97	2,270	62	41	103	2,840	67	45	112
3.1%	896	53	34	87	1,260	56	36	92	1,680	60	39	99	2,170	64	41	105	2,720	69	45	114
3.2%	850	55	34	89	1,200	58	36	94	1,600	62	39	101	2,080	66	41	107	2,600	71	44	115
3.3%	805	57	35	92	1,140	60	36	96	1,530	64	39	103	1,990	68	41	109	2,490	73	44	117
3.4%	761	58	34	92	1,080	62	36	98	1,460	66	39	105	1,900	70	41	111	2,390	76	45	121
3.5%	717	60	34	94	1,030	64	37	101	1,390	68	39	107	1,820	72	41	113	2,290	78	45	123
3.6%	673	62	34	96	972	65	36	101	1,320	70	39	109	1,740	74	41	115	2,190	80	44	124
3.7%	626	63	34	97	918	67	36	103	1,260	72	39	111	1,660	77	42	119	2,100	82	44	126
3.8%	583	65	34	99	864	69	36	105	1,190	74	39	113	1,590	79	42	121	2,010	84	44	128
3.9%	545	67	34	101	812	71	36	107	1,130	75	38	113	1,520	81	42	123	1,930	87	45	132
4.0%	511	69	35	104	766	73	37	110	1,070	77	39	116	1,440	83	42	125	1,840	89	45	134
4.1%	479	70	34	104	723	75	37	112	1,010	79	39	118	1,370	85	41	126	1,760	91	44	135
4.2%	452	72	34	106	684	76	36	112	960	81	39	120	1,310	87	41	128	1,680	93	44	137
4.3%	426	74	34	108	648	78	36	114	912	83	39	122	1,250	89	41	130	1,610	96	45	141
4.4%	402	75	34	109	615	80	36	116	868	85	39	124	1,190	91	41	132	1,540	98	45	143
4.5%	381	77	34	111	584	82	36	118	827	87	39	126	1,140	93	41	134	1,470	100	44	144
4.6%	360	79	34	113	555	84	37	121	788	89	39	128	1,090	95	41	136	1,410	102	44	146
4.7%	342	81	34	115	528	85	36	121	752	91	39	130	1,040	97	41	138	1,350	104	44	148
4.8%	324	82	34	116	502	87	36	123	718	93	39	132	995	99	41	140	1,300	107	45	152
4.9%	308	84	34	118	478	89	36	125	685	95	39	134	952	101	41	142	1,240	109	44	153
5.0%	292	86	34	120	456	91	36	127	654	97	39	136	911	103	41	144	1,190	111	44	155
5.1%	278	87	34	121	434	93	36	129	624	99	39	138	871	106	42	148	1,140	113	44	157
5.2%	264	89	34	123	413	95	37	132	595	101	39	140	833	108	42	150	1,090	116	45	161
5.3%	250	91	34	125	393	96	36	132	567	103	39	142	795	110	42	152	1,050	118	45	163
5.4%	237	93	34	127	373	98	36	134	540	105	39	144	759	112	41	153	995	120	44	164
5.5%	225	94	34	128	354	100	36	136	513	106	39	145	723	114	41	155	949	122	44	166
5.6%	212	96	34	130	335	102	36	138	487	108	39	147	687	116	41	157	903	124	44	168
5.7%	199	98	34	132	316	104	36	140	460	110	39	149	650	118	41	159	856	127	45	172
5.8%	186	99	34	133	298	105	36	141	431	112	39	151	611	120	41	161	808	129	44	173
5.9%	171	101	34	135	273	107	36	143	399	114	39	153	567	122	41	163	749	131	44	175
6.0%	144	103	34	137	231	109	36	145	340	116	39	155	485	124	41	165	643	133	44	177

e (%)	50mph R	50mph L	50mph X	50mph T	55mph R	55mph L	55mph X	55mph T	60mph R	60mph L	60mph X	60mph T	65mph R	65mph L	65mph X	65mph T	70mph R	70mph L	70mph X	70mph T
NC	7,870	0	0	0	9,410	0	0	0	11,100	0	0	0	12,600	0	0	0	14,100	0	0	0
RC (2.0%)	5,700	48	48	96	6,820	51	51	102	8,060	53	53	106	9,130	56	56	112	10,300	60	60	120
2.1%	5,390	50	48	98	6,450	54	51	105	7,610	56	53	109	8,670	59	56	115	9,720	63	60	123
2.2%	5,100	53	48	101	6,110	56	51	107	7,230	59	54	113	8,200	61	55	116	9,240	66	60	126
2.3%	4,840	55	48	103	5,800	59	51	110	6,850	61	53	114	7,820	64	56	120	8,780	69	60	129
2.4%	4,600	58	48	106	5,520	61	51	112	6,540	64	53	117	7,430	67	56	123	8,380	72	60	132
2.5%	4,380	60	48	108	5,250	64	51	115	6,210	67	54	121	7,100	70	56	126	7,990	75	60	135
2.6%	4,170	62	48	110	5,020	66	51	117	5,950	69	53	122	6,770	73	56	129	7,660	78	60	138
2.7%	3,980	65	48	113	4,780	69	51	120	5,660	72	53	125	6,490	75	56	131	7,320	81	60	141
2.8%	3,800	67	48	115	4,580	71	51	122	5,440	75	54	129	6,200	78	56	134	7,030	84	60	144
2.9%	3,640	70	48	118	4,380	74	51	125	5,190	77	53	130	5,970	81	56	137	6,740	87	60	147
3.0%	3,480	72	48	120	4,200	77	51	128	4,980	80	53	133	5,710	84	56	140	6,490	90	60	150
3.1%	3,330	74	48	122	4,020	79	51	130	4,770	83	54	137	5,500	87	56	143	6,230	93	60	153
3.2%	3,200	77	48	125	3,860	82	51	133	4,600	85	53	138	5,280	89	56	145	6,010	96	60	156
3.3%	3,060	79	48	127	3,700	84	51	135	4,400	88	53	141	5,090	92	56	148	5,780	99	60	159
3.4%	2,940	82	48	130	3,560	87	51	138	4,250	91	54	145	4,890	95	56	151	5,580	102	60	162
3.5%	2,820	84	48	132	3,410	89	51	140	4,070	93	53	146	4,730	98	56	154	5,380	105	60	165
3.6%	2,710	86	48	134	3,290	92	51	143	3,940	96	53	149	4,540	100	56	156	5,210	108	60	168
3.7%	2,600	89	48	137	3,150	94	51	145	3,770	99	54	153	4,400	103	56	159	5,020	111	60	171
3.8%	2,490	91	48	139	3,040	97	51	148	3,650	101	53	154	4,230	106	56	162	4,860	114	60	174
3.9%	2,390	94	48	142	2,920	100	51	151	3,500	104	53	157	4,100	109	56	165	4,700	117	60	177
4.0%	2,300	96	48	144	2,810	102	51	153	3,390	107	54	161	3,950	112	56	168	4,550	120	60	180
4.1%	2,200	98	48	146	2,690	105	51	156	3,250	109	53	162	3,820	114	56	170	4,400	123	60	183
4.2%	2,110	101	48	149	2,590	107	51	158	3,140	112	53	165	3,680	117	56	173	4,270	126	60	186
4.3%	2,020	103	48	151	2,490	110	51	161	3,010	115	53	168	3,570	120	56	176	4,130	129	60	189
4.4%	1,940	106	48	154	2,400	112	51	163	2,920	117	53	170	3,440	123	56	179	4,010	132	60	192
4.5%	1,860	108	48	156	2,300	115	51	166	2,800	120	53	173	3,340	126	56	182	3,880	135	60	195
4.6%	1,780	110	48	158	2,210	117	51	168	2,710	123	53	176	3,220	128	56	184	3,770	138	60	198
4.7%	1,710	113	48	161	2,120	120	51	171	2,600	125	53	178	3,120	131	56	187	3,650	141	60	201
4.8%	1,640	115	48	163	2,050	123	51	174	2,510	128	53	181	3,000	134	56	190	3,550	144	60	204
4.9%	1,580	118	48	166	1,970	125	51	176	2,410	131	53	184	2,910	137	56	193	3,430	147	60	207
5.0%	1,510	120	48	168	1,890	128	51	179	2,330	133	53	186	2,800	140	56	196	3,330	150	60	210
5.1%	1,450	122	48	170	1,820	130	51	181	2,230	136	53	189	2,720	142	56	198	3,220	153	60	213
5.2%	1,390	125	48	173	1,750	133	51	184	2,160	139	53	192	2,610	145	56	201	3,120	156	60	216
5.3%	1,340	127	48	175	1,670	135	51	186	2,070	141	53	194	2,530	148	56	204	3,010	159	60	219
5.4%	1,280	130	48	178	1,610	138	51	189	1,990	144	53	197	2,420	151	56	207	2,910	162	60	222
5.5%	1,220	132	48	180	1,530	140	51	191	1,900	147	53	200	2,340	153	56	209	2,800	165	60	225
5.6%	1,160	134	48	182	1,470	143	51	194	1,830	149	53	202	2,230	156	56	212	2,700	168	60	228
5.7%	1,100	137	48	185	1,390	146	51	197	1,730	152	53	205	2,140	159	56	215	2,580	171	60	231
5.8%	1,040	139	48	187	1,320	148	51	199	1,650	156	53	208	2,020	162	56	218	2,460	174	60	234
5.9%	985	142	48	190	1,230	151	51	202	1,530	157	53	210	1,900	165	56	221	2,310	177	60	237
6.0%	833	144	48	192	1,060	153	51	204	1,330	160	53	213	1,660	167	56	223	2,040	180	60	240

Adapted from GDHS 2004, Exh 3-26 and Exh 3-32

Legend

R = Minimum curve radius for a given superelevation rate and design speed (feet)
L = Superelevation runoff minimum length (feet)
X = Tangent Runout (feet)
T = Superelevation transition = tangent runout + runoff length = X + L (feet)
e = Rate of superelevation (percent)
NC = Normal crown slope (assumed 2.0%)
RC (2.0%) = Remove adverse crown, superelevate at 2.0%

Notes

(1) The R-values in the above table represent the minimum radius for which the corresponding superelevation rate can be used.
For example, if the design speed is 70 mph then a 5.5% rate can be used for any radius value from 2800 to 2909 feet (inclusive) - if the radius is 2799 feet then use 5.6%, if the radius is 2910 feet then use 5.4%.
Do not interpolate superelevation rates. For example, if the design speed is 70 mph and the radius is 2865 feet then use 5.5% - NOT 5.44%.

(2) On high-type facilities (freeways, expressways and other divided highways) a small increase in runoff length may be appropriate to facilitate drainage needs or to increase the smoothness in the traveled way edge profiles.

(3) Curves whose radius is less than the minimum shown for NC superelevation but more than the minimum shown for RC (2.0%) superelevation shall be provided with RC (2.0%) superelevation.

(4) See equations and example on the last 2 sheets of this Attachment

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vertical curve.

Guidance on establishing, marking and signing no-passing zones can be found in the Traffic Engineering Operations and Safety Mannual (TEOpS) [14] and is specified in the Wisconsin Standard Specifications for Highway and Structure Construction. The sight distance values shown are not to be used directly in design, but should be reviewed so that locations requiring no-passing zone markings can be recognized during design. Review proposed alignments with the region traffic section staff to assure that the passing sight distance provided will not require no-passing markings.

Passing sight design distances (AASHTO criteria) and no-passing zone standards (TGM criteria) are based on different formulas and serve different purposes. The FHWA has determined that there is no significant need to make the two distances agree. The current no-passing zone marking practice provides a balance between passing opportunities and motorist violations.

Any highway (including bypasses and expressways) that is designed as a future 4-lane divided highway, but designed to open initially as a 2-lane highway, shall be designed considering passing sight distance criteria for a 2-lane highway. The design must provide adequate passing sight distance as a 2-lane highway for its full performance life[15].

5.1.4 Intersection Sight Distance (ISD), Vision Triangles, and Vision Corners

Intersection Sight Distance is the distance for which there must be unobstructed sight along both roads of an intersection, and across their included corners that is sufficient to allow the operators of vehicles approaching the intersection or stopped at the intersection, to safely carry out whatever maneuvers may be required to negotiate the intersection. Intersection Sight Distance is required for all at-grade intersections on all projects for both passenger cars and for the design vehicle shown in Table 5.1. Intersection sight distance is ensured by establishing a clear sight window (see Figure 5.1) across each of the included corners of an intersection. Design guidance on intersection sight distance for non-roundabout intersections can be found later in this section and is based on pages 650-677 of the 2004 AASHTO GDHS[16], but modified as noted. Guidance on intersection sight distance for roundabouts can be found in FDM 11-26-30. Guidance for intersection sight distance on 3R projects can be found in FDM 11-40-1. See FDM 11-46-20 for guidance on sight distance for trail crossings.

Table 5.1 Design Vehicle for Intersection Sight Distance A

Type of Intersecting Highway	Design Vehicle for Purposes of ISD B
Interchange ramp terminals	Combination Truck (WB-vehicle, e.g. WB-50, WB-65)
Arterials	Combination Truck (WB-vehicle, e.g. WB-50, WB-65)
Collectors	Single Unit Truck (SU-vehicle) C
Local Roads / Residential Streets	Single Unit Truck (SU-vehicle) C

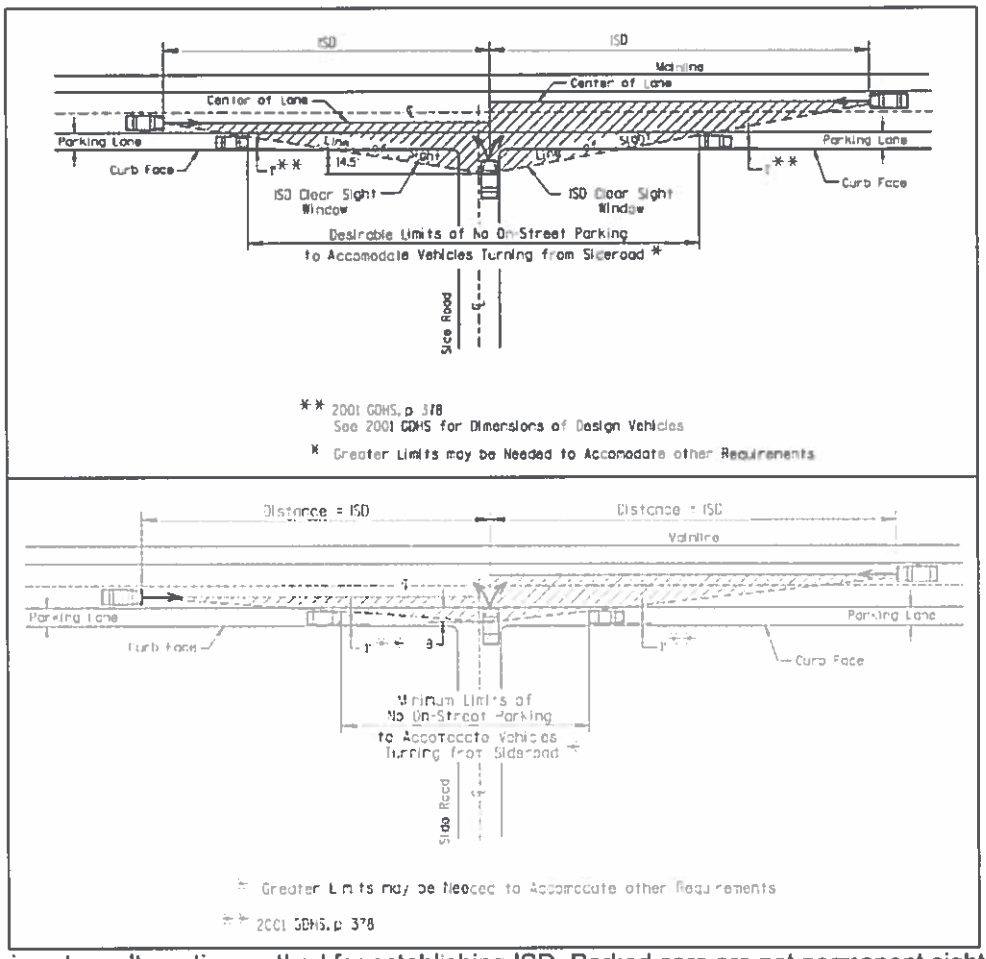
A See FDM 11-25-2.1 for guidance on Intersection Design Vehicles and Intersection. Check Vehicles for turning movements at intersections

B Only the Passenger vehicle need be considered in areas where truck traffic is minimal (<2.5% of AADT), and right-of-way restrictions prohibit adequate sight window clearing

C If there is significant Combination Truck traffic then use that as the design vehicle instead of the Single Unit Truck.

A vision triangle is an additional clear sight window, for intersections with stop sign control on the side road and for signal controlled intersections. Its purpose is to provide an opportunity for speed adjustment or evasive maneuver by a vehicle on the major highway if a vehicle on the minor road violates the traffic control. In other words, a Vision Triangle is a supplement to, and not a substitute for intersection sight distance. ISD must be provided at all intersections whether or not a vision triangle is provided. Guidance on vision triangles and where to use them can be found later in this section. Guide dimensions for vision triangles can be found in Attachment

[14] *(9)* Applications / No Passing Zone Standards. In TEOpS 3-2-2, *ch. 3: Markings* 2009, sect. 3-2-2, pp.1-5.
[15] *(10) Review of Wisconsin Bypass Road Design Practices February 13-14, 2006. (Final).* Federal Highway Administration Resource Center, 2006. http://www.dot.wisconsin.gov/library/publications/docs/wis-bypass-report.pdf.
[16] *(1) A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.



***Note: This is not an alternative method for establishing ISD. Parked cars are not permanent sight obstructions. ISD from 14.50 feet behind the near face of mainline curb is still required per FDM 11-10-5.1.4.2.2.

Figure 5.3 Determining On-Street Parking Limits*

Street markers, traffic signs, and other traffic controls are allowed within the Clear Sight window, provided their number and arrangement do not significantly block vision across the area. Likewise, utility pedestals and poles are allowed within the Clear Sight window, provided their number and arrangement do not significantly block vision across the area. Consider offsetting the right turn lane at intersections where there are a significant number of right turns that impede clear sight lines.

Urban Intersections can be a particular concern because of the abundance of street furniture and development in the vicinity of an intersection. Pay particular attention to the potential for line of sight obstruction in the placement of signs, light poles, signal controllers, tree plantings, newspaper and advertising boxes, etc.

Pedestrian Considerations: Features such as landscaping, parked cars, utility poles, traffic control devices, and street furniture can create sight obstructions for pedestrians. Consider installing curb extensions or instituting parking restrictions to ensure that pedestrian sight lines are not blocked.

5.1.4.2 Design Guidance for Intersection Sight Distance

As mentioned above, intersection sight distance is required for all at-grade intersections on all projects for both passenger cars and for the design vehicle shown in Table 5.1. Guidance is provided below for the following intersection control cases.

- Case A - Intersections with no control
- Case B - Intersections with stop control on the minor road
  - B1 - Left turn from the minor road
  - B2 - Right turn from the minor road
  - B3 - Crossing maneuver from the minor road

- Case C - Intersections with yield control on the minor road
    - C1 - Crossing maneuver from the minor road
    - C2 - Left or right turn from the minor road
- Case D - Intersections with traffic signal control
- Case E - Intersections with all-way stop control
- Case F - Left turns from the major road

5.1.4.2.1 Case A - Intersections with No Control

Do not allow an uncontrolled at-grade intersection with a STH. For non-STH locations, use guidance from GDHS 2004[19], pages 654-657.

5.1.4.2.2 Case B - Intersections with Stop Control on the Minor Road

Gap Acceptance, as described on page 659, GDHS 2004[20] and modified herein, is the basis for computing Case B Intersection Sight Distances.

Decision point location for the side road vehicle is the position of the side road driver's eye in relation to the mainline. For rural intersections, this distance approximates the location of a passenger car at a standard stop bar installation. It is equal to -14.50 feet from the farthest outside edge of non-shoulder mainline pavement. In most situations, this would be either the edge of the mainline right turn lane, the mainline right-turn taper, the mainline downstream acceleration taper, or the mainline travel lane. However, if there is a separate channelized right-turn lane on the mainline, this distance would be to either the mainline downstream acceleration taper, or the edge of the near mainline travel lane.

For urban intersections, this distance is 14.50 feet-from the near face of mainline curb.

Decision Point Location for crossing vehicles stopped in a median is the position of the driver's eye in relation to the far side traffic lanes. For medians without a stop bar, assume the vehicle stops with its front end 3 feet from the median edge of travel lane. The driver's eye is 8 feet behind this, or 11 feet from the median edge of travel lane. For medians with a stop bar this distance = 8.0 feet behind the stop bar.

Median width needs to be at least 6 feet greater than vehicle length for a vehicle to complete a crossing in two (2) steps.[21].

Decision point location for the mainline vehicle varies by design speed and design vehicle. Table 5.2 shows the Intersection Sight Distance requirements for AASHTO Intersection Control Cases B1, B2, and B3. See Attachment 5.14 for an example computation.

Table 5.2 Intersection Sight Distance [A] Requirements for Intersection Control Cases B1, B2, and B3 -

[19] *(1) A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.
[20] *(1) A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.
[21] *(1) A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004, pp 456-457;
(13) _ 375: Median Intersection Design. TRB, National Research Council, 1995. pp 67-68;
(14) Sight Distance / Stop Control on Cross Street. In *__ ch. 6: At-Grade Intersections* New Jersey DOT, 2008, section 6.3.3. http://www.nj.gov/transportation/eng/documents/RDM/sec6.shtm#stopcross.

Stop on Minor Road[22]

	Case B1 - Left turn from the minor road [B]			Case B2 - Right turn from the minor road [C]			Case B3 - Crossing maneuver from the minor road [D]		
Design vehicle	**P**	**SU**	**WB**	**P**	**SU**	**WB**	**P**	**SU**	**WB**
Eye height (ft)	3.5	7.6	7.6	3.5	7.6	7.6	3.5	7.6	7.6
Time gap (sec) DESIRABLE (MINIMUM)	**10.0** (7.5)	**12.0** (9.5)	**13.0** (11.5)	**8.0** (6.5)	**10.0** (8.5)	**12.0** (10.5)	**7.0** (6.5)	**10.0** (8.5)	**13.0** (10.5)
Mainline Design Speed (mph)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)	**ISD (ft) DES** (MIN)
25	**370** (280)	**445** (350)	**480** (425)	**295** (240)	**370** (315)	**445** (390)	**260** (240)	**370** (315)	**480** (390)
30	**445** (335)	**530** (420)	**575** (510)	**355** (290)	**445** (375)	**530** (465)	**310** (290)	**445** (375)	**575** (465)
35	**515** (390)	**620** (490)	**670** (595)	**415** (335)	**515** (440)	**620** (545)	**365** (335)	**515** (440)	**670** (545)
40	**590** (445)	**710** (560)	**765** (680)	**475** (385)	**590** (500)	**710** (620)	**415** (385)	**590** (500)	**765** (620)
45	**665** (500)	**795** (630)	**860** (765)	**530** (430)	**665** (565)	**795** (695)	**465** (430)	**665** (565)	**860** (695)
50	**735** (555)	**885** (700)	**960** (850)	**590** (480)	**735** (625)	**885** (775)	**515** (480)	**735** (625)	**960** (775)
55	**810** (610)	**975** (770)	**1055** (930)	**650** (530)	**810** (690)	**975** (850)	**570** (530)	**810** (690)	**1055** (850)
60	**885** (665)	**1060** (840)	**1150** (1015)	**710** (575)	**885** (750)	**1060** (930)	**620** (575)	**885** (750)	**1150** (930)
65	**960** (720)	**1150** (910)	**1245** (1100)	**765** (625)	**960** (815)	**1150** (1005)	**670** (625)	**960** (815)	**1245** (1005)
70	**1030** (775)	**1235** (980)	**1340** (1185)	**825** (670)	**1030** (875)	**1235** (1085)	**725** (670)	**1030** (875)	**1340** (1085)

[22] *(15) _ 383: Intersection Sight Distance.* TRB, National Research Council, 1996.
(16) Intersections at Grade. In *FHWA-RD-01-051: Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians* Federal Highway Administration Turner-Fairbank Research Center, 2001, Section I. http://www.tfhrc.gov/humanfac/01105/cover.htm;http://www.tfhrc.gov/humanfac/01105/01-051.pdf.
(17) ISD and vision triangle recomm vs 1990 GDHS.xls. Wisconsin DOT, 2004.

A Intersection Sight Distance = time gap x design speed in ft/s. ft/s = mph x (5280 ft per mi divided by 3600 sec per hour). Table values have been rounded.

B Case B1 Time gaps and intersection sight distances are for a stopped vehicle to turn left onto a two-lane highway with no median and grades 3 percent or less. The table values require adjustment as follows:

- For multilane highways. For left turns onto two-way highways with more than two lanes, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane, from the left in excess of one, to be crossed by the turning vehicles. Medians are computed as equivalent lane widths if they are too narrow for a vehicle to stop in, e.g. a 30-ft median would be equivalent to 2.5 lanes. Mainline right turn lanes and tapers are also treated as equivalent lane widths.
- For minor road approach grades. If the approach grade is an upgrade that exceeds 3 percent then add 0.2 seconds for each percent grade for left turns.
- For skew. Use guidance from page 677, GDHS 2004[23].

C Case B2 Time gaps and intersection sight distances are for a stopped vehicle to turn right onto a two-lane highway with grades 3 percent or less. The table values require adjustment as follows:

- Add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane, from the left in excess of zero, to be crossed by the turning vehicles. Mainline right turn lanes and tapers are treated as equivalent lane widths.
- For minor road approach grades. If the approach grade is an upgrade that exceeds 3 percent then add 0.1 seconds for each percent grade.
- For skew. Use guidance from page 677, GDHS 2004

D Case B3 Time gaps and intersection sight distances are for a stopped vehicle to cross a two-lane highway with no median and grades 3 percent or less. The table values require adjustment as follows:

- For multilane highways. For crossing a major road with more than two lanes, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane to be crossed and for narrow medians that cannot store the design vehicle. Medians are computed as equivalent lane widths if they are too narrow for a vehicle to stop in, e.g. a 30-ft median would be equivalent to 2.5 lanes. Mainline right turn lanes and tapers are also treated as equivalent lane widths.
- For minor road approach grades. If the approach grade is an upgrade that exceeds 3 percent then add 0.1 seconds for each percent grade.
- For skew. Use guidance from page 677, GDHS 2004

5.1.4.2.3 Case C - Intersections with Yield Control on the Minor Road

Except for roundabouts, do not allow a yield-controlled at-grade intersection on a STH. Use the guidance from pages 666-673, GDHS 2004 for non-roundabout yield-controlled intersections on non-STH roads - except use Case B1 and B2 values, per Table 5.2, for mainline ISD distances for Case C2 - Left or right turn from the minor road.

Refer to the WisDOT Roundabout Guide for guidance on Intersection Sight Distance for roundabouts.

5.1.4.2.4 Case D - Intersections with Traffic Signal Control

Use the guidance from pages 671, 673, GDHS 2004, except use the values from Table 5.2 where Case B is called for, e.g. where right turn on red is allowed.

5.1.4.2.5 Case E - Intersections with All-Way Stop Control (AWSC)

At intersections with all-way stop control, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. There are no other sight distance criteria applicable to intersections with all-way stop control. See page 674, GDHS 2004[24].

5.1.4.2.6 Case F - Left Turn from the Major Road

Use the guidance from pages 674-676, GDHS 2004, except use the time gaps and Intersection Sight Distance shown in Table 5.3.

Provide a positive offset for opposing left turn lanes, if possible. A positive left-turn lane offset, as shown in Figure 5.4, can be helpful in allowing drivers in opposing left-turn bays to see past each other to detect

[23] (1) *A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.
[24] (1) *A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.

Sight Distances – CTH J West of CTH FF

Hidden Trail

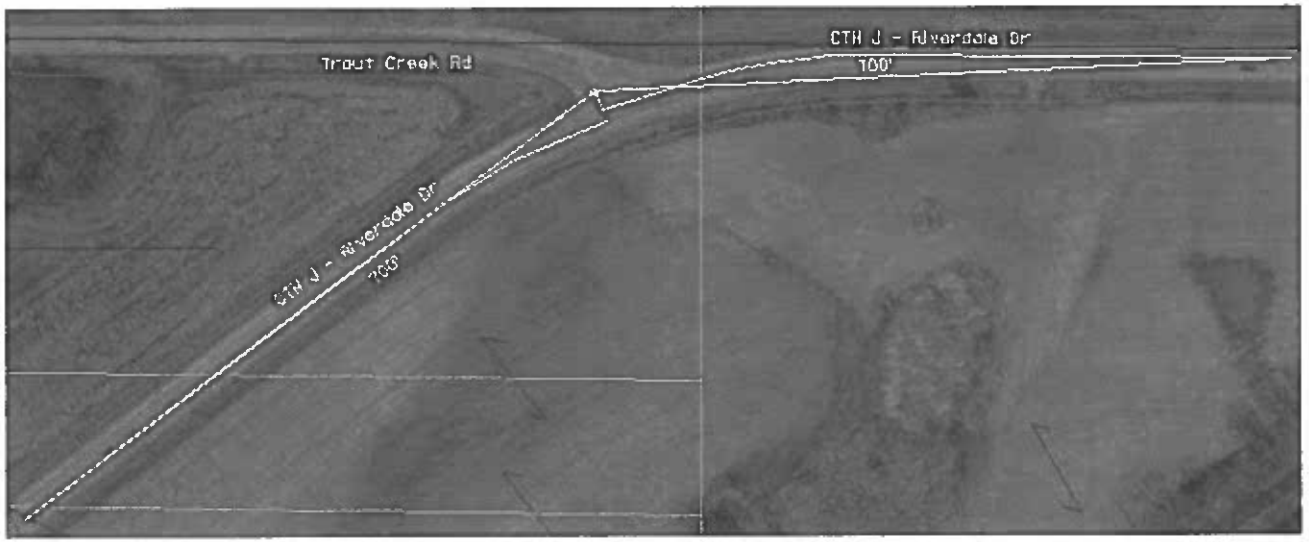
Deer Track Ct

Silver Crest Ct

Valley Stream Cir

S. Marco Polo Blvd

Trout Creek



Sight Distances – CTH J East of CTH FF

Touchstone Dr

Park Dr

Indian Tr

CTH J -
Indian Tr
Hazel Rd
700' CTH J - Riverdale Dr
1CSM331
1CSM331
1CSM331
BOLAND HIL

Hazel Rd

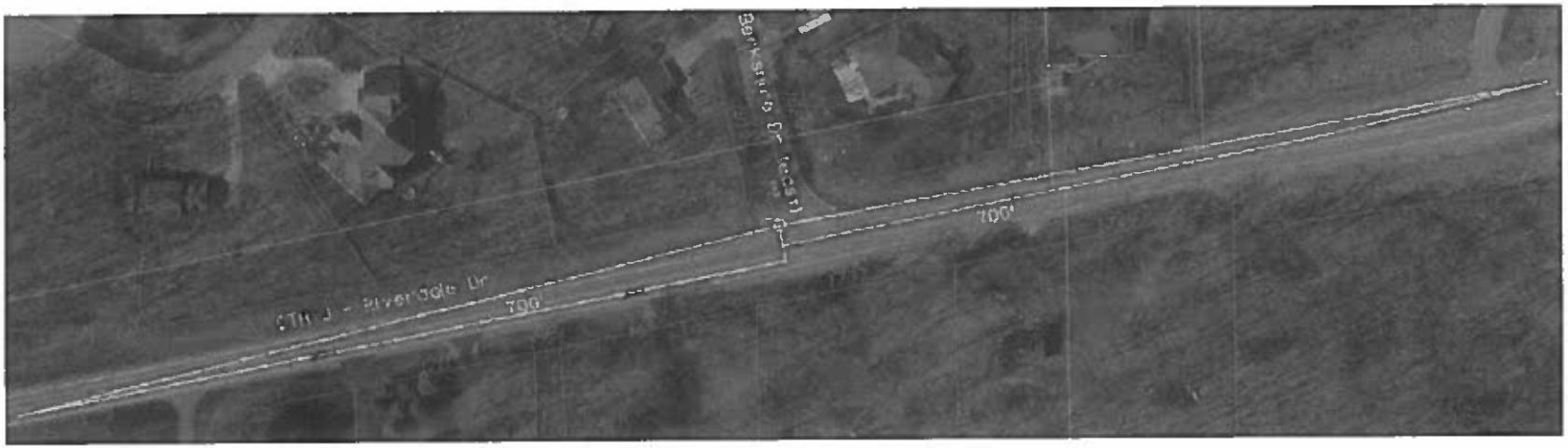
CTH J - Riverdale Dr
Indian Tr
700'
Hazel Rd
CTH J - Riverdale Dr
1CSM331
BOLAND HILLS ADD

6.

Berkshire Dr (West)

le

Berkshire Dr (East)



USLIMITS2 Speed Zoning Report

Project Name: CTH J Uslimits

Analyst: Brown County

Date: 11-10-2017

Basic Project Information
Project Number: 11-10-17
Route Name: CTH J
From: Hidden Tr
To: CTH FF
State: Wisconsin
County: Brown County
City: Howard village
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 1.66 mile(s)
Statutory Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector
Number of Driveways: 25
Number of Signals: 0

Crash Data Information
Crash Data Years: 5.00
Crash AADT: 1450 veh/day
Total Number of Crashes: 14
Total Number of Injury Crashes: 2
Section Crash Rate: 319 per 100 MVM
Section Injury Crash Rate: 46 per 100 MVM
Crash Rate Average for Similar Roads: 366
Injury Rate Average for Similar Roads: 101

Traffic Information
85th Percentile Speed: 53 mph
50th Percentile Speed: 48 mph
AADT: 1450 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: Speed study from Hidden Trail to CTH FF

Recommended Speed Limit:

Note: The final recommended speed limit is higher than the statutory speed limit of **45 mph** for this type of road. An engineering study such as the one carried out with USLIMITS is usually required to set a speed limit above the statutory limit.

Note: Based on the information gathered from experts in the U.S., this program does not recommend speed limits higher than 50 mph for non-limited access road sections in developed areas.

USLIMITS2 Speed Zoning Report

Project Name: CTH J east of CTH FF

Analyst: Brown County

Date: 11-10-2017

Basic Project Information
Project Number: 11-10-17
Route Name: CTH J
From: CTH FF
To: CTH RK
State: Wisconsin
County: Brown County
City: Howard village
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 1.6 mile(s)
Statutory Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector
Number of Driveways: 30
Number of Signals: 0

Crash Data Information
Crash Data Years: 5.00
Crash AADT: 2997 veh/day
Total Number of Crashes: 22
Total Number of Injury Crashes: 2
Section Crash Rate: 251 per 100 MVM
Section Injury Crash Rate: 23 per 100 MVM
Crash Rate Average for Similar Roads: 223
Injury Rate Average for Similar Roads: 74

Traffic Information
85th Percentile Speed: 52 mph
50th Percentile Speed: 47 mph
AADT: 2997 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: USLIMITS2 for CTH J between CTH FF and CTH RK

Recommended Speed Limit:

Note: The final recommended speed limit is higher than the statutory speed limit of **45 mph** for this type of road. An engineering study such as the one carried out with USLIMITS is usually required to set a speed limit above the statutory limit.

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: November 27, 2017

RE: Culvert Pipe vs Liner Costs

At the request of Dave Landwehr, Public Works has compared the cost of a typical culvert pipe installation versus the costs of a pipe liner:

	Existing 24" x 60' Pipe (5'-6' Depth)	
	Pipe Replacement	Pipe Liner
Material Cost	$1,562	$2,210
Pipe Installation & Restoration		
Labor (4@8hrs)	$1,817	
Backhoe (1@8hrs)	$270	
Roller (1@4hrs)	$147	
Compactor (1@4hrs)	$107	
Dump Truck (1@8hrs)	$404	
Topsoil - Backhoe (1@4hrs)	$135	
Topsoil - Dump Truck (1@4hrs)	$202	
Topsoil & Emat Labor (2@4hrs)	$454	
Liner Installation		
Labor (2@5hrs)		$568
Backhoe (1@3hrs)		$101
Total:	**$5,098**	**$2,879**

Notes:

- No traffic impacts (road closure) with a pipe liner.
- No roadway settlement concerns with a pipe liner.
- No need to work around utilities with a pipe liner.
- No guardrail removal with a pipe liner.

Also attached are the requested invoices for the CTH D-17 and CTH D-18 projects for culvert pipes and liners.

#101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax. (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
06/23/17		06/23/17	2916404-00
		P.O. NO	PAGE #
89	RORO	67470	1 of 1

CUST # 11407
SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

ACCT _____

DATE _____

CHECKED BY _____

PO NO _____

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	INL 9.1, 10.1, 10.2, 11.1, 12.1, 13.4, 15.1, 15.2 (2X3)				
	**********				
7	78243666WC CATCH BASIN 24X36X66	1.00	EA	485.62	485.62
8	78243648BGB CATCH BASIN 24x36x48 W/BASE	3.00	EA	378.75	1136.25
9	78243642BGB CATCH BASIN 24X36X42 W/BASE	1.00	EA	343.12	343.12
10	78243636BGB CATCH BASIN 24x36x36 W/BASE	2.00	EA	307.50	615.00
11	78243630BGB CATCH BASIN 24x36x30 W/BASE	1.00	EA	271.87	271.87
			Total		2851.86
			Invoice Total		2851.86

ACCT. 31.509.17(72)

DATE 7-19-17

CHECKED BY JG

P.O. NO. # 67470

#9902

7

#101021

INVOICE

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MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
08/25/17		08/25/17	2954129-00
		PO NO	PAGE#
89	RGRO	67470	1 of 1

CUST# 11407
SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7212480W 12" RCCP C4 [-8']	16.00	LFT	13.16	210.56
2	720212W GASKET SELF LUBE 12"	2.00	EA	0.00	0.00
			Total		210.56
			Invoice Total		210.56

ACCT. 31 509.17 (72)

DATE 8-30-17

CHECKED BY JG

P.O. NO. #67470

✓ # 10082

7

COUNTY
MATERIALS CORPORATION

TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
1 OF 1	08/14/17	11407	089-481	[illegible]	[illegible]	2954129-00

CUSTOMER NAME	DELIVERY LOCATION
COUNTY HIGHWAY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	COUNTY PROJECT D 17, CTH D GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
P1	7212480W 12" RCCP C4 [-8"]	16.00			
S1	730212W GASKET SELF LUBE 12"	2.00			

Picked up
2 on 18"
7 - 6.5 27"

67470
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

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LOADED	DRIVER	X [signature] RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the deliver loading, unloading or installation of the purchased product.

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MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
09/08/17		09/08/17	2966639-00
		PO NO	PAGE #
89	RGRO	67470	1 of 1

CUST # 11407
SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. UM	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	INL 17 (30X30)				
	**********				
3	78303024BGB CATCH BASIN 30X30X24 W/BASE	1.00	EA	668.00	668.00
			Total		668.00
			Invoice Total		668.00

ACCT 31.509.17 (72)

DATE 10-4-17 #102339

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PO NO #67470

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SHIPPED		INVOICE DATE	ORDER NO
09/19/17		09/19/17	2976929-00
		P.O. NO	PAGE #
89	RGRO	68454	1 of 1

CUST # 11407
BROWN COUNTY
SHIP TO PROJECT D 17, CTH D
* PICKED UP AT GB PIPE #89
GREEN BAY WI 54303

BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
BILL TO GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
7	7AR24362GB ADJ SQUARE 24X36X2 RUBBER	25.00	EA	165.00	4125.00
8	7AR24361GB ADJ SQUARE 24X36X1 RUBBER	9.00	EA	115.00	1035.00
9	7AR3602GB ADJ RING 24X2 RUBBER 36 OD	3.00	EA	120.00	360.00
10	7AR3601GB ADJ RING 24X1 RUBBER 36 OD	1.00	EA	70.00	70.00
11	7AR243602GB ADJ SQUARE 24X36X2 CONC 1 PC (15 /PALLET)	4.00	EA	37.00	148.00
12	7AR243604GB ADJ SQUARE 24X36X4 CONC 1 PC (8/PALLET)	7.00	EA	65.00	455.00
13	700249 JT SEAL 1/2"	12.00	ROLL	15.00	180.00
			Total		6373.00
			Invoice Total		6373.00

ACCT 31.509.17 (72)

DATE 9-20-17 $ #10176

CHECKED BY JJ

PO NO #68454

7

COUNTY MATERIALS CORPORATION

ANT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PAGE	1 OF 1	09/14/17	11407	089-481	RGBO	PICK	2976929-00

CUSTOMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	BROWN COUNTY PROJECT D-17 CTH D • PICKED UP AT GB PIPE #89 GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	68454	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
RING	7AR24362GB ADJ SQUARE 24X36X2 RUBBER	25.00			
RING	7AR24361GB ADJ SQUARE 24X36X1 RUBBER	9.00			
RING	7AR3602GB ADJ RING 24X2 RUBBER 36 OD	3.00			
RING	7AR3601GB ADJ RING 24X1 RUBBER 36 OD	1.00			
RING	7AR243602GB ADJ SQUARE 24X36X2 CONC 1 PC (15 /PALLET)	4.00			
RING	7AR243604GB ADJ SQUARE 24X36X4 CONC 1 PC (8/PALLET)	7.00			
CPU	700249 JT SEAL 1/2"	12.00			

68454
D-17
SAVE

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

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LOADED	DRIVER	X [signature] RECEIVED IN GOOD ORDER

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MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
09/20/17		09/20/17	2979114-00
		P O NO	PAGE #
89	bpr	68429	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7224380 24" RCCP C3 [-8']	104.00	LFT	30.35	3156.40
2	7224381 24" RCCP C3 8' TIED	24.00	LFT	30.35	728.40
3	720224 GASKET SELF LUBE 24"	17.00	EA	0.00	0.00
4	COM	1.00	each	0.00	0.00
5	7224300W 24" ENDWALL MALE	1.00	EA	412.00	412.00
6	702024 TRASHGUARD GALV 24" CONC	1.00	EA	790.00	790.00
7	COM	1.00	each	0.00	0.00
8	702407GW JT TIES 7" GALVANIZED	6.00	EA	55.00	330.00
			Total		5416.80
			Invoice Total		5416.80

ACCT 31.509.17(72)

DATE 9-27-17

CHECKED BY JG

NO #68429

V# 10204

7

COUNTY MATERIALS CORPORATION

	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
AGE	1 OF 1	09/18/17	11407	089-461	bpr	UA 412	2879114-00

CUSTOMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	BROWN COUNTY PROJECT D 17, CTH D GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE (RIB FALLS-MARA	CHARGE	68429	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
K1	7224380 24" RCCP C3 [13 -8']	104.00			
K1	7224381 24" RCCP C3 8' TIED (3-8TH)	24.00			
G1	720224 GASKET SELF LUBE 24" COM	17.00			
A1	7224300N 24" ENDWALL MALE W/	1.00			
D1	702024 TRASHGUARD GALV 24" CONC COM	1.00			
B1	702407GW JT TIES 7" GALVANIZED	6.00			

68429
D-17

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

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LOADED	DRIVER	X RECEIVED IN GOOD ORDER

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(800) 289-2569 Fax (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
09/21/17		09/21/17	2979477-00
		P.O. NO	PAGE #
89	RGRO	68429	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
2756 CTY HWY D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7224380 24" RCCP C3 [-8']	32.00	LFT	30.35	971.20
2	720224 GASKET SELF LUBE 24"	4.00	EA	0.00	0.00
			Total		971.20
			Invoice Total		971.20

ACCT 31.509.17(72)

DATE 9-27-17

CHECKED BY JJ

PO NO #68429

✓ # 10206

7

COUNTY MATERIALS CORPORATION

T	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
AGE	1 OF 1	09/19/17	11407	089-481	RORO	S288	2979477-00

CUSTOMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	BROWN COUNTY PROJECT D 17, CTH D 2756 CTY HWY D GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	68429	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
P1	7224380 24" RCCP C3 (-8')	32.00			
G1	720224 GASKET SELF LUBE 24"	4.00			

68429
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the deliver loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
10/11/17		10/11/17	2991567-00
		P.O. NO	PAGE #
89	rgr	6643	1 of 1

CUST # 11407

SHIP TO
NON-QUOTED JOBS
ADD FOR DELIVERY
Picked up at GB Pipe #89
Green Bay WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7AR2403 ADJ RING 24X3 CONC (15/BUNDLE)	3.00	EA	32.00	96.00
			Total		96.00
			Invoice Total		96.00

ACCT 31.509.17(72)

DATE 10-12-17

CHECKED BY yg

PO NO. # 68643

√# 10278

7

COUNTY MATERIALS CORPORATION

PLANT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PADE	1 OF 1	10/06/17	11407	000-099	[illegible]	PICK	2991567-00

CUSTOMER NAME COUNTY HWY DEPT

2198 GLENDALE AVE
GREEN BAY WI 54303

DELIVERY LOCATION [illegible]ED JOHS
ADD FOR DELIVERY
Picked up at GB Pipe #89
Green Bay WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	6643	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
RING	7AR2407 ADJ RING 24X3 CONC (15/PUNDLE)	3.00			

68443
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

Visit Us At: countymaterials.com

LOADED	DRIVER	X [signature] RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consum hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includir claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delive loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#101/21

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
10/11/17		10/11/17	2985486-00
		P.O. NO	PAGE#
89	RGRO	67470	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
2756 CTY HWY D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	INL 391+87 (30X98)				
	**********				
3	SP89-108T-89-17 BOX BOTTOM 30X98X51	1.00	EA	748.75	748.75
			Total		748.75
			Invoice Total		748.75

ACCT. 31.509.17 (702)

DATE 10-12-17

CHECKED BY JG

P.O. NO #67470

✓ #102A

7

COUNTY MATERIALS CORPORATION

ANT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PAGE	1 OF 1	09/27/17	11407	089-431	RGRO	Comm	7985485-00

CUSTOMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54205	BROWN COUNTY PROJECT D 17, CTH D 2756 CTY HWY D GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
New Par	CON	1.00			
	INL 391-87 (30X98)				
New Par	STAP-10AT-83-17 BOX BOTTOM 30X98X51	1.00			

C67470
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Loading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consumer hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, including claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery, loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

 #101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
10/11/17		10/11/17	2982335-00
		P.O. NO	PAGE #
89	RORO	67470	1 of 1

CUST # 11407
BROWN COUNTY
SHIP TO PROJECT D 17, CTH D
2756 CTY HWY D
GREEN BAY WI 54303

BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
BILL TO GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	STM MH (60" DIA) INL 371+12 (30X30)				
	**********				
2	786036IBGB MH BOTTOM 60X36 FLAT	1.00	EA	862.50	862.50
3	7972826W COVER 72" X 8" W/26" HOLE ECC	1.00	EA	348.75	348.75
4	700252 JT SEAL 1 1/4"	4.00	ROLL	33.00	132.00
5	SP89-101J-89-15 CB BOTTOM 30X30X66	1.00	EA	1321.87	1321.87
			Total		2665.12
			Invoice Total		2665.12

ACCT 31.609.17 (72)

DATE 10-12-17

CHECKED BY JP

PO NO # 67470

V# 10278

7

COUNTY MATERIALS CORPORATION

TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER
1 OF 1	03/23/17	11407	009-481	RGRO	Corm

CUSTOMER NAME

DELIVERY LOCATION
BROWN COUNTY
PROJECT D 17, CTH D
2256 CTY HWY D
GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY SITE	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
	CTR MT (60" DIA) INL 371-12 (30X30)	1.00			
	2000026EB				
	BRD BRITCOM 50X36 FLAT	1.00			
	2002626V				
	CURBW 70X K 87 W/CGF	1.00			
	ROLE 60E				
	2000EB				
	CT BRD 1 1/4"	1.00			
	2000-1001 SS-15				
	CTR BRITCOM 30X30X66	1.00			

67470
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

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LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the deliver loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax. (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
10/17/17		10/17/17	2997897-00
		P.O. NO	PAGE #
89	rgr	67470	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
Picked up at GB Pipe #89
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7AR2403 ADJ RING 24X3 CONC (15/BUNDLE)	2.00	EA	33.00	66.00
2	700249 JT SEAL 1/2"	2.00	ROLL	15.00	30.00
			Total		96.00
			Invoice Total		96.00

ACCT 31.509.17 (72)

DATE 10-25-17

RECEIVED BY TG

#68766

V# 10347

7

COUNTY MATERIALS CORPORATION

.GE	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
	1 OF 1	10/17/17	L1407	089-461	TOT	PICK REF:	2997897-00

CUSTOMER NAME	DELIVERY LOCATION
COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	COUNTY PROJECT D 17, CTH D Picked up at GB Pipe #89 GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
RING	7AR2403 ADJ RING 24X2 CONC (15/BUNDLE)	2.00			
SPU	200249 BT SEAL 1/2"	2.00			

68766
D-17
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X [signature] RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO.
06/21/17		06/21/17	2915756-00
		P.O. NO.	PAGE #
89	jle	67470	1 of 1

CUST #: 11407

SHIP TO: BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO: BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7227381 27" RCCP C3 8' TIED	24.00	LFT	34.28	822.72
2	7227380 27" RCCP C3 [-8']	32.00	LFT	34.28	1096.96
3	720227 GASKET SELF LUBE 27"	7.00	EA	0.00	0.00
4	com	1.00	each	0.00	0.00
5	7218301w 18" ENDWALL FEMALE	1.00	EA	324.00	324.00
6	7218481w 18" RCCP C4[-8']TIED	48.00	LFT	22.28	1069.44
7	7218480w 18" RCCP C4 [-8']	48.00	LFT	22.28	1069.44
8	720218w GASKET SELF LUBE 18"	12.00	EA	0.00	0.00
9	702406gw JT TIES 6" GALVANIZED	12.00	EA	55.00	660.00
				Total	5042.56
				Invoice Total	5042.56

ACCT 31.509.18 (72)

DATE 9-14-17

CHECKED BY JG

P.O. NO. #67470

√ #10138

7

COUNTY MATERIALS CORPORATION

ANT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PAGE	[illegible]	[illegible]	13487	085-431	JIM	UA 510	2913756.00

CUSTOMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	BROWN COUNTY PROJECT D 12, CTH D GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
[illegible] PIPE (RIB PALLETS-BARA	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
S1	*727381 24" RCCP CR 9' TIED (5)	24.00			
R1	*720708 27" RCCP CR 9' 4 8'3	32.00			
R1	*720227 GASKET SELF LUBE 27"	7.00			
	CANCEL	~~1.00~~			
S1	*721839lw 18" ENDWALL FEMALE	1.00			
R1	*721846lw 18" RCCP CR 6 8' TIED	48.00			
R1	*721848lw 18" RCCP CR 6 8'	48.00			
G1	*720218w GASKET SELF LUBE 18"	12.00			
B1	*702406gw JT TIES 6" GALVANIZED	12.00			

67470
D-18
Steve D

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO.
06/21/17		06/21/17	2915767-00
		P.O. NO.	PAGE #
89	jle	67470	1 of 1

CUST #: 11407

SHIP TO: BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO: BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7218300w 18" ENDWALL MALE	1.00	EA	324.00	324.00
2	7218480w 18" RCCP C4 [-8']	56.00	LFT	22.28	1247.68
3	720218w GASKET SELF LUBE 18"	8.00	EA	0.00	0.00
4	com	1.00	each	0.00	0.00
5	7212301w 12" FEMALE ENDWALL	5.00	EA	272.00	1360.00
6	7212481w 12" RCCP C4[-8']TIED	120.00	LFT	13.16	1579.20
7	7212480w 12" RCCP C4 [-8']	80.00	LFT	13.16	1052.80
8	720212w GASKET SELF LUBE 12"	25.00	EA	0.00	0.00
9	702406gw JT TIES 6" GALVANIZED	30.00	EA	55.00	1650.00
				Total	7213.68
				Invoice Total	7213.68

ACCT 31.509.18(72)

DATE 9-14-17 √# 10136

CHECKED BY JG

PO NO. #67470

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COUNTY MATERIALS CORPORATION

IT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PAGE	1 OF 1	06/13/17	11467	089-481	jle	UA	2915767-00

CUSTOMER NAME
BROWN COUNTY HWY DEPT

2198 GLENDALE AVE
GREEN BAY WI 54303

DELIVERY LOCATION
BROWN COUNTY
PROJECT D 17. CTH D

GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIDE (RIB FALLS-HARA	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
S1	*7218300w 18" ENDWALL MALE	1.00			
K1	*7218480w 18" RCCP C4 @ 7 -8']	56.00			
G1	*720218w GASKET SELF LUBE 18"	8.00			
	*COM	~~1.00~~			
S1	*7212381w 12" FEMALE ENDWALL	5.00			
K1	*7212481w 12" RCCP C4 15 -8' JTTED	120.00			
K1	*7212480w 12" RCCP C4 @ 10 -8']	80.00			
G1	*720212w GASKET SELF LUBE 12"	25.00			
S1	*7021066w JT TIES 6" GALVANIZED	30.00			

674 70
D-18
Steve D

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the deliver loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

Brown County PURCHASE ORDER

67470

PURCHASE ORDER DATE: 5-25-17 20

PURCHASE ORDER ISSUED TO:
COUNTY
MATERIALS

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
		SEE ATTACHED			D-18	
						cld 6-28-17
		TOTAL				

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

OK

APPROVED

#101721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
06/21/17		06/21/17	2915746-00
		P O NO	PAGE #
89	jle	67470	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7227480 27" RCCP C4 [-8']	96.00	LFT	40.95	3931.20
2	720227 GASKET SELF LUBE 27"	13.00	EA	0.00	0.00
3	702407gw JT TIES 7" GALVANIZED	6.00	EA	55.00	330.00
4	7227300w 27" ENDWALL MALE	1.00	EA	440.00	440.00
			Total		4701.20
			Invoice Total		4701.20

ACCT 31.509.18(72)

DATE 7-5-17

CHECKED BY JG

PO NO # 67470

√ #9814

7

COUNTY MATERIALS CORPORATION

	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
GE	1 OF 1	06/18/17	11407	089-491	310	UA 3/3	2915746-00

OMER NAME	DELIVERY LOCATION
BROWN COUNTY HWY DEPT 2198 GLENDALE AVE GREEN BAY WI 54303	BROWN COUNTY PROJECT D 17, CTH D GREEN BAY WI 54303

PPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE (RTB FALLS NARA	CHARGE	67470	

OAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
K1	#7227480 27" RCCP C4 [12 -8]	96.00			
H1	#720227 GASKET SELF LUBE 27"	13.00			
L1	#703407ow JT TIES 7" GALVANIZED	6.00			
	27" MALE	1.00			

67470
D-18
Steve D

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

ge _____

RETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

ing time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consumer eby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, including ns for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery, ling, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#10172

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
06/21/17		06/21/17	2915738-00
		P.O. NO	PAGE #
89	jle	67470	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HWY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7227301w 27" ENDWALL FEMALE	1.00	EA	440.00	440.00
2	7227481 27" RCCP C4 8' TIED	24.00	LFT	40.95	982.80
3	7227480 27" RCCP C4 [-8']	72.00	LFT	40.95	2948.40
4	720227 GASKET SELF LUBE 27"	12.00	EA	0.00	0.00
5	702407gw JT TIES 7" GALVANIZED	6.00	EA	55.00	330.00
			Total		4701.20
			Invoice Total		4701.20

ACCT. 31.509.18 (72)

DATE 6-28-17

CHECKED BY JG

P.O. NO. # 67470

Y # 9814

7

COUNTY MATERIALS CORPORATION

	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
GE	1 OF 1	06/19/17	17407	089-481	jle	UA	2915738-00

NER NAME	DELIVERY LOCATION
ROWN COUNTY HWY DEPT 198 GLENDALE AVE REEN BAY WI 54303	BROWN COUNTY PROJECT B 17, CTH D GREEN BAY WI 54303

D-18
S Mulberry Dr

NG WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
REEN BAY PIPE CRIB FALLS MARA	CHARGE	67470	

LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
1	*7227301W 27" ENDWALL FEMALE	1.00			
1	*7227481 27" RCCP C4 6' TIED (3)	24.00			
1	*7227480 27" RCCP C4 (9 -6')	72.00			
1	*720227 GASKET SELF LUBE 27"	12.00			
1	*7024079W JT TIES 7" GALVANIZED	6.00			

67470
D-18
Steve D

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

TE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

ignatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consumer y agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, including s for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery, g, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

F141721

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
06/22/17		06/22/17	2907347-00
		P O NO	PAGE #
89	RGRO	67373	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
AREA DRAIN
4026 LOST DAUPHIN ROAD
DEPERE WI 54115

BILL TO
BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	INL D-18 (30X30)				
	**********				
3	78303060BGB	1.00	EA	971.50	971.50
	CATCH BASIN 30 X 30 X 60 W/BASE				
	*NOTE: ACTUAL HEIGHT IS 65", BILLED ACCORDINGLY				
			Total		971.50
			Invoice Total		971.50

31.509.18(72)
6-28-17
D BY JG
#67373
√ #9814

7

COUNTY MATERIALS CORPORATION

TIME	DATE	SHIP TO	SALES PERSON	TRUCK/DRIVER

ER NAME	DELIVERY LOCATION

NG WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
D-18			

LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
	67373 D-18 STEVEN				

EAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

E USED FOR

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

me allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute

Visit Us At: countymaterials.com

(: Freshly mixed concrete may cause skin irritation or chemical burns. Avoid direct contact stable and wash exposed skin areas promptly with water. Sawing or grinding of concrete may e release of dust particles which could cause minor eye or nose irritation if proper protective t is not in place. The use of a NIOSH approved respirator and tight fitting goggles is recom- hen sawing or grinding.

Manufacturer/Seller is not liable for damages of any type which occur when Manufacturer/Seller l to deliver onto private property or inside the curb or property line. Additional water added to ell reduce its strength, so any water added is at the customer's own risk.

A finance charge at a periodic rate of 1½% for annual rate of 18% will be added to past due Refer to Terms & Conditions for other considerations. Reverse side of ticket contains additional conditions and warranties.

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consumer hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, including claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delivery, loading, unloading or installation of the purchased product.

RETURN POLICY: No returns accepted on special order items or select products as indicated. Stock items, returned within 60 days, original ticket required, subject to a 25% restocking charge. Use of product constitutes acceptance.

HITE – OFFICE COPY · YELLOW/PINK – CUSTOMER COPY · GREEN – YARD

7

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
06/23/17		06/23/17	2916412-00
		P.O. NO	PAGE#
89	RGRO	67470	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	COM	1.00	each	0.00	0.00
	**********				
	INL 16.1 (2X3) CB 13.1 (72" DIA) INL 11.2 (30X36)				
	**********				
7	78243672WC CATCH BASIN 24X36X72	1.00	EA	521.25	521.25
8	787254BGB MH BOTTOM 72 X 54 FLAT BASE	1.00	EA	1422.18	1422.18
9	79861023KGB COVER 86" X 10" KEYED W/ 2'X3' HOLE (72")	1.00	EA	405.00	405.00
10	700252 JT SEAL 1 1/4"	4.00	ROLL	33.00	132.00
11	78303636C INLET BOX 30"X36"X36"	1.00	EA	461.25	461.25
			Total		2941.68
			Invoice Total		2941.68

31.509.18 (72)
6-28-17
D BY JG
67470

√ # CB 14

7

COUNTY MATERIALS CORPORATION

PLANT	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
PAGE	PAGE 1	08/20/19	11487	089-431			191641200

CUSTOMER NAME
2196 GLENDALE AVE
GREEN BAY WI 54303

D-18
@ Hickory Dr

DELIVERY LOCATION
PROJECT I 12, CTH D
GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	67470	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
	CUM	1.00			
	**********				
	INL 16.1 (283) CE 13.1 (72" DIA) INL 1.2 (30BSE)				
	**********				
CB2	7823657280				
	CATCH BASIN 24X36X78	1.00			
NH5	787254BGB				
	MH BOTTOM 72 X 54 FLAT BASE	1.00			
NH5	7886102BGB				
	COVER 86" X 10" KEYED W/ 2'X3' HOLE (72")	1.00			
CPU	700252				
	JT SEAL, 1 1/4"	1.00			
New Par	7830036BC				
	INLET BOX 30"X36"X96"	1.00			

67470
D-18
STEVED

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consume hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includin claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the deliver loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

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F/017221

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
08/25/17		08/25/17	2957717-00
		PO NO	PAGE #
89	RGRO	68241	1 of 1

CUST # 11407

SHIP TO
BROWN COUNTY
PROJECT D 17, CTH D
* PICKED UP AT GB PIPE #89
GREEN BAY WI 54303

BILL TO
BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	702406GW JT TIES 6" GALVANIZED	5.00	EA	55.00	275.00
			Total		275.00
			Invoice Total		275.00

31.509.18(72)
8-30-17
JG
#68241

#12082

7

COUNTY MATERIALS CORPORATION

PAGE	TIME	DATE		SHIP TO	SALES PERSON	TRUCK/DRIVER	
	1 OF 1	08/17/17	11407	089-481	RSRG	Pick	2957717-00

CUSTOMER NAME COUNTY HIGHWAY DEPT

2198 GLENDALE AVE
GREEN BAY WI 54303

DELIVERY LOCATION COUNTY
PROJECT D 17, CTH D
* PICKED UP AT GB PIPE #89
GREEN BAY WI 54303

SHIPPING WAREHOUSE	TERMS	PURCHASE ORDER	SLUMP
GREEN BAY PIPE	CHARGE	68241	

LOAD/LOCATION	STOCK # / DESCRIPTION	QTY ORDERED	QTY DELIVERED	UNIT PRICE	AMOUNT
T1	702406GW JT TIES 6" GALVANIZED	5.00			

68241
D-18
RYAN W.

LEAVE PLANT	ARRIVE JOB SITE	START	FINISH	ARRIVE PLANT

Mileage _____

CONCRETE USED FOR _____

GAL. WATER ADDED AT PLANT	GAL. WATER ADDED AT JOB

Unloading time allowed is six minutes per yard. Waiting is charged at rate of $1.25 per minute.

Visit Us At: countymaterials.com

LOADED	DRIVER	X RECEIVED IN GOOD ORDER

The signatory agrees to the terms and conditions and warranties contained on the Reverse side of the ticket and the Buyer/Consum hereby agrees to defend and hold Manufacturer/Seller, harmless and indemnify Manufacturer/Seller from any and all claims, includi claims for bodily injury, property damage, business loss or any other incidental or consequential damage, arising out of the delive loading, unloading or installation of the purchased product.

WHITE – OFFICE COPY • YELLOW/PINK – CUSTOMER COPY • GREEN – YARD

7

#10172

INVOICE

COUNTY MATERIALS CORPORATION
(800) 289-2569 Fax: (715) 443-3768
P.O. BOX 100
MARATHON, WI 54448-0100

SHIPPED		INVOICE DATE	ORDER NO
08/25/17		08/25/17	2963849-00
		PO NO	PAGE #
89	RGRO	67470	1 of 1

CUST # 11407
BROWN COUNTY
SHIP TO PROJECT D 17, CTH D
GREEN BAY WI 54303

BROWN COUNTY HIGHWAY DEPT
2198 GLENDALE AVE
BILL TO GREEN BAY WI 54303

LINE NO.	PRODUCT AND DESCRIPTION	QTY. SHIPPED	QTY. U/M	UNIT PRICE	AMOUNT (NET)
1	7218480W 18" RCCP C4 [-8'] CREDIT FOR INVOICE #2915756	16.00-	LFT	22.28	(356.48-) D-18
2	7227480 27" RCCP C4 [-8'] CREDIT FOR INVOICE #2915746; 30% RE-STOCKING CHARGES APPLIED	56.00-	LFT	40.95	(2293.20-) D-18
3	159004 RESTOCKING CHARGE 30%	1.00	EA	687.96	687.96
			Total		(1961.72-)
			Invoice Total		(1961.72-)

CREDIT - DO NOT PAY
==========

ACCT 31.509.18 (72)

DATE 9-14-17

CHECKED BY JG

PO NO # 67470

V# 10138

7

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29845
INVOICE DATE: 4/25/17
PAGE: 2

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	67133	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			5/25/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
2.00		48" ENDWALL D-17	735.00	1,470.00

31.509.17 (72) 17550.32
ACCT. 31.509.18 (72) 3738.90
DATE 8-17-17
CHECKED BY
PO NO. #2017-0774
GL 8-21-17
#10040

Subtotal	21,289.22
Sales Tax	
Total Invoice Amount	$21,289.22
Payment Received	0.00
Check No: TOTAL DUE	$21,289.22

2017-1938

7

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29845
INVOICE DATE: 4/25/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	67133	Net 30 Days	
SALES REP ID	SHIPPING METHOD	SHIP DATE	DUE DATE
			5/25/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO D-31		
98.00		24"	16.95	1,661.10
3.00		24" BAND	16.95	50.85
2.00		24" ENDWALL	109.00	218.00
		**TO D-32		
56.00		24"	16.95	949.20
1.00		24" BAND	16.95	16.95
2.00		24" ENDWALL	109.00	218.00
		**TO D-33		
12.00		24"	16.95	203.40
1.00		24" BAND	16.95	16.95
1.00		24" ENDWALL	109.00	109.00
		**TO 33RT		
10.00		24"	16.95	169.50
1.00		24" BAND	16.95	16.95
1.00		24" ENDWALL	109.00	109.00
		**TO D-35H		
102.00		54"	65.89	6,720.78
3.00		54" BAND 10-C	131.78	395.34
2.00		54" ENDWALL	895.00	1,790.00
		**TO D-37H		
126.00		48"	54.35	6,848.10
3.00		48" BAND 10-C	108.70	326.10

D-18

D-17

Subtotal	Continued
Sales Tax	Continued
Total Invoice Amount	Continued
Payment Received	Continued
Check No: TOTAL DUE	Continued

7

#10291 S

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30841
INVOICE DATE: 8/31/17
PAGE: 1

RECEIVED
SEP 06 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D & RIVER ST.
JOB: D17

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			9/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
56.00		24"	17.95	1,005.20
1.00		24" BAND	26.93	26.93
2.00		24" ENDWALL	115.50	231.00

ACCT 31.509.17 (72)
DATE 9-7-17
CHECKED BY JG
PO NO #68341
#10109

Subtotal	1,263.13
Sales Tax	
Total Invoice Amount	$1,263.13
Payment Received	0.00
Check No: TOTAL DUE	$1,263.13

7

014972

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No. P.O D-17

Name Brown County

Date August 2a

Address

Email

20 17

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

Phone / Cell:

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	24" X 56'		
1	24" Band		
2	24" endwalls		

C08341
D-17
STEVED

...ns and returned goods MUST be accompanied by this bill.

...d

U.S.A

TAX	
TOTAL	

Thank You

Brown County PURCHASE ORDER

68341

PURCHASE ORDER DATE: 8-30-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

RECEIVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
1		24" x 56'			D-17 CLL	8-30-17
1		24" BAND				"
2		24" ENDWALL				"
		TOTAL				

SHOP & OFFICE USE

NISH INVOICES IN DUPLICATE
V PURCHASE ORDER NO. ON INVOICE
SH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

F 102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30858
INVOICE DATE: 9/2/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
SEP 13 2017
BROWN COUNTY PUBLIC WORKS

Ship To:
CTY D - 200' SOUTH OF HICKORY RD
D-17

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/2/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
10.00		18"	13.75	137.50
1.00		18" DIMPLE BAND	20.63	20.63

ACCT. 31.569.17(72)
DATE 9-13-17
CHECKED BY TG
P.O. NO. #68389
#0144

Subtotal	158.13
Sales Tax	
Total Invoice Amount	$158.13
Payment Received	0.00
Check No: TOTAL DUE	$158.13

7

U14000

#102915

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

'OICE

NUMBER: 30858
CE DATE: 9/2/17
PAGE: 1

Customer's Order No. P.O D-17 Date August 31 2017
Name Brown County
Address Phone / Cell:
Email

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD	PAID OUT	LAYAWAY

QUAN	DESCRIPTION	PRICE	AMOUNT
1	18" X 10'		
1	18" Dimple Band		
	68389 D-17 STEVED		

All claims and returned goods MUST be accompanied by this bill.

Received By

TAX
TOTAL

Thank You

GSCC-652-2
PRINTED IN U.S.A.

'O' SOUTH OF HICKORY RD

PAYMENT TERMS	DUE DATE
Net 30 Days	10/2/17

PRICE	EXTENSION
13.75	137.50
20.63	20.63

Subtotal	158.13
Sales Tax	
Total Invoice Amount	$158.13
Payment Received	0.00
TOTAL DUE	$158.13

Check No:

7

102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30878
INVOICE DATE: 9/7/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
SEP 13 2017
BROWN COUNTY PUBLIC WORKS

Ship To:
VARIOUS LOCATIONS
JOB: D-17

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/7/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO CTY D - 100' SOUTH OF LITTLE RAPIDS RD - D-39		
64.00		18"	13.75	880.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO CTY D - 50' NORTH OF LITTLE RAPIDS RD - D-38		
1.00		36" ENDWALL	336.00	336.00
		**TO CTY D - 200' SOUTH OF JEN DR.		
2.00		24" ENDWALL	115.50	231.00

ACCT 31 509.17 (72)
DATE 9-20-17 ✓ # 10178
CHECKED BY JG
PO NO #68462

Subtotal	1,620.23
Sales Tax	
Total Invoice Amount	$1,620.23
Payment Received	0.00
Check No: TOTAL DUE	$1,620.23

7

Brown County PURCHASE ORDER

58462

PURCHASE ORDER DATE: 9-14-17 20

SE ORDER ISSUED TO:
B. Hwy
ROW

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE D

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
64	FT	18" CULVERT		280.00	D-17	9-20-17
1		18" BAND		20.63		"
2		18" ENDWALL		152.60		"
1		36" ENDWALL		336.00		"
2		24" ENDWALL		231.00		"
		TOTAL		1620.23		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
ATTACH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30906
INVOICE DATE: 9/8/17
PAGE: 1

RECEIVED
SEP 14 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
D-41 1200' NORTH OF JEN DR.

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/8/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
70.00		36"	30.37	2,125.90
2.00		36" BAND 10-C	60.74	121.48
2.00		36" ENDWALL	336.00	672.00

ACCT 31.509.17(72)
DATE 9-20-17
CHECKED BY JG
PO NO #68398

V# 10178

Subtotal	2,919.38
Sales Tax	
Total Invoice Amount	$2,919.38
Payment Received	0.00
TOTAL DUE	$2,919.38

Check No:

7

#102915

014925

INVOICE

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

NUMBER: 30906
INVOICE DATE: 9/8/17
PAGE: 1

Customer's Order No.
Date 9/7 20 17
Name Brown County
Address T: D41
Email
Phone / Cell:

To:
00' NORTH OF JEN DR.

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	36" x 70' cmp		
2	36" 10-c Bands		
2	36" Endwalls		
	D-17		
	68398 P-17 STEVE		

All claims and returned goods MUST be accompanied by this bill.

Received By

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A

Thank You

PAYMENT TERMS: Net 30 Days

DATE	DUE DATE
	10/8/17

UNIT PRICE	EXTENSION
30.37	2,125.90
60.74	121.48
336.00	672.00

V# 10178

Subtotal	2,919.38
Sales Tax	
Total Invoice Amount	$2,919.38
Payment Received	0.00
TOTAL DUE	$2,919.38

Check No:

7

#102415

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30907
INVOICE DATE: 9/8/17
PAGE: 1

RECEIVED
SEP 14 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/8/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO CTY D - BETWEEN HICKORY DR & GOLDEN GLOW RD.		
20.00		18"	13.75	275.00
		**TO D-41A - 500' SOUTH OF BRETT WAY		
1.00		18" ENDWALL	76.30	76.30
		**TO D-42 - 500' SOUTH OF BRETT WAY		
4.00		24"	17.95	71.80
1.00		24" BAND	26.93	26.93
60.00		18"	13.75	825.00
1.00		18" BAND	20.63	20.63
1.00		18" ENDWALL	76.30	76.30

ACCT. 31.509.17(72)
DATE 9-20-17
CHECKED BY JG
PO NO #68398
Y #10178

Subtotal	1,371.96
Sales Tax	
Total Invoice Amount	$1,371.96
Payment Received	0.00
TOTAL DUE	$1,371.96

Check No:

7

014986

#102915

OICE

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

E NUMBER: 30907

OICE DATE: 9/8/17

PAGE: 1

Customer's Order No.

Date 9/7 2017

Name Brown County

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

To:

US LOCATIONS

QUAN.	DESCRIPTION	PRICE	AMOUNT
	CTY D Between Hickory & Golden Glow		
1	18" x 20' cmp		
	D41 A		
1	18" Endwall		
	D42		
1	24" x 4' cmp		
1	24" Band 5-C		
1	18" x 60' cmp		
1	18" 5-C Band		
1	18" Endwall		

D-17

68398
D-17

All claims and returned goods must be accompanied by this bill.

Received By

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A

Thank You

CKEL

PAYMENT TERMS	
Net 30 Days	
DATE	DUE DATE
	10/8/17

UNIT PRICE	EXTENSION
13.75	275.00
76.30	76.30
17.95	71.80
26.93	26.93
13.75	825.00
20.63	20.63
76.30	76.30

72)

7

V# 10178

Subtotal	1,371.96
Sales Tax	
Total Invoice Amount	$1,371.96
Payment Received	0.00
TOTAL DUE	$1,371.96

Check No:

7

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30908

INVOICE DATE: 9/8/17

PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
SEP 14 2017
BROWN COUNTY
PUBLIC WORKS

Ship To:
D-43 NORTH OF BRETT WAY

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/8/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
80.00		24"	17.95	1,436.00
2.00		24" BAND	26.93	53.86
2.00		24" ENDWALL	115.50	231.00

ACCT 31.509.17 (72)
DATE 9-20-17
CHECKED BY JG
#68400

V# 10178

Subtotal	1,720.86
Sales Tax	
Total Invoice Amount	$1,720.86
Payment Received	0.00
TOTAL DUE	$1,720.86

Check No:

7

014926

#102915

OICE

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

E NUMBER: 30908

OICE DATE: 9/8/17

PAGE: 1

Customer's Order No.

Date 9/7 20 17

Name Brown County

Address To: D43

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE RETD	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	24" x 80' cup		
2	24" 5-C Bands		
2	24" Endwalls		

D-17

68400
D-17
STEVED

All claims and returned goods MUST be accompanied by this bill.

Received By Steven K Dantoin

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

To:

NORTH OF BRETT WAY

PAYMENT TERMS
Net 30 Days

DATE	DUE DATE
	10/8/17

UNIT PRICE	EXTENSION
17.95	1,436.00
26.93	53.86
115.50	231.00

7.17 (72)
20-17
JG
8400

V# 10178

Subtotal	1,720.86
Sales Tax	
Total Invoice Amount	$1,720.86
Payment Received	0.00
TOTAL DUE	$1,720.86

Check No:

7

102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30945
INVOICE DATE: 9/14/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
SEP 21 2017
BROWN COUNTY PUBLIC WORKS

Ship To:
CTH D
JOB: D-45

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	68430	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/14/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
90.00		30" PLASTIC LINER	89.00	8,010.00
80.00		24" PLASTIC LINER	59.25	4,740.00
	D-17			
Logo:	1.5000.400			

ACCT 31.509.17(72)
DATE 9-27-17
CHECKED BY JG
P.O. NO #2017-0907
G/L 9-30-17

✓ #102324

Subtotal	12,750.00
Sales Tax	
Total Invoice Amount	$12,750.00
Payment Received	0.00
TOTAL DUE	$12,750.00

Check No:

2017-2277

7

014930

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.

Date 9/13 20 17

Name Brown County

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
	D-45		
1	24" x 80' Liner		
1	30" x 90' Liner		
	Add on D-		
1	24" x 10' CMP		
1	24" Band 5-C		

All claims and returned goods MUST be accompanied by this bill.

Received By Bill B

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A

Thank You

/chase Order No. 2017-00000907

DATE: 09/27/2017

Ship To
BROWN COUNTY PUBLIC WORKS DEPARTMENT
2198 GLENDALE AVENUE
GREEN BAY, WI 54303-6405

Bill To
BROWN COUNTY PUBLIC WORKS DEPARTMENT
2198 GLENDALE AVENUE
GREEN BAY, WI 54303-6405

Purchase Order # must appear on all invoices, Bill of Lading and correspondence

VENDOR 102915 - GREEN BAY HIGHWAY PRODUCTS LLC

Vendor
GREEN BAY HIGHWAY PRODUCTS LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313

DELIVER BY
SHIP VIA
FREIGHT TERMS
PAGE 1 of 1
ORIGINATOR: Delvaux, Dave

QUANTITY	UNIT	DESCRIPTION	UNIT COST	TOTAL COST
12,750.0000	DOLLARS	HIGHWAY MISCELLANEOUS PRODUCTS - 30" and 24" Plastic Liner Pipe for D-17 Charge to D-17	1.0000	$12,750.00
			TOTAL DUE	$12,750.00

APPROVED BY: Delvaux, Dave

Standard Terms & Conditions applicable to this order are available on our website at www.co.brown.wi.us
Go To: Departments, Purchasing, Std. Terms & Conditions

Special Instructions

1. Shipments may be returned if the Purchase Order # is not shown on Bill of Lading.
2. Exempt from state, local and federal taxes.
3. Substitutions will not be accepted without prior approval.
4. Partial shipments will be accepted if invoiced separately.
5. C.O.D. or collect shipments will not be accepted.
6. Receiving hours are 9:00 a.m. to 4:00 p.m. Monday - Friday.

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30947
INVOICE DATE: 9/14/17
PAGE: 1

RECEIVED
SEP 21 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D
D-45

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/14/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
10.00		24"	17.95	179.50
1.00		24" BAND	26.93	26.93

ACCT. 31.509.17(72)
DATE 9-27-17
CHECKED BY TG
PO NO. #68541

✓ #10211

Subtotal	206.43
Sales Tax	
Total Invoice Amount	$206.43
Payment Received	0.00
TOTAL DUE	$206.43

Check No:

7

Brown County PURCHASE ORDER

68541

PURCHASE ORDER DATE: 9-26-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY
PROD.

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STORED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
10	FT	24" CULVERT		179.50	D-17	9-27-17
1		24" BAND		26.93		
		TOTAL		206.43		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30950
INVOICE DATE: 9/14/17
PAGE: 1

RECEIVED
SEP 21 2017
BROWN COUNTY
PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
HICKORY RD, WEST OF SANIBEL RD
JOB: D-17

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/14/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
48.00		18"	13.75	660.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

ACCT 31.509.17(72)
DATE 9-27-17
CHECKED BY TT
PO NO #68540
V# 10211

Subtotal	833.23
Sales Tax	
Total Invoice Amount	$833.23
Payment Received	0.00
TOTAL DUE	$833.23

Check No:

7

Brown County PURCHASE ORDER

38540

PURCHASE ORDER DATE: 9-26-17 20

PURCHASE ORDER ISSUED TO:
C.B. HWY
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
48	FT	18" CULVERT		660.00	D-17	9-27-17
1		18" BAND		20.63		"
2		18" ENDWALL		152.60		"
		TOTAL		833.23		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

F 102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30984
INVOICE DATE: 9/21/17
PAGE: 1

RECEIVED
OCT 02 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	D-17	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/21/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO 3236 LOST DAUPHIN RD, S. DRIVE		
36.00		18"	13.75	495.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO 3236 LOST DAUPHIN RD, N. DRIVE		
34.00		18"	13.75	467.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO 3226 LOST DAUPHIN RD.		
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

ACCT 31.509.17(72)
DATE 10-4-17
CHECKED BY TG
P.O. NO. # 68501

F 102943

Subtotal	1,482.19
Sales Tax	
Total Invoice Amount	$1,482.19
Payment Received	0.00
Check No: TOTAL DUE	$1,482.19

7

GREEN BAY HIGHWAY PRODUCTS
1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.

Name: Brown Cou...

Address

Email

SOLD BY	CASH	C.O.D	CHARGE

QUAN.	DESCRIPTION
1	18" x 36'
1	18" Bnd
2	18" CW
1	18" x 34'
1	18" Bnd
2	18" CW
1	18" Bnd
2	18" CW's

68501
D-17
STEVE

TAX

TOTAL

All claims and returned goods MUST be accompanied by this bill.

Received By: [signature]

GSCC-652-2
PRINTED IN U.S.A.

Thank You

Steve,
Purchase order OK
to pay
OK'd to pay [signature]
SKD D-17

Brown County PURCHASE ORDER

PURCHASE ORDER ISSUED TO:

PURCHASE ORDER DATE: 2-20-17 20

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
...-6005671

...ER ACCOUNT NO.

SHOP & OFFICE USE

PAID
RECEIVED
ck# 9-27-17

68501

7

Brown County PURCHASE ORDER

68501

PURCHASE ORDER DATE: 9-20-17 20

PURCHASE ORDER ISSUED TO: G.B. Hoy PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO	PAID RECEIVED
36 FT	FT	18" CULVERT				cld 9-27-17
6		18" BAND				"
2		18" ENDWALLS				"
34	FT	18" CULVERT				"
6		18" BAND				"
2		18" ENDWALLS				"
6		18" BAND				"
2		18" ENDWALLS				"
		TOTAL				

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

F102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30992
INVOICE DATE: 9/21/17
PAGE: 1

RECEIVED
OCT 02 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
3142 LOST DAUPHIN

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/21/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
36.00		12"	9.11	327.96
1.00		12" BAND	13.66	13.66
1.00		12" ENDWALL	52.47	52.47

D-17
per Steve D
10-4-17

AMT 31,509.17 (72)
DATE 10-4-17
CHECKED BY
68524
10343

Subtotal	394.09
Sales Tax	
Total Invoice Amount	$394.09
Payment Received	0.00
TOTAL DUE	$394.09

Check No:

7

L

014631

GREEN BAY HIGHWAY PRODUCTS
1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.

Date 9/20 20 17

Name Brown County

Address 3142 Lost Dauphin Rd

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	12" x 36' cmp		
1	12" BAND		
1	12" Endwall		
	68524 D-17		

All claims and returned goods MUST be accompanied by this bill.

TAX

Received By

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

7

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30987
INVOICE DATE: 9/21/17
PAGE: 1

RECEIVED
OCT 02 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	D-17	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/21/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO 1971 LITTLE RAPIDS RD.		
2.00		18" ENDWALL	76.30	152.60
		**TO 3142 LOST DAUPHIN RD.		
36.00		18"	13.75	495.00
1.00		18" BAND	20.63	20.63
1.00		18" ENDWALL	76.30	76.30

$1,509.17 (72)
10-11-17
✓ #102816
#68620

Subtotal	744.53
Sales Tax	
Total Invoice Amount	$744.53
Payment Received	0.00
Check No: TOTAL DUE	$744.53

7

Brown County PURCHASE ORDER

38620

PURCHASE ORDER DATE: 10-4-17 20

PURCHASE ORDER ISSUED TO:
G.B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

SEND

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
2		18" ENDWAL		152.60	D-17	Chk 10-11-17
36	FT	18" CULVERT PIPE		495.00		"
1		18" BAND		20.63		"
1		18" ENDWALL		76.30		"
						SHOP & OFFICE USE
		TOTAL		744.53		

FURNISH INVOICES IN DUPLICATE
PURCHASE ORDER NO. ON INVOICE
COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31008

INVOICE DATE: 9/22/17

PAGE: 1

RECEIVED
OCT 04 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
2668 LOST DAUPHIN - D-46

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	D-17	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/22/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
76.00		24"	17.95	1,364.20
2.00		24" BAND 5-C	26.93	53.86
2.00		24" ENDWALL	115.50	231.00

ACCT 31.509.17 (72)
DATE 10-11-17
CHECKED BY JG
PO NO #68653

r# 10286

Subtotal	1,649.06
Sales Tax	
Total Invoice Amount	$1,649.06
Payment Received	0.00
TOTAL DUE	$1,649.06

Check No:

7

Brown County PURCHASE ORDER

68653

PURCHASE ORDER DATE: 10-9-17 20

PURCHASE ORDER ISSUED TO:
C.B. HWY
PROP

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
74	FT	24" CULVERT		1364.20	D-17	10-11-17
2		24" BAND		53.86		"
2		24" ENDWALLS		231.00		"
		TOTAL		1649.06		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31060

INVOICE DATE: 9/30/17

PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
LOST DAUPHIN D-45
LAST ITEM LISTED WAS RETURNED
FOR CREDIT

RECEIVED
OCT 06 2017
BROWN COUNTY
PUBLIC WORKS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			10/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
30.00		24"	17.95	538.50
26.00		24"	17.95	466.70
1.00		24" BAND 5-C	26.93	26.93
1.00		24" ENDWALL	115.50	115.50
		FOLLOWING ITEM WAS RETURNED FOR CREDIT:		
60.00		18" (2 PCS @ 30')	13.75	(-825.00)

ACCT 31.509.17 (72)
DATE 10-11-17
CHECKED BY JG
PO NO #68571

#102816

Subtotal	322.63
Sales Tax	
Total Invoice Amount	$322.63
Payment Received	0.00
TOTAL DUE	$322.63

Check No:

7

014888

OICE

#102915

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

NUMBER: 31060

ICE DATE: 9/30/17

PAGE: 1

Customer's Order No.

Date 9/27/17 20

Name Brown CO

Address D45.

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	24" x 30'		
1	24" x 26'		
2	24" Bands		
	Returning		
2	18" x 30'		
	68571 D-17 STEVE		

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By [signature]

GSCC-652-2
PRINTED IN U S A

Thank You

To:

AUPHIN D-45
EM LISTED WAS RETURNED
REDIT

PAYMENT TERMS	
Net 30 Days	
ATE	DUE DATE
	10/30/17

UNIT PRICE	EXTENSION
17.95	538.50
17.95	466.70
26.93	26.93
115.50	115.50
13.75	(-825.00)

309.17 (72)

10-11-17

JG

68571

$ 102.86

Subtotal	322.63
Sales Tax	
Total Invoice Amount	$322.63
Payment Received	0.00
TOTAL DUE	$322.63

Check No:

7

INVOICE

#102915

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31090
INVOICE DATE: 10/3/17
PAGE: 1

RECEIVED
OCT 17 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			11/2/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO CTY D & RIVER ST.		
26.00		24"	17.95	466.70
1.00		24" BAND	26.93	26.93
2.00		24" ENDWALL	115.50	231.00
		** TO 4084-4064 LOST DAUPHIN RD.		
28.00		18"	13.75	385.00
2.00		18" BAND	20.63	41.26

ACCT 31 509.17 (72)
DATE 10-11-17
CHECKED BY YG
PO NO #68600

#102564

Subtotal	1,150.89
Sales Tax	
Total Invoice Amount	$1,150.89
Payment Received	0.00
TOTAL DUE	$1,150.89

Check No:

7

014643

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.

Date 10/2/17 20

Name Brown County

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	24" x 26'		
1	24" Band		
2	24" endwalls		
1	18" x 28'		
2	18" Bands		
	68400 D-17 RECEIVED		

All claims and returned goods MUST be accompanied by this bill.

TAX

Received By

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

Brown County PURCHASE ORDER

PURCHASE ORDER DATE: 10-12-17 20

68707

PURCHASE ORDER ISSUED TO: G.B. Hwy Prod

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

WI SALES TAX EXEMPT

Federal Tax Exempt
EX. No. 39-6005671

COUNT NO.

SHOP & OFFICE USE

PAID RECEIVED

Chk 10-18-17

7

Brown County PURCHASE ORDER

68707

PURCHASE ORDER DATE: 10-12-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
26	FT	24" CULVERT		466.70	D-18	10-18-17
1		24" BAND		26.93		"
2		24" ENDWALL		231.00		"
28	FT	18" CULVERT		385.00		"
2		18" BAND		41.26		"
		TOTAL		1150.89		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
ATTACH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31108

INVOICE DATE: 10/5/17

PAGE: 1

RECEIVED
OCT 12 ...
BROWN CO...
PUBLIC WO...

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D- 300' NORTH OF SUNRISE
RIVER CT.

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	D-17	Net 30 Days	
SALES REP ID	SHIPPING METHOD	SHIP DATE	DUE DATE
			11/4/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
8.00		42"	50.70	405.60
1.00		42" DIMPLE BAND	76.05	76.05
1.00		42" ENDWALL	699.55	699.55

ACCT 31.509.17 (72)
DATE 10-18-17
CHECKED BY JG
ID # 68628

P# 10319

Subtotal	1,181.20
Sales Tax	
Total Invoice Amount	$1,181.20
Payment Received	0.00
TOTAL DUE	$1,181.20

Check No:

7

L

014950

GREEN BAY HIGHWAY PRODUCTS
1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.
Date 10/4 20 17
Name Brown County
Address
Email
Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	42" x 8 curb		
1	42" Endwall		
1	42" Dimpl Band		
	C08628		
	D-17		
	STEVE		

All claims and returned goods MUST be accompanied by this bill.

TAX	
TOTAL	

Received By

SCC-652-2
PRINTED IN U.S.A.

Thank You

7

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31152
INVOICE DATE: 10/10/17
PAGE: 1

RECEIVED
OCT 24 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D & CHAPPEL RUE

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	68531	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			11/9/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
1.00		ROLL OF TYPE FF FABRIC - 12' X 900' = 1200 SQ YDS/ROLL @ $3.14/SQ YD	3,768.00	3,768.00

ACCT 31.509.17(72)
DATE 10-25-17
CHECKED BY yg
P.O. NO. #68531

(#10355

Subtotal	3,768.00
Sales Tax	
Total Invoice Amount	$3,768.00
Payment Received	0.00
TOTAL DUE	$3,768.00

Check No:

7

Brown County PURCHASE ORDER

68531

PURCHASE ORDER DATE: 9-26-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
1	12' x 900'	FF Fabric	3768 —		D-17	Ck 10-25-17
		TOTAL		3768 —		

SHOP & OFFICE USE

DK

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

#102915

INVOICE

CREDIT

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31307

INVOICE DATE: 10/31/17

PAGE: 1

RECEIVED
NOV 07 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
JOB: D-17 RETURNS
RETURNED FOR CREDIT FROM CTY D

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			11/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
4.00		18" ENDWALL	76.30	(305.20)
3.00		18" BAND	20.63	(61.89)
1.00		18" DIMPLE BAND	20.63	(20.63)
2.00		24" BAND	26.93	(53.86)
12.00		18"	13.75	(165.00)
32.00		18"	13.75	(440.00)
26.00		18"	13.75	(357.50)
24.00		18"	13.75	(330.00)
20.00		18" PLASTIC LINER	33.50	(670.00)
20.00		30" PLASTIC LINER	89.00	(1,780.00)

31 509.17 (72)

DATE 11-8-17

APPROVED BY JG

—

#10437

Subtotal	(4,184.08)
Sales Tax	
Total Invoice Amount	($-4,184.08)
Payment Received	0.00
TOTAL DUE	($-4,184.08)

Check No:

7

#102915

INVOICE

CREDIT

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 31307

INVOICE DATE: 10/31/17

PAGE: 1

RECEIVED
NOV 07 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
JOB: D-17 RETURNS
RETURNED FOR CREDIT FROM CTY D

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			11/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
4.00		18" ENDWALL	76.30	(305.20)
3.00		18" BAND	20.63	(61.89)
1.00		18" DIMPLE BAND	20.63	(20.63)
2.00		24" BAND	26.93	(53.86)
12.00		18"	13.75	(165.00)
32.00		18"	13.75	(440.00)
26.00		18"	13.75	(357.50)
24.00		18"	13.75	(330.00)
20.00		18" PLASTIC LINER	33.50	(670.00)
20.00		30" PLASTIC LINER	89.00	(1,780.00)

31 509.17 (72)

DATE 11-8-17

CHECKED BY JG

—

#10437

Subtotal	(4,184.08)
Sales Tax	
Total Invoice Amount	($-4,184.08)
Payment Received	0.00
TOTAL DUE	($-4,184.08)

Check No:

7

L

015282

GREEN BAY HIGHWAY PRODUCTS
1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No. Date 10/31 2017

Name Brown County

Address

Email Returns Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
4	18" Endwalls		
3	18" Bands		
1	18" Dimpl		
2	24" Bands		
1	18" X 12'		
1	18" X 32'		
1	18" X 26		
1	18" X 24		
1	18" X 20' Dimpl		
1	31" X 20' Dimpl		
	RETURNS FOR D-17		

All claims and returned goods MUST be accompanied by this bill.

TAX	
TOTAL	

Received By

ICC-652-2
PRINTED IN U.S.A.

Thank You

L

7

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29379

INVOICE DATE: 11/11/16

PAGE: 1

RECEIVED
NOV 17 2016
BROWN COUNTY
PUBLIC WORKS

Ship To:

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	2016-664-11	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			12/11/16

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO 3539 LOST DAUPHIN RD. (D-30)		
88.00		48"	54.35	4,782.80
2.00		48" BAND 10-C	108.70	217.40
2.00		48" ENDWALL	735.00	1,470.00
		**TO LOST DAUPHIN RD, NORTH OF APPLE CREEK (D-26)		
18.00		48"	54.35	978.30
2.00		48" ENDWALL	735.00	1,470.00

ACCT 31.509 18 (72)
DATE 11-29-16
CHECKED BY [illegible]
NO #2016-0664
G/L 11-30-16

√ $8778

Subtotal	8,918.50
Sales Tax	
Total Invoice Amount	$8,918.50
Payment Received	0.00
TOTAL DUE	$8,918.50

Check No:

2016-3250

7

102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29528

INVOICE DATE: 12/8/16

PAGE: 1

SOLD TO:

BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:

TO CTY D

RECEIVED
DEC 1 2016
BROWN COUNTY
PUBLIC WORKS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	2016-664-12	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			1/7/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
1.00		48" BAND 10-C	108.70	108.70

D-18

66093
P-18
STEVED

31.509.18 (72)
12-21-16
JG
66093

√# 8913

Subtotal	108.70
Sales Tax	
Total Invoice Amount	$108.70
Payment Received	0.00
TOTAL DUE	$108.70

Check No:

7

#102915

INVOICE

REVISED

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29703

INVOICE DATE: 3/28/17

PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
APR 18 2017
BROWN COUNTY PUBLIC WORKS

Ship To:
TO CTH D

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS
BROWN	66810	Net 30 Days

SALES REP ID	SHIPPING METHOD	SHIP DATE	DUE DATE
			4/27/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		D-22		
144.00		30"	25.10	3,614.40
4.00		30" BAND 10-C	50.20	200.80
2.00		30" ENDWALL	198.75	397.50
		D-20		
60.00		24"	16.95	1,017.00
1.00		24" BAND	16.95	16.95
2.00		24" ENDWALL	109.00	218.00
		D-21		
1.00		18" ENDWALL	72.00	72.00
1.00		18" DIMPLE BAND	12.95	12.95
		D-23LT		
1.00		21" ENDWALL	88.00	88.00
1.00		18" ENDWALL	72.00	72.00
40.00		18" PLASTIC LINER PIPE	33.50	1,340.00
		D-24		
88.00		24"	16.95	1,491.60
2.00		24" BAND	16.95	33.90
2.00		24" ENDWALL	109.00	218.00
		D-14 AMOS, MARY CT.		
54.00		18"	12.95	699.30
1.00		18" BAND	12.95	12.95

31 509 18 (72) 8793.10
33 33 (72) 712.25
4-28-17
TG
67128
#9515

Two of the eight to haul

Subtotal	9,505.35
Sales Tax	
Total Invoice Amount	$9,505.35
Payment Received	0.00
Check No:	
TOTAL DUE	$9,505.35

7

Brown County PURCHASE ORDER

67128

PURCHASE ORDER DATE: 4-20-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
		D-22				
144		30" CULVERT	Clid 4-26-17	3414.40	D-18 D-24	Clid 4-26-17
4		30" BAND	"	200.80	2 24" BAND	33.90
2		3" ENDWALL	"	397.50	2 24" ENDWALL	218.00
		D-20	"		88 24" CULVERT	1491.60
60		24" CULVERT	"	1017.00		
1		24" BAND	"	16.95	D-14 TWN OF WRIGHTS	
2		24" ENDWALL	"	218.00	54 18" CULVERT	699.30
		D-21	"		1 18" BAND	12.95
1		18" ENDWALL	"	72.00		
1		8" DIMPLE BAND	"	12.95		
		D-23LT	"			9505.35
1		21" ENDWALL	"	88.00		
1		18" ENDWALL	"	72.00		
40		18" PLASTIC LINER PIPE	"	1340.00		
		TOTAL				

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29777

INVOICE DATE: 4/14/17

PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

RECEIVED
APR

Ship To:
PICKED UP
JOB: D-25

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			5/14/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
1.00		24" BAND	16.95	16.95

ACCT. 31.509.18 (72)
DATE 4-28-17
CHECKED BY JG
PO NO. # 67130

✓ # 9515

Subtotal	16.95
Sales Tax	
Total Invoice Amount	$16.95
Payment Received	0.00
Check No: TOTAL DUE	$16.95

7

Brown County PURCHASE ORDER

67130

PURCHASE ORDER DATE: 4-20-17 20

PURCHASE ORDER ISSUED TO:
G B Hwy
Prod

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE D

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
1		24" BAND		16.95	D-18	Chk 4-26-17
		TOTAL		16.95		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
ATTACH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

INVOICE

102915

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29794
INVOICE DATE: 4/18/17
PAGE: 1

RECEIVED
APR 24 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

67214
D-28
D-25
D-27
D-29
D-28 SIZED

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	66986	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			5/18/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO D-28		
20.00		36"	28.65	573.00
1.00		36" BAND 10-C	57.30	57.30
2.00		36" ENDWALL	317.00	634.00
		**TO D-25		
120.00		18" PLASTIC LINER	33.50	4,020.00
42.00		24"	16.95	711.90
1.00		24" BAND	16.95	16.95
1.00		24" ENDWALL	109.00	109.00
		**TO D-27		
86.00		24"	16.95	1,457.70
2.00		24" BAND	16.95	33.90
2.00		24" ENDWALL	109.00	218.00
		**TO D-28A		
62.00		18"	12.95	802.90
1.00		18" BAND	12.95	12.95
2.00		18" ENDWALL	72.00	144.00
		**TO D-29		
94.00		30"	25.10	2,359.40
2.00		30" BAND 10-C	50.20	100.40
2.00		30" ENDWALL	198.75	397.50

ACCT. 31 509.18 (72)
DATE 4-28-17
CHECKED BY
P.O. NO. #2017-0498
G/L 5-18-17

Logo: 1 5000.400
D-18

Subtotal	11,648.90
Sales Tax	
Total Invoice Amount	$11,648.90
Payment Received	0.00
TOTAL DUE	$11,648.90

Check No:

2017-1196

7

014005

DATE: 05/04/2017

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

.IC WORKS DEPARTMENT
JE
3405

invoices, Bill of Lading and correspondence

S

elvaux, Dave

Customer's Order No. Date 4/17 2017

Name Brown County

Address

Email Phone / Cell:

66986
D-18
STEVED

SOLD BY	CASH	C.O.D	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
	D-27		
1	24" x 86' cmp OK		
2	24" Bands OK		
2	24" Endwalls OK		
	D-28		
1	36" 10-C Band OK		
	D-28A		
1	18" x 62' cmp OK		
1	18" Band OK		
2	18" Endwalls OK		
	D-29		
1	30" x 94' cmp OK		
2	30" 10-C Bands OK		
2	30" Endwalls OK		

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By [signature]

GSCC-662-2
PRINTED IN U.S.A

Thank You

UNIT COST	TOTAL COST
1.0000	$11,648.90
TOTAL DUE	$11,648.90

Standard Terms & Conditions applicable to this order are available on our website at www.co.brown.wi.us
Go To: Departments, Purchasing, Std. Terms & Conditions

Special Instructions

1. Shipments may be returned if the Purchase Order # is not shown on Bill of Lading.
2. Exempt from state, local and federal taxes.
3. Substitutions will not be accepted without prior approval.
4. Partial shipments will be accepted if invoiced separately.
5. C.O.D. or collect shipments will not be accepted.
6. Receiving hours are 9:00 a.m. to 4:00 p.m. Monday - Friday.

7

014005

DATE: 05/04/2017

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

.IC WORKS DEPARTMENT
IE
5405

invoices, Bill of Lading and correspondence

Customer's Order No. 669846 D-18 STEVED

Date 4/17 20 17

Name Brown County

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
	D-27		
1	24" x 86' cmp OK		
2	24" Bands OK		
2	24" Endwalls OK		
	D-28		
1	36" 10-C Band OK		
	D-28A		
1	18" x 62' cmp OK		
1	18" Band OK		
2	18" Endwalls OK		
	D-29		
1	30" x 94' cmp OK		
2	30" 10-C Bands OK		
2	30" Endwalls OK		

All claims and returned goods MUST be accompanied by this bill.

TAX

Received By Robert Kim

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

S

elvaux, Dave

UNIT COST	TOTAL COST
1.0000	$11,648.90
TOTAL DUE	$11,648.90

Standard Terms & Conditions applicable to this order are available on our website at www.co.brown.wi.us
Go To: Departments, Purchasing, Std. Terms & Conditions

Special Instructions

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6. Receiving hours are 9:00 a.m. to 4:00 p.m. Monday - Friday.

7

013736

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

DATE: 05/04/2017

.IC WORKS DEPARTMENT
JE
5405

invoices, Bill of Lading and correspondence

Customer's Order No. D-18

Date 4/10 2017

Name Brown County

Address

Phone:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MDSE. RETD	PAID OUT	LAYAWAY

QUAN	DESCRIPTION	PRICE	AMOUNT
1	36" x 20' cmp		
2	36" Endwalls		
	406986 D-18 STEVED	OK	

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By

GSCC-082-2
PRINTED IN U.S.A.

Thank You

S

elvaux, Dave

UNIT COST	TOTAL COST
1.0000	$11,648.90
TOTAL DUE	$11,648.90

Standard Terms & Conditions applicable to this order are available on our website at www.co.brown.wi.us
Go To: Departments, Purchasing, Std. Terms & Conditions

Special Instructions

1. Shipments may be returned if the Purchase Order # is not shown on Bill of Lading.
2. Exempt from state, local and federal taxes.
3. Substitutions will not be accepted without prior approval.
4. Partial shipments will be accepted if invoiced separately.
5. C.O.D. or collect shipments will not be accepted.
6. Receiving hours are 9:00 a.m. to 4:00 p.m. Monday - Friday.

7

013737

DATE: 05/04/2017

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

.IC WORKS DEPARTMENT
JE
3405

Invoices, Bill of Lading and correspondence

Customer's Order No.

Date 4/11 20 17

Name Brown County

Address CTY D D-25 Phone

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MDSE RETD	PAID OUT	LAYAWAY

QUAN	DESCRIPTION	PRICE	AMOUNT
1	16" x 120' Plastic Liner		
1	24" x 42' gump		
1	24" Band		
1	24" Endwall		
	66 986		
	D-18		
	STEVED		
	OK		

All claims and returned goods MUST be accompanied by this bill.

TAX

Received By

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

S

elvaux, Dave

UNIT COST	TOTAL COST
1.0000	$11,648.90
TOTAL DUE	$11,648.90

Standard Terms & Conditions applicable to this order are available on our website at www.co.brown.wi.us
Go To: Departments, Purchasing, Std. Terms & Conditions

Special Instructions

1. Shipments may be returned if the Purchase Order # is not shown on Bill of Lading.
2. Exempt from state, local and federal taxes.
3. Substitutions will not be accepted without prior approval.
4. Partial shipments will be accepted if invoiced separately.
5. C.O.D. or collect shipments will not be accepted.
6. Receiving hours are 9:00 a.m. to 4:00 p.m. Monday - Friday.

7

INVOICE

102915

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29871
INVOICE DATE: 4/26/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:

67518
D-18
STEVE D

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			5/26/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO CTH D JUST NORTH OF ROSIN RD.		
34.00		18"	13.75	467.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO CTH D- 900' NORTH OF ROSIN RD.		
62.00		18"	13.75	852.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

ACCT 31.509.18 (72)
DATE 6-1-17
CHECKED BY JGC
PO NO # 67518

D-18
OK per Steve D.
6-1-17

9684

Subtotal	1,666.46
Sales Tax	
Total Invoice Amount	$1,666.46
Payment Received	0.00
Check No: TOTAL DUE	$1,666.46

7

Brown County PURCHASE ORDER

67518

PURCHASE ORDER DATE: 6-1-17 20

PURCHASE ORDER ISSUED TO:
G.B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STOCK D

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
34	FT	18"		467.50	D-18	ck 6-7-17
1		18" BAND		20.63		"
2		18" ENDWALL		152.60		"
62	FT	18"		852.50		"
1		18" BAND		20.63		"
2		18" ENDWALL		152.60		"
						SHOP & OFFICE USE
		TOTAL		1666.46		

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29874

INVOICE DATE: 4/28/17

PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

MAY

BROWN CO
PUBLIC W

Ship To:
PICKED UP
JOB: D-18

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	SHIPPING METHOD	SHIP DATE	DUE DATE
			5/28/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
1.00		24" ENDWALL	115.50	115.50

D-18
OK per Steve D.
6-1-17

ACCT 31.509.18 (72)
DATE 6-1-17
CHECKED BY JG
P.O. NO # 67517

$ 96.84

67517
D-18
STEVE D

Subtotal	115.50
Sales Tax	
Total Invoice Amount	$115.50
Payment Received	0.00
TOTAL DUE	$115.50

Check No:

7

Brown County PURCHASE ORDER

67517

PURCHASE ORDER DATE: 6-1-17 20

PURCHASE ORDER ISSUED TO:
C B Hwy
PAID

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

SENT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO	PAID RECEIVED
1		24" ENDWALL		115.50	D-18	ck 6-7-17
		TOTAL		04/115.50		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29877
INVOICE DATE: 4/28/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D AND ROSIN RD

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			5/28/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
6.00		18'	13.75	82.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

D-18
OK per Steve D
6-1-17

67519
D-18
STEVE D

ACCT 31.509.18(72)
DATE 6-1-17
CHECKED BY
P.O. NO. # 67519

Y# 9684

Subtotal	255.73
Sales Tax	
Total Invoice Amount	$255.73
Payment Received	0.00
Check No: TOTAL DUE	$255.73

7

Brown County PURCHASE ORDER

67519

PURCHASE ORDER DATE: 6-1-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY DEPT

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO	PAID RECEIVED
6	FT	18"		82.50	D-18	6-7-17
1		18" BAND		20.63		"
2		18" ENDWALL		152.60		"
						SHOP & OFFICE USE
		TOTAL		$1255.73		

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

67520
D-18
TWN. WRIGHTOWN
STEVED

INVOICE NUMBER: 29893
INVOICE DATE: 5/3/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

MAY 0 [illegible]
BROWN COUNTY PUBLIC WORKS

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			6/2/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
	ok per Steve D 6-1-17	**D-34		
52.00		18"	13.75	715.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**D-36 LT D-18		
1.00		24" ENDWALL	115.50	115.50
		**D-36 RT		
8.00		24"	17.95	143.60
1.00		24" BAND	26.93	26.93
1.00		24" ENDWALL	115.50	115.50
		**ROSIN RD # 8		
56.00	Town of Wrightstown	36"	30.37	1,700.72
1.00		36" BAND 10-C Bridge Fund	60.74	60.74
		**ROSIN RD # 6		
16.00		24" (2 PCS @ 8') reg	17.65	282.40
2.00		24" BAND	26.93	53.86

31.509.18 (72) 1289.76
ACCT 33.33 (72) 336.24
18.33 (72) 1761.46
DATE 6-1-17

√ #9684

CHECKED BY yg
NO. # 67520

Subtotal	3,387.48
Sales Tax	
Total Invoice Amount	$3,387.48
Payment Received	0.00
TOTAL DUE	$3,387.48

Check No:

7

Brown County PURCHASE ORDER

67520

PURCHASE ORDER DATE: 6-1-17 20

PURCHASE ORDER ISSUED TO:
G. B. HWY
PROP

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
		SEE ATTACHED			D-18 Ck# 6-7-17	
					TWN. OF WRIGHTSTOWN	
						SHOP & OFFICE USE
		TOTAL		8378.48		

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
ATTACH COUNTY HIGHWAY VOUCHER WITH INVOICE.

OK

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

67312
D-18
SIEVED

INVOICE NUMBER: 29972

INVOICE DATE: 5/12/17

PAGE:

RECEIVED
MAY 19 2017
BROWN COUNTY PUBLIC WORKS

Ship To:
VARIOUS LOCATIONS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS
BROWN	67312	Net 30 Days

SALES REP ID	SHIPPING METHOD	SHIP DATE	DUE DATE
			6/11/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**CTH D - 2200' NORTH OF ROSIN RD.		
54.00		18"	13.75	742.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**CTH D - 600' SOUTH OF AMOS & MARYS CT		
40.00		18"	13.75	550.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

D - 18

OK per Steve D
6-1-17

ACCT. 31.509.18(72)
DATE 6-1-17
CHECKED BY JJ
PO NO # 67312

#9684

Subtotal	1,638.96
Sales Tax	
Total Invoice Amount	$1,638.96
Payment Received	0.00
TOTAL DUE	$1,638.96

Check No:

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 29973

INVOICE DATE: 5/[illegible]

RECEIVED
MAY 19 2017
BROWN COUNTY PUBLIC WORKS

PAGE: 1

Ship To:

VARIOUS LOCATIONS
ALL TO CTH D

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	67351	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			6/11/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**ST. 184+50		
ok 24.00		18"	13.75	330.00
2.00		18" ENDWALL	76.30	152.60
		**ST. 186+40		
ok 46.00		18"	13.75	632.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**ST. 187+10		
ok 38.00		18"	13.75	522.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**ST. 189+85		
ok 48.00		18"	13.75	660.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**ST. 190+70		
ok 36.00		18"	13.75	495.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**ST. 192+85		
ok 42.00		18"	13.75	577.50
1.00		18" BAND	20.63	20.63
1.00		18" ENDWALL	76.30	76.30

31.509.18 (72)
5-24-17
CHECKED BY JG
NO #67351
9629

Subtotal	4,159.95
Sales Tax	
Total Invoice Amount	$4,159.95
Payment Received	0.00
TOTAL DUE	$4,159.95

Check No:

7

014162

#102918

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No. P.O. 67351 Date 5/12 20 17

Name BROWN COUNTY

Address

Email TO: CTY D Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	18"x24' w/ 2 EW's		
1	18"x46' w/ BAND & 2 EW's		
1	18"x38' w/ BAND & 2 EW's		
1	18"x48' w/ BAND & 2 EW's		
1	18"x36' w/ BAND & 2 EW's		
1	15"x42' w BAND & 1 EW		

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By Steven K. Dantow

GSCC-652-2
PRINTED IN U.S.A.

Thank You

PURCHASE ORDER ISSUED T

QUANTITY	COMMODITY NUMBER
4	[illegible]

TOTAL

APPROVED

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

7

Brown County PURCHASE ORDER

67351

PURCHASE ORDER DATE: 5-11-17 20

PURCHASE ORDER ISSUED TO:

G. B. Hoey
PROP

DELIVER ORDER TO:

MAIL BILL TO:

BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
4	~~[illegible]~~ 9-4	~~Fitting~~	~~OK~~	~~31.86~~	D-18	~~[illegible] 5-24-17~~
		see attached				[illegible] 5-24-17
		TOTAL				

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED [signature]

7

102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30001
INVOICE DATE: 5/17/17
PAGE: 1

RECEIVED
MAY 22 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTH D

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			6/16/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
8.00		18"	13.75	110.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

D-18

ACCT 31.509.18(72)
DATE 5-24-17
CHECKED BY JG
PO NO # 67464

96634

67464
D-18
STEVED

Subtotal	283.23
Sales Tax	
Total Invoice Amount	$283.23
Payment Received	0.00
TOTAL DUE	$283.23

Check No:

7

014069

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

Customer's Order No.

Date May 15th 2017

Name Brown County Hwy Dept.

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN	DESCRIPTION	PRICE	AMOUNT
1	18" x 8'		
1	18" dimple band		
2	18" endwalls		
	D-18		

All claims and returned goods MUST be accompanied by this bill.

Received By

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

Brown County PURCHASE ORDER

PURCHASE ORDER DATE: 5-24-17 20

PURCHASE ORDER ISSUED TO: GB. HWY PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

WI SALES TAX EXEMPT

Federal Tax Exempt
EX. No. 39-6005671

07464

ACCOUNT NO.

SHOP & OFFICE USE

PAID RECEIVED

Chk 5-31-17

Brown County PURCHASE ORDER

57464

PURCHASE ORDER DATE: 5-24-17 20

PURCHASE ORDER ISSUED TO:
G.B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
8		18" CULVERT		110.00	D-18	cla 5-31-17
1		18' BAND		20.63		"
2		18" ENDWALL		152.60		"
		TOTAL		04283.23		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
NOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30112

INVOICE DATE: 5/31/17

PAGE: 2

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:

VARIOUS LOCATIONS
JOB: D-18

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	67471	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			6/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO #6 HICKORY DR - JUST DOWN FROM #5		
52.00		18"	13.75	715.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO #7 NELSON LANE AT CTY RD D		
70.00		18"	13.75	962.50
2.00		18" BAND	20.63	41.26
2.00		18" ENDWALL	76.30	152.60

ACCT. 31.509.18 (72)
DATE 6-21-17
CHECKED BY JG
P.O. NO # 67471

9768

Subtotal	7,269.50
Sales Tax	
Total Invoice Amount	$7,269.50
Payment Received	0.00
TOTAL DUE	$7,269.50

Check No:

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

RECEIVED
JUN 06 2017
BROWN COUNTY
PUBLIC WORKS

INVOICE NUMBER: 30112
INVOICE DATE: 5/31/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS
JOB: D-18

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN	67471	Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			6/30/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO #1 CTY D		
34.00		18"	13.75	467.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO #2 SANIBEL LANE & HICKORY RD.		
118.00		18"	13.75	1,622.50
3.00		18" BAND	20.63	61.89
2.00		18" ENDWALL	76.30	152.60
		**TO #3 HICKORY RD.		
48.00		18"	13.75	660.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO #4 HICKORY RD ACROSS FROM SANIBEL		
50.00		18"	13.75	687.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO #5 HICKORY DR - JUST BEFORE LOST DAUPHIN RD.		
64.00		18"	13.75	880.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

Subtotal	Continued
Sales Tax	Continued
Total Invoice Amount	Continued
Payment Received	Continued
Check No:	
TOTAL DUE	Continued

014082

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

D-18

Customer's Order No.

Date 5/30 2017

Name Brown County

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN	DESCRIPTION	PRICE	AMOUNT
(5) 1	18"x64' Bend OK	6747/ D-18 STEVED	
2	EWS		
(4) 1	18"x50' 18" Bend OK		
2	18" EWS		
(2) 3	18"x118' 18" Bends OK		
2	18" EWS		
(3) 1	18"x48' 18" Bend OK		
2	18" EWS		

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By Justin Morey

Thank You

GSCC-652-2
PRINTED IN U.S.A.

Brown County PURCHASE ORDER

PURCHASE ORDER DATE: 5-30-17 20

PURCHASE ORDER ISSUED TO: MENARDS

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

6/497

COUNT NO.

SHOP & OFFICE USE

PAID RECEIVED

UPPL Clk 5-31-17

7

Brown County PURCHASE ORDER

67497

PURCHASE ORDER DATE: 5-30-17 20

PURCHASE ORDER ISSUED TO: MCNAROS

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO	PAID RECEIVED
6	2447917	MAP GAS		53.82	SHOP SUPPLIES	5-31-17
4	2374019	35FT TAPE		63.88	FIELD TOOLS	"
6	2091228	MOTH BALLS		23.22	WISDOT	"
1	2378036	97PC MECH SET		27.99		"
		TOTAL		168.91		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
ATTACH COUNTY HIGHWAY VOUCHER WITH INVOICE.

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30335

INVOICE DATE: 6/22/17

PAGE: 1

RECEIVED
JUN 29 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
D-18
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			7/22/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO APPLECREEK RD @ CTY D		
66.00		18"	13.75	907.50
2.00		18" BAND	20.63	41.26
2.00		18" ENDWALL	76.30	152.60
		**TO CTY D - 900' NORTH OF APPLECREEK RD.		
44.00		18"	13.75	605.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO CTY D - 1800' NORTH OF APPLECREEK RD.		
28.00		18"	13.75	385.00
2.00		18" ENDWALL	76.30	152.60

ACCT. 31 509.18 (72)
DATE 7-12-17 (#9887)
CHECKED BY JG
P.O. NO. #67845

Subtotal	2,417.19
Sales Tax	
Total Invoice Amount	$2,417.19
Payment Received	0.00
Check No: TOTAL DUE	$2,417.19

7

Brown County PURCHASE ORDER

67845

PURCHASE ORDER DATE: 7-10-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY
PROP

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE D

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
66	FT	18" CULVERT		907.50	D-18	7-12-17
2		18" BANDS		41.26		"
2		18" ENDWALLS		152.60		"
44	FT	18" CULVERT		605.00		"
1		18" BAND		20.63		"
2		18" ENDWALLS		152.60		"
28	FT	18" CULVERT		385.00		"
2		18" ENDWALLS		152.60		"
		TOTAL		04/2417.19		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

INVOICE

#102915

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30375

INVOICE DATE: 6/28/17

PAGE: 1

RECEIVED
JUL 06 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:

BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:

CTY D & APPLE CREEK RD.

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			7/28/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
26.00		18"	13.75	357.50
1.00		18" BAND	20.63	20.63

ACCT. 31.509.18 (72)
DATE 7-12-17
CHECKED BY JJ
P.O. NO. # 67899
#9908

Subtotal	378.13
Sales Tax	
Total Invoice Amount	$378.13
Payment Received	0.00
TOTAL DUE	$378.13

Check No:

Brown County PURCHASE ORDER

67899

PURCHASE ORDER DATE: 7-12-17 20

PURCHASE ORDER ISSUED TO:
G.B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

RECEIVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
26		18" CULVERT		357.50	D-18	ced 7-19-17
1		18" BAND		20.63		"
		TOTAL		378.13		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

RECEIVED
JUL 11 2017
BROWN COUNTY PUBLIC WORKS

INVOICE NUMBER: 30423
INVOICE DATE: 7/7/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
CTY D & NELSON RD.

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			8/6/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
62.00		30"	26.60	1,649.20
1.00		30" BAND 10-C	53.20	53.20
2.00		30" ENDWALL	210.65	421.30

ACCT 31.509.18(72)
DATE 7-19-17
CHECKED BY JG
PO NO. #67971
#4908

Subtotal	2,123.70
Sales Tax	
Total Invoice Amount	$2,123.70
Payment Received	0.00
TOTAL DUE	$2,123.70

Check No:

7

Brown County PURCHASE ORDER

67971

PURCHASE ORDER DATE: 7-18-17 20

PURCHASE ORDER ISSUED TO:
G. B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
62	FT	30" CULVERT		1649.20	D-18 Cld.	7-19-17
1		30" BAND		53.20		"
2		30" ENDWALL		421.30		"
		TOTAL		2123.70		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

4

#102415

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30471

INVOICE DATE: 7/12/17

PAGE: 1

Ship To:

JOB: CTY D

RECEIVED
JUL 14 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
	D-18		8/11/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO 3444 CTY D - N. DRIVEWAY		
26.00		18"	13.75	357.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO 3444 CTY D - S. DRIVEWAY		
48.00		18"	13.75	660.00
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		**TO CTY D - ACROSS FROM 3579		
58.00		18"	13.75	797.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60
		TO CTY D - ACROSS FROM 3615		
32.00		18"	13.75	440.00
2.00		18" ENDWALL	76.30	152.60
		ACCT 31 509.18(72)		
		DATE 7-19-17		
		CHECKED BY JG		
		PO NO # 67972		

\# 9906

Subtotal	2,927.29
Sales Tax	
Total Invoice Amount	$2,927.29
Payment Received	0.00
Check No: TOTAL DUE	$2,927.29

Brown County PURCHASE ORDER

67972

PURCHASE ORDER DATE: 7-18-17 20

PURCHASE ORDER ISSUED TO:
G. B. Hwy
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVED

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
		SEE ATTACHED		2927.29	D 18	Chk 7-19-17
		TOTAL		2927.29		

SHOP & OFFICE USE

OK

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

#102915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

INVOICE NUMBER: 30733
INVOICE DATE: 8/18/17
PAGE: 1

RECEIVED
AUG 23 2017
BROWN COUNTY PUBLIC WORKS

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
VARIOUS LOCATIONS

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			9/17/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO HICKORY RD.		
48.00		18"	13.75	660.00
1.00		18" BAND	20.63	20.63
1.00		18" ENDWALL	76.30	76.30
		**TO D-17		
50.00		18"	13.75	687.50
34.00		18"	13.75	467.50
44.00		18"	13.75	605.00
3.00		18" BAND	20.63	61.89
6.00		18" ENDWALL	76.30	457.80

AMT 31,509.18 (72)
DATE 8-23-17
CHECKED BY TG
CK NO. #68231
#10052

Subtotal	3,036.62
Sales Tax	
Total Invoice Amount	$3,036.62
Payment Received	0.00
Check No:	
TOTAL DUE	$3,036.62

7

014682

GREEN BAY HIGHWAY PRODUCTS

1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

DICE

#102915

NUMBER: 30733
CE DATE: 8/18/17
PAGE: 1

LOCATIONS

Customer's Order No.

Date Aug 15 2017

Name Brown County Highway Dept.

Address

Email

Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	18" x48'		
1	18" x50'		
1	18" x 34'		
1	18" x44'		
4	18" band		
7	18" end wall		
	68231		
	D-18		
	STEVED		

All claims and returned goods MUST be accompanied by this bill.

Received By Steve Dantson

TAX

TOTAL

GSCC-652-2
PRINTED IN U.S.A.

Thank You

PAYMENT TERMS	DUE DATE
Net 30 Days	9/17/17

UNIT PRICE	EXTENSION
13.75	660.00
20.63	20.63
76.30	76.30
13.75	687.50
13.75	467.50
13.75	605.00
20.63	61.89
76.30	457.80

#68231

Subtotal	3,036.62
Sales Tax	
Total Invoice Amount	$3,036.62
Payment Received	0.00
TOTAL DUE	$3,036.62

Check No:

7

#102913

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

RECEIVED
AUG 23 2017
BROWN COUNTY PUBLIC WORKS

INVOICE NUMBER: 30734
INVOICE DATE: 8/18/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
D-18

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			9/17/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
		**TO CTY D		
36.00		18"	13.75	495.00
48.00		18"	13.75	660.00
2.00		18" BAND	20.63	41.26
4.00		18" ENDWALL	76.30	305.20
		**TO GOLDEN GLOW RD.		
42.00		18"	13.75	577.50
1.00		18" BAND	20.63	20.63
2.00		18" ENDWALL	76.30	152.60

ACCT 31.509.18 (72)
DATE 8-23-17
CHECKED BY JJ
P.O. NO. #68230
#10052

Subtotal	2,252.19
Sales Tax	
Total Invoice Amount	$2,252.19
Payment Received	0.00
Check No: TOTAL DUE	$2,252.19

7

014683

#102915

DICE

GREEN BAY HIGHWAY PRODUCTS
1501 Paulson Rd.
GREEN BAY, WI 54313
(920) 499-3255 Fax: 497-8383

NUMBER: 30734
ICE DATE: 8/18/17
PAGE: 1

To:

Customer's Order No.
Date Aug 15 2017
Name Brown County Highway Dept.
Address
Email
Phone / Cell:

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	LAYAWAY

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	18" x 36'		
1	18" x 48'		
2	18" band		
4	18" end wall		
1	18" x 42'		
1	18" band		
2	18" end walls		
	C8230 D-18 SERVED		

All claims and returned goods MUST be accompanied by this bill.

TAX

TOTAL

Received By Steve Dantzin

Thank You

GSCC-632-2
PRINTED IN U.S.A.

PAYMENT TERMS
Net 30 Days

DATE	DUE DATE
	9/17/17

UNIT PRICE	EXTENSION
13.75	495.00
13.75	660.00
20.63	41.26
76.30	305.20
13.75	577.50
20.63	20.63
76.30	152.60

10052

Subtotal	2,252.19
Sales Tax	
Total Invoice Amount	$2,252.19
Payment Received	0.00
Check No: TOTAL DUE	$2,252.19

7

162915

INVOICE

GREEN BAY HIGHWAY PRODUCTS, LLC
1501 PAULSON ROAD
GREEN BAY, WI 54313
PH. (920) 499-3255
FAX (920) 497-8383

RECEIVED
OCT 24 2017
BROWN COUNTY
PUBLIC WORKS

INVOICE NUMBER: 31156
INVOICE DATE: 10/10/17
PAGE: 1

SOLD TO:
BROWN COUNTY HIGHWAY
2198 GLENDALE AVE
GREEN BAY, WI 54303-6405

Ship To:
4042 LOST DAUPHIN RD

CUSTOMER ID	CUSTOMER PO	PAYMENT TERMS	
BROWN		Net 30 Days	
SALES REP ID	**SHIPPING METHOD**	**SHIP DATE**	**DUE DATE**
			11/9/17

QUANTITY	ITEM NUMBER	DESCRIPTION	UNIT PRICE	EXTENSION
42.00		18"	13.75	577.50
3.00		18" BAND	20.63	61.89

ACCT 31.509.18 (72)
DATE 11-1-17
CHECKED BY
P.O. NO #68827
✓ #10398

Subtotal	639.39
Sales Tax	
Total Invoice Amount	$639.39
Payment Received	0.00
Check No: TOTAL DUE	$639.39

7

Brown County PURCHASE ORDER

68827

PURCHASE ORDER DATE: 10-25-17 20

PURCHASE ORDER ISSUED TO:
G.B. HWY
PROD

DELIVER ORDER TO:

MAIL BILL TO:
BROWN COUNTY PUBLIC WORKS
2198 GLENDALE AVE.
GREEN BAY, WI 54303
INQUIRES CALL (920) 662-2176

Federal Tax Exempt
EX. No. 39-6005671

WI SALES TAX EXEMPT

STEVE

QUANTITY	COMMODITY NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT	GENERAL LEDGER ACCOUNT NO.	PAID RECEIVED
92	FT.	18" CULVERT PIPE		577.50	D-18 CEL	11-1-17
3		18" BAND		61.89		"
		TOTAL		639.39		

SHOP & OFFICE USE

FURNISH INVOICES IN DUPLICATE
SHOW PURCHASE ORDER NO. ON INVOICE
FURNISH COUNTY HIGHWAY VOUCHER WITH INVOICE

COUNTY OF BROWN GREEN BAY, WISCONSIN

APPROVED

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: November 27, 2017

RE: Summary of Operations

The Public Works Department is performing at a normal budget rate through the month of October. The end of October represents 83.33% of the year. Here is a summary of our operations:

(240) County Maintenance	69.41%
(660) State Maintenance	64.78%
(660) Other Work (Interdepartmental, Municipal, etc.)	134.49%
(400) Capital Projects	96.12%

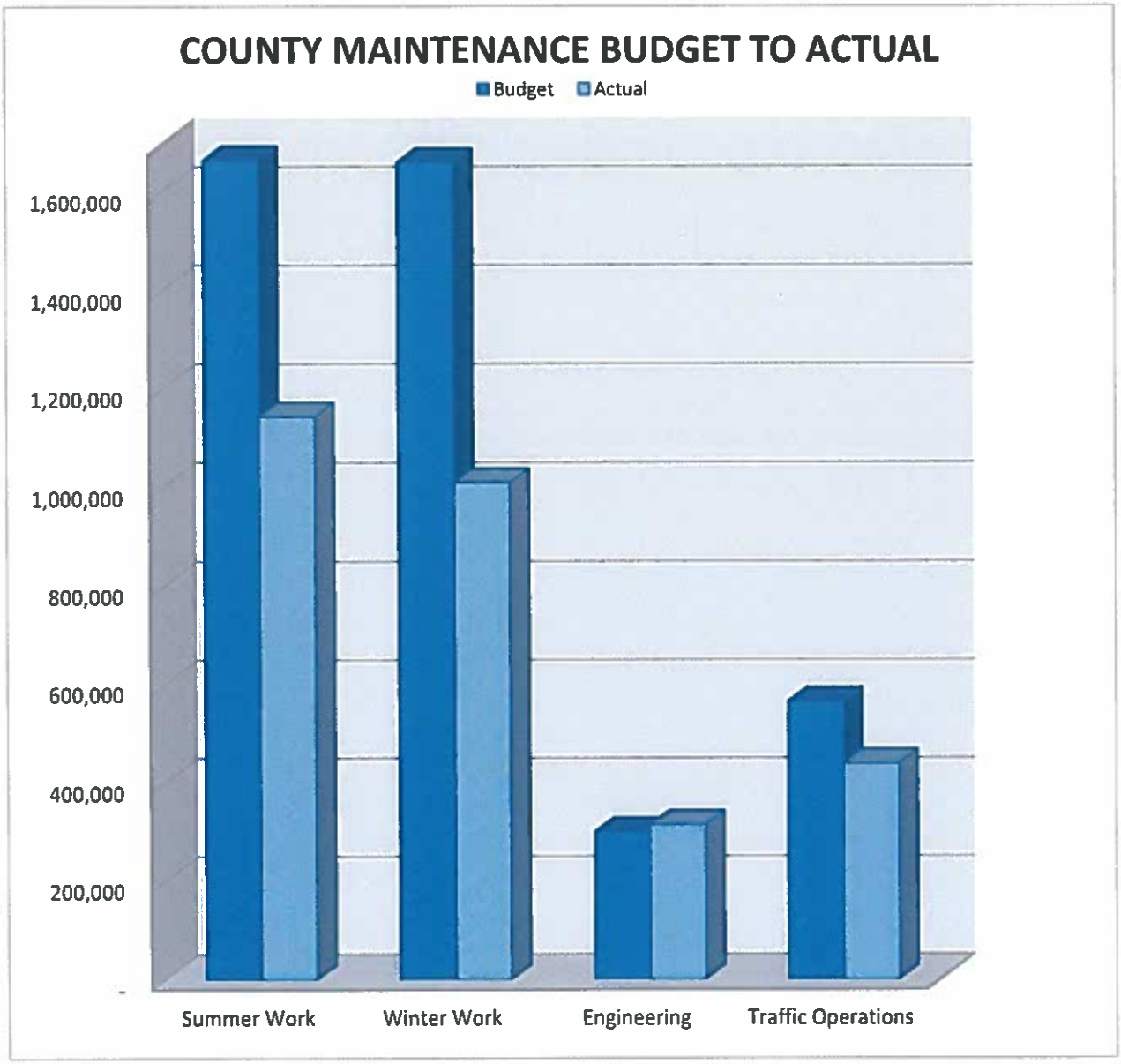
Facilities	73.81%

Please see the attached charts for more details.

8

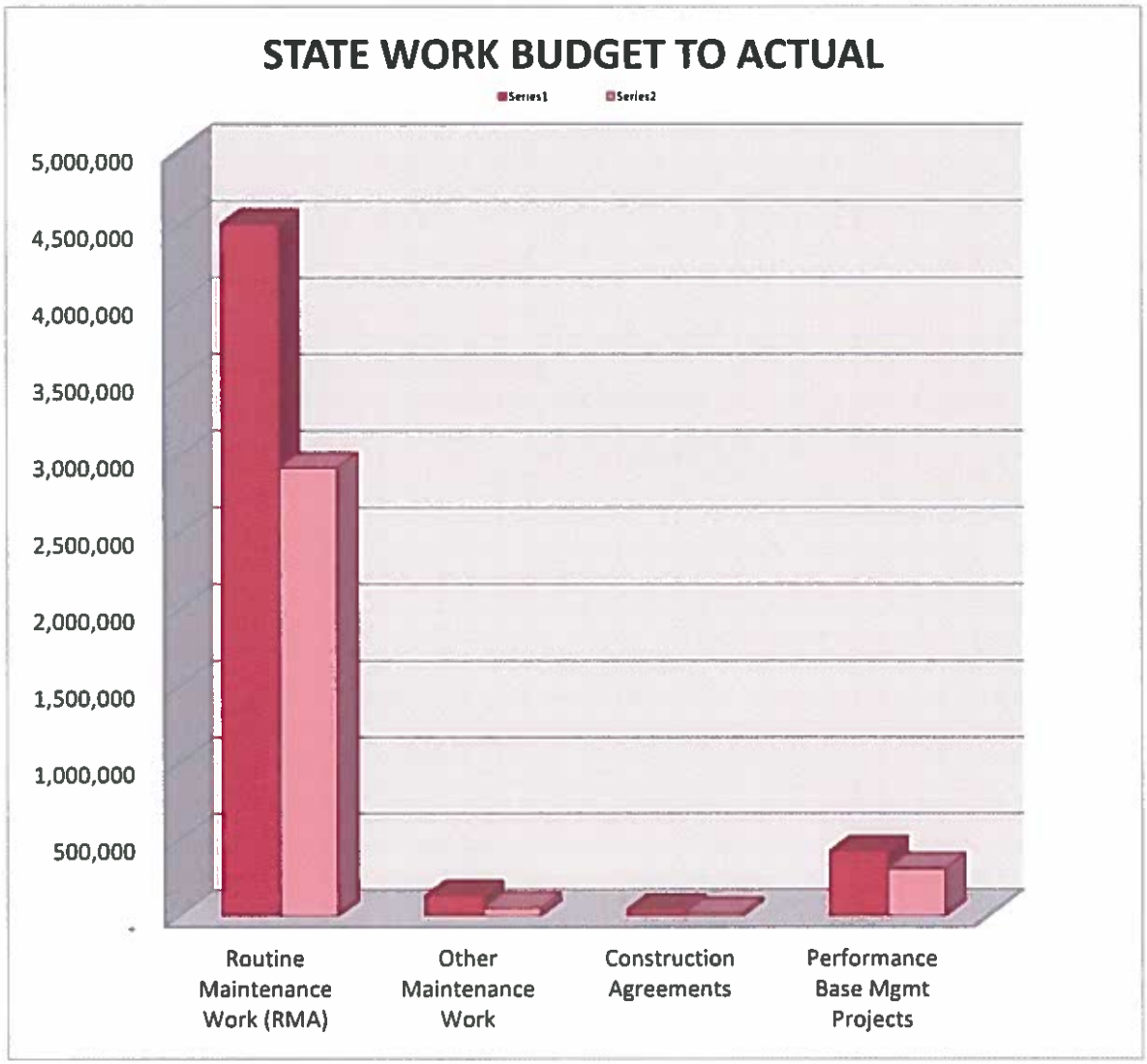
BROWN COUNTY PUBLIC WORKS
COUNTY MAINTENANCE BUDGET TO ACTUAL-FUND 240
AS OF 10/31/17

	Budget	Actual	Remaining	Percentage Used
Summer Work	1,663,949	1,143,583	520,366	68.73%
Winter Work	1,659,750	1,009,651	650,099	60.83%
Engineering	300,000	314,711	(14,711)	104.90%
Traffic Operations	566,000	440,046	125,954	77.75%
Total	4,189,699	2,907,991	1,281,708	69.41%



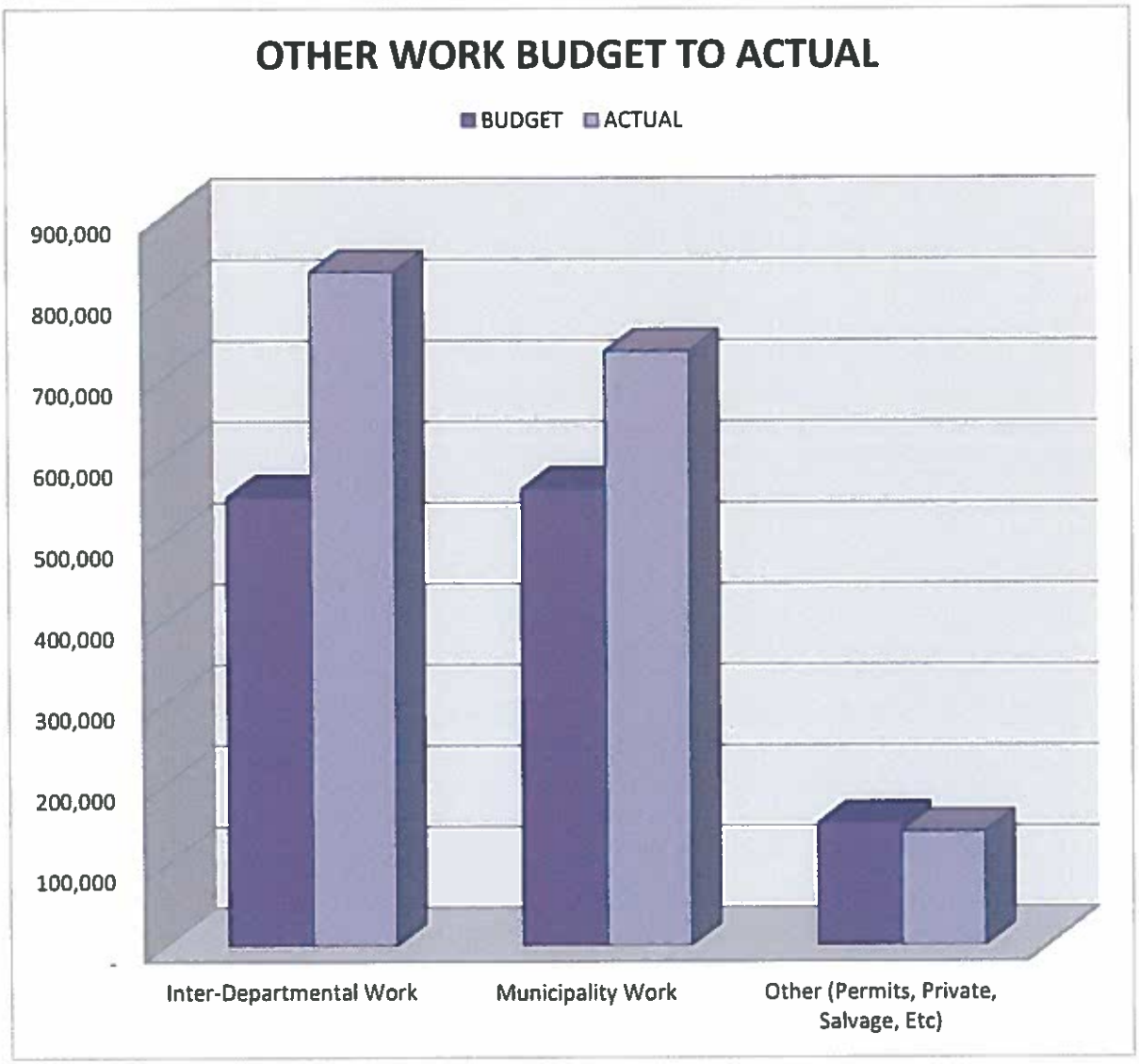
BROWN COUNTY PUBLIC WORKS-HIGHWAY
STATE WORK BUDGET TO ACTUAL
AS OF 10/31/2017

	Budget	Actual	Remaining	Percentage Used
Routine Maintenance Work (RMA)	4,520,900	2,934,103	1,586,797	64.90%
Other Maintenance Work	133,459	52,275	81,184	39.17%
Construction Agreements	44,120	20,898	23,221	47.37%
Performance Base Mgmt Projects	423,751	310,947	112,803	73.38%
Total	5,122,230	3,318,224	1,804,006	64.78%



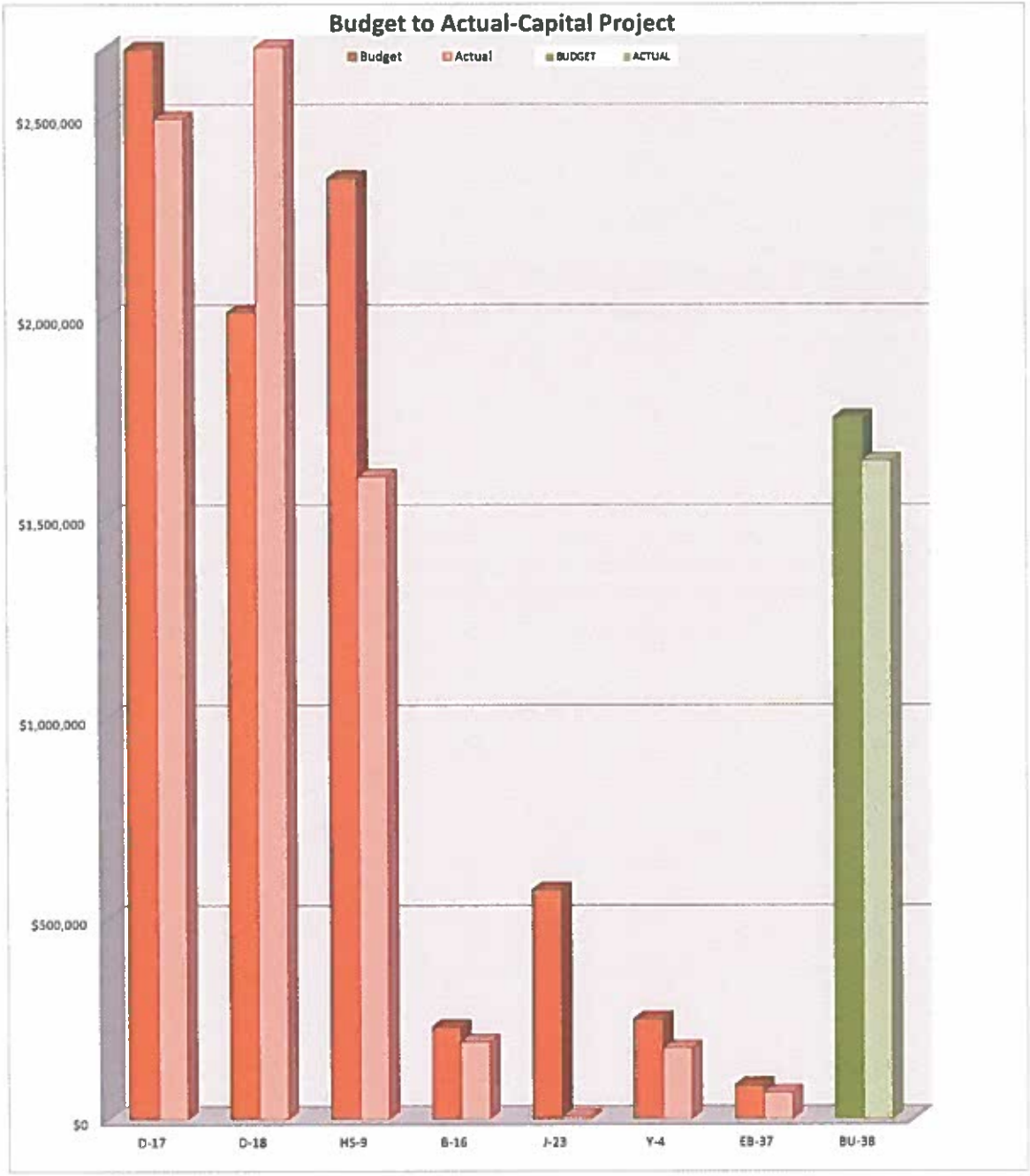
BROWN COUNTY PUBLIC WORKS-HIGHWAY
OTHER WORK BUDGET TO ACTUAL
AS OF 10/31/17

	Budget	Actual	Remaining	Percentage Used
Inter-Departmental Work	553,871	831,539	(277,668)	150.13%
Municipality Work	563,600	733,567	(169,967)	130.16%
Other (Permits, Private, Salvage, Etc)	150,685	140,404	10,281	93.18%
Total	1,268,156	1,705,510	(437,354)	134.49%



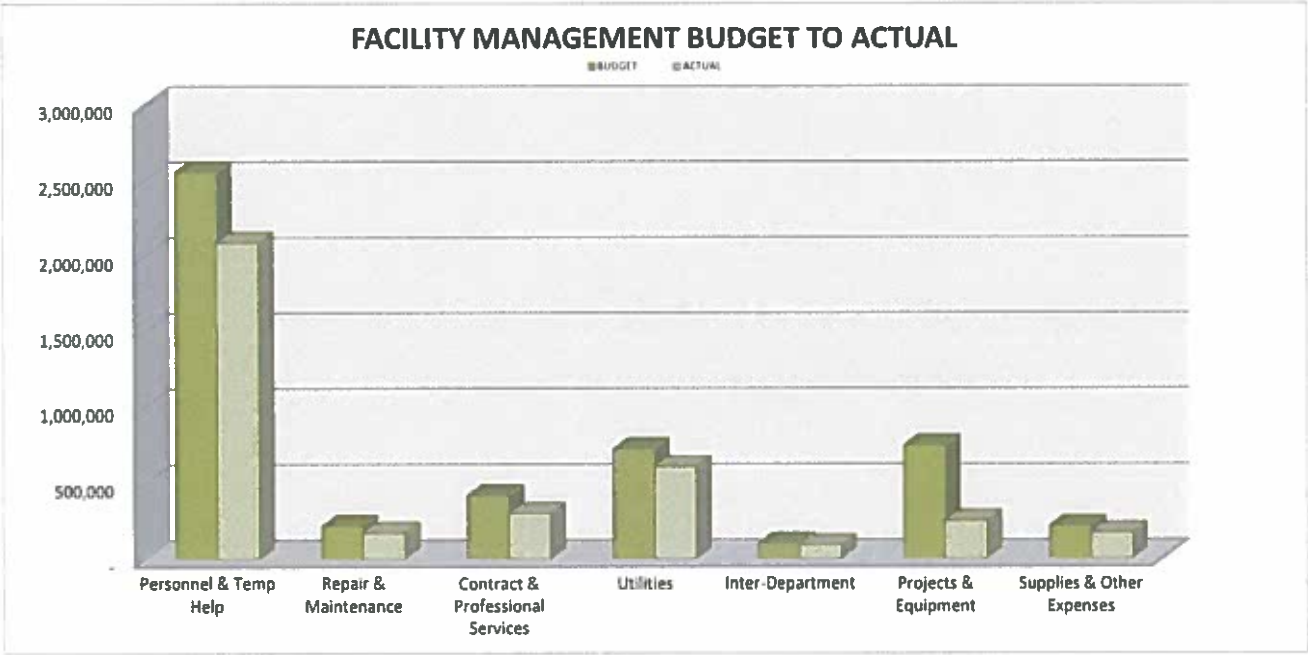
BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECT EXPENSE-BUDGET TO ACTUAL
AS OF 10/31/2017

Project	Project Description	% BC Cost	Budget	Actual	Remaining	Percentage
D-17	Recondition/Widen CTH D - Hickory Rd to Barrington Dr.	100%	$2,669,571	$2,495,834	$173,737	93.49%
D-18	Recondition/Widen CTH D - High Street to Hickory Rd	100%	$2,013,000	$3,346,939	-$1,333,939	166 27%
HS-9	Resurfacing CTH HS - Glendale Ave to CTH B	100%	$2,347,000	$1,602,816	$744,184	68.29%
B-16	Resurfacing CTH B - Veterans Ave to CTH J	100%	$230,000	$192,595	$37,405	83.74%
J-23	Resurfacing CTH J - CTH M to Harbor Lights Rd	100%	$572,000	$6,722	$565,278	1 18%
Y-4	Resurfacing CTH Y - Shady Rd to Old 29	100%	$250,000	$177,706	$72,294	71.08%
EB-37	Resurfacing CTH EB - STH 172 to North Rd	100%	$84,000	$65,687	$18,313	78.20%
BU-38	Courthouse Dome Repair	100%	$1,750,000	$1,642,810	$107,190	93.87%
		Total	$9,915,571	$9,531,108	$384,463	96.12%



BROWN COUNTY PUBLIC WORKS
FACILITY MANAGEMENT BUDGET TO ACTUAL
AS OF 10/31/17

	Budget	Actual	Remaining	% Used
Personnel & Temp Help	2,556,645	2,088,779	467,866	81.70%
Repair & Maintenance	216,397	169,906	46,491	78.52%
Contract & Professional Services	418,200	298,681	119,519	71.42%
Utilities	724,345	606,553	117,792	83.74%
Inter-Department	100,451	88,268	12,183	87.87%
Projects & Equipment	746,966	250,144	496,823	33.49%
Supplies & Other Expenses	215,198	172,038	43,160	79.94%
Total	4,978,202	3,674,368	1,303,834	73.81%



PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: November 27, 2017

RE: Director's Report

PROJECTS:

CTH D: Work was completed the week of November 20th. There may be some additional touch-up restoration in spring depending on how well the landscaping is established.

2018 TENTATIVE SCHEDULE:

Attached please find the tentative 2018 milestone schedule for your reference.

JAIL & MEDICAL EXAMINER PROJECTS:

Attached please find the conceptual Jail and Medical Examiner layout for 2019 and 2020 construction as well as the memo to PD&T regarding the upcoming communication to the Public Safety Committee to be discussed at their meeting on November 29th.

TWELVE-HOUR DAYS:

Highway Division: Highway incurred 1,491.5 hours of overtime in October. Substantially, all overtime was related to roadway maintenance/reconstruction projects. The amounts in excess of 12 hours per day for October are attached.

Facility Management Division: Facilities incurred 310.5 hours of overtime in October. The overtime was related to longer cleaning shifts to cover vacancies and mechanical repairs. The amounts in excess of 12 hours per day for October are attached.

STAFFING REPORT:

See Attached Table.

September 25, 2017

Brown County Operations

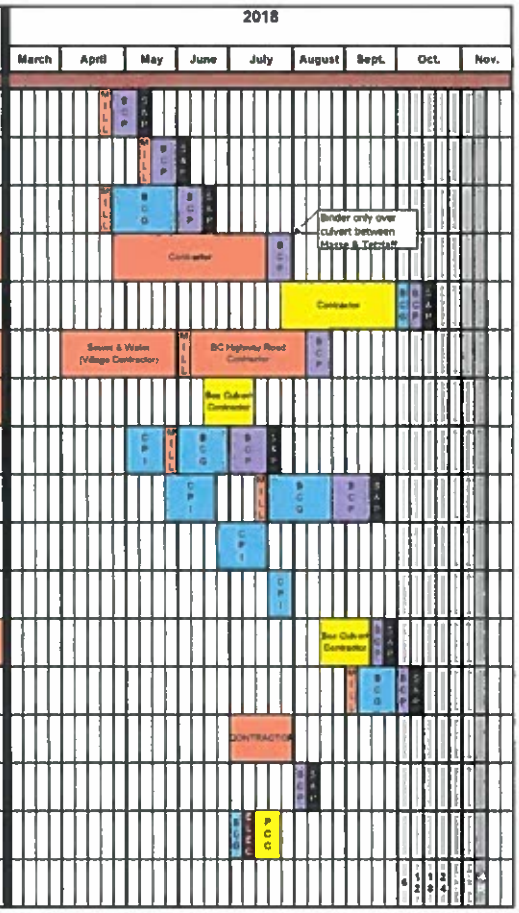
Project Milestone Schedule

Task Key:

- ■ = Task Completed
- ■ = Task Past Completion Date
- ■ = BC Grading Construction
- ■ = BC Paving Reconditioning
- ■ = BC Bridge/Concrete
- ■ = BC Electrical
- ■ = Shoulder & Paint
- ■ = Contractor Construction

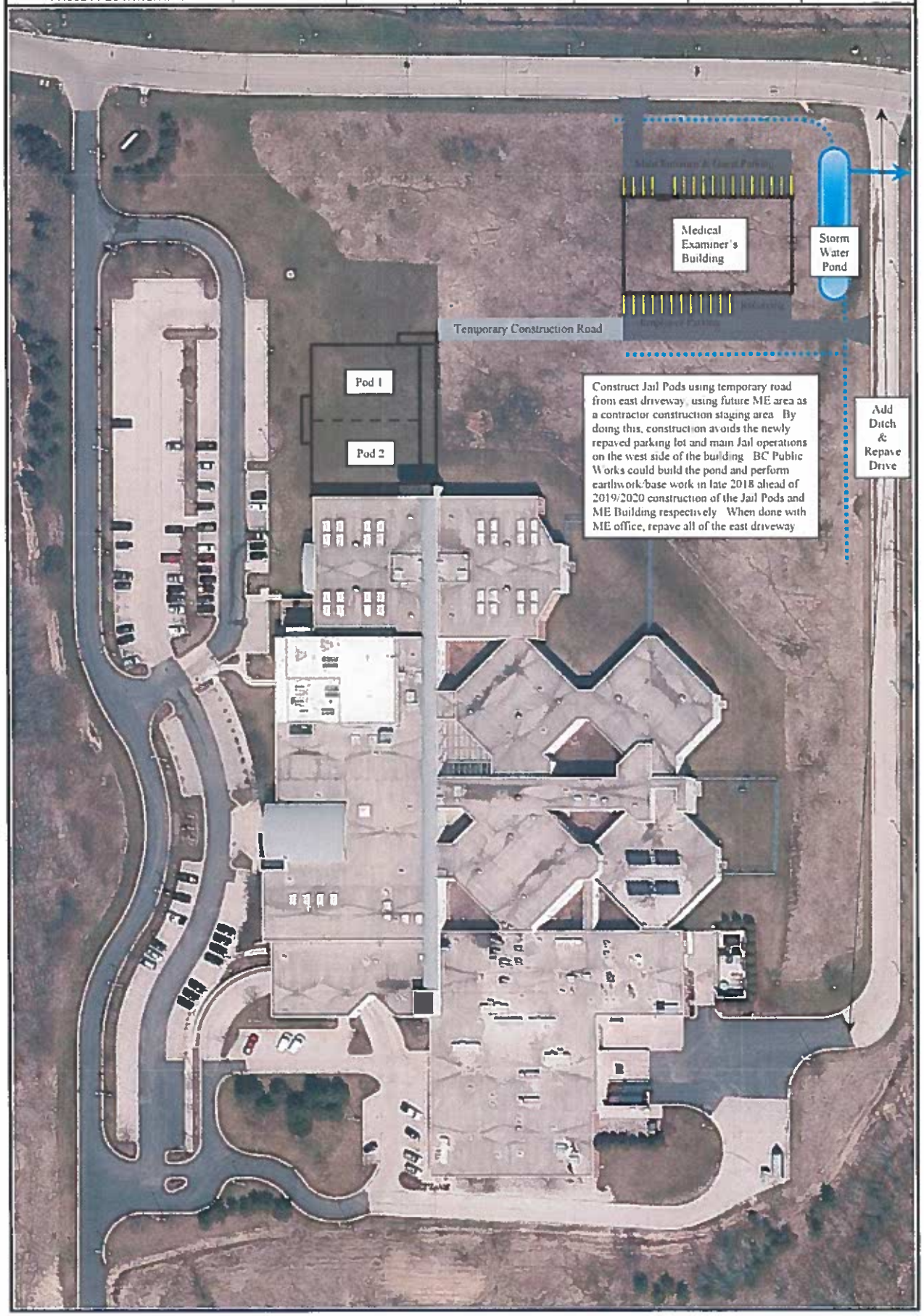
- BCG - Brown County Grading Crew
- BCP - Brown County Paving Crew
- CPI - Culvert Pipe Installation
- PCC - Concrete Curb Work
- S&P - Shoulder & Paint
- ELEC - Electrical/Conduit Work

Job No. / Project	Project Manager	Operations/ Contractor Lead
2018 PROJECTS		
CTH G (G-33) (STH 96 to Niles Road) 2.67 CL Miles	Zach	Doug
CTH G (G-33) (Niles Road to CTH V) 2.13 CL Miles	Zach	Doug
CTH T (T-28) (CTH N to RR) 1.90 CL Miles	Zach	Steve & Doug
CTH ZZ (ZZ-16) (Masse to STH 57) 1.90 CL Miles	Zach (OMNNI)	Contractor & Doug
CTH ZZ (ZZ-16) (East River Bridge)	Will	---
CTH T (T-32) (CTH KB to North Ave. Rd.) 0.80 CL Miles	Will	Contractor & Doug
CTH T (T-27) (Pine St. to Highridge Ave.)	Will	Contractor
CTH T (T-30) (North Rd. to Eastwind Dr.) 1.60 CL Miles	Zach	---
CTH T (T-30) (Eastwind Dr to Bishnak Rd) 1.72 CL Miles	Zach	---
CTH ZZ (ZZ-18) (Meadowlark to Masse)	Nick (OMNNI)	---
CTH J (J-23) (CTH M to Harbor Lights)	Zach	Steve
CTH Z (Z-28) (Fairview Rd to CTH NN)	Will	Contractor
CTH PP (PP-16) (School Ln to Shirley Rd)	Zach	---
CTH XX (XX-16) (Bridge over East River)	Will	Contractor
CTH XX (XX-18) (East River Bridge to Bellevue Street)	Zach	---
CTH G (G-34) (CTH G & Spirit Way Intersection)	Rachel	---
Truck Harnessing (48 Total)	Jim	---



PROJECT				JOB NO.	
Jail Pod Expansion & Medical Examiner Building					
SUBJECT				SHEET NO.	
Conceptual Layout				OF	
ORIGINATED BY	DATE	CHECKED BY	DATE	CALC. NO.	REV. NO.
BCPW	10/20/2017				

PROJECT LOCATION MAP



PUBLIC WORKS DEPARTMENT

Brown County

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GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: November 27, 2017

RE: 0.5% Sales Tax Owner's Representative RFP

The 0.5% sales tax plan includes two capital projects we propose administering jointly in terms of overall project management – the jail expansion and medical examiner building. We are preparing a request for proposal for a consultant owner's representative that will be the main representative and manager for the County. This owner's representative will be the overall project manager for the two projects, preparing bid documents for the two individual design architects (one for the jail and one for the medical examiner building), overseeing the design architect work, and overseeing the construction administration of each project on behalf of the county.

The owner's representative will report to a County Project Management Team (including leads from the Jail, Medical Examiner's office, and Public Works). The owner's representative, with the County Project Management Team, will report to the Public Safety Committee with project progress updates.

Public Works is currently preparing the RFP to be brought to the Public Safety Committee for approval on November 29th. While full County Board approval would take place on December 13th, our plan is to start advertising December 4th with bid packages due December 21st at noon. Interviews for consultant selection would then take place in early January 2018. We propose the selection committee to be comprised of at least the following:

- Sheriff or Jail representative
- Medical Examiner Director or representative
- Public Works Director
- Public Works Facility Manager
- Public Safety County Board Member

The RFP selection would be based mainly on qualifications; however, hourly rate sheets for the consultant's staff will be required with the proposals for consideration in the final selection. The consultant project manager is anticipated to be in service to the county starting in 2018 through end of construction of the two projects – estimated to be end of 2020. The contract will be on an hourly basis.

Public Works - Highway Division
12-Hour Work Days
10/1/17 - 10/31/17

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
10/3/2017	Gussert, Tim	D17 / D-17L	12
10/4/2017	Cisler, Mike	D-17 / D-18	12.5
10/4/2017	Corrigan, Chad	Morgue Site Prep, Guardrail Accident Repairs	15.5
10/4/2017	Dallas, Chris	Morgue Site Prep, Guardrail Accident Repairs	15
10/4/2017	Dixon, Darrell	Signing, Accident Traffic Control	12.5
10/4/2017	Drewiske, Doug	Signing, Accident Traffic Control	12.5
10/4/2017	DuBois, Dave	D-17	12.25
10/4/2017	Hennes, Pat	Signing, Accident Traffic Control	12.5
10/4/2017	McEwen, Bryan	Morgue Site Prep, Guardrail Accident Repairs	15
10/4/2017	Van De Hei, Jamie	D-17 / D-18, Guardrail Accident Repairs	15.5
10/4/2017	Zellner, Aaron	D-17, Guardrail Accident Repairs	15
10/5/2017	Cisler, Mike	D-17	12.25
10/5/2017	Thompson, Nick	D-18, State Accident	12.5
10/9/2017	Cisler, Mike	D-17	12.25
10/9/2017	Melbauer, Charlie	D-18	12
10/9/2017	Schraufnagel, Dan	D-17	12.25
10/10/2017	Cisler, Mike	D-17	12.25
10/10/2017	Gussert, Tim	D-17	12
10/10/2017	Schraufnagel, Dan	D-17	12.25
10/11/2017	Cisler, Mike	D-17	12.75
10/11/2017	Schraufnagel, Dan	D-17	12.75
10/12/2017	Cisler, Mike	D-17	12
10/12/2017	Schraufnagel, Dan	D-17	12
10/13/2017	Cisler, Mike	D-17	12.25
10/13/2017	Drewiske, Doug	Accident Traffic Control, Cooperstown Bridge	12
10/16/2017	Cisler, Mike	D-17	12.75
10/16/2017	Melbauer, Charlie	D-17	12.5
10/16/2017	Schraufnagel, Dan	D-17	12.75
10/16/2017	Welsing, Jay	D-17	13
10/17/2017	Cisler, Mike	D-17	12
10/17/2017	Schraufnagel, Dan	D-17	12
10/18/2017	Corrigan, Chad	State Rubber	14.5
10/18/2017	Dallas, Chris	State Rubber	14
10/18/2017	Drewiske, Doug	Traffic Control State Rubber Crew	14.25
10/18/2017	Goral, Nick	State Rubber	14.75
10/18/2017	Haumschild, Dan	State Rubber	14
10/18/2017	Hennes, Pat	Traffic Control State Rubber Crew	15
10/18/2017	Maus, Todd	Traffic Control State Rubber Crew	15.5
10/18/2017	Schraufnagel, Dan	D-17	12.5
10/18/2017	Van De Hei, Jamie	State Rubber	14
10/18/2017	Zellner, Aaron	State Rubber, Mechanic Shop	14
10/19/2017	Cisler, Mike	D-17	12.25
10/19/2017	Melbauer, Charlie	D-17	12
10/19/2017	Reedy, Jason	D-17	12
10/19/2017	Schraufnagel, Dan	D-17	12.25

10/23/2017	Maus, Todd	State Rubber Traffic Control, Signing	13
10/24/2017	Bastian, Dan	Asphalt Plant for State Paving	13
10/24/2017	Dixon, Darrell	Signing, Traffic Control State Rubber	12
10/24/2017	Hennes, Pat	Signing, Traffic Control State Rubber	12.5
10/24/2017	Huguet, Bob	Mechanic Shop	13
10/24/2017	LeGrave, Steve	Asphalt Plant for State Paving	12
10/24/2017	Liss, Tim	Paint Striping, Traffic Contol for State Paving	12.5
10/24/2017	Maus, Todd	Signing, Traffic Control State Rubber	12.5
10/24/2017	Schraufnagel, Dan	D-18, State Rubber	13.5
10/25/2017	Allen, Chris	State Rubber	14.5
10/25/2017	Corrigan, Chad	State Rubber	14.5
10/25/2017	Dallas, Chris	Morgue Site Prep, Guardrail Accident Repairs	14
10/25/2017	Dickerson, Ben	State Rubber & Paving	13.25
10/25/2017	Dixon, Darrell	I-43 Closure, D-18 & Signing	16.75
10/25/2017	Drewiske, Doug	I-43 Closure, Signing & Paintstriping	14.5
10/25/2017	Goral, Nick	State Rubber	14.5
10/25/2017	Haumschild, Dan	State Rubber, Guardrail Repair, Cut Grass	14.5
10/25/2017	Kapinos, Vince	State Paving (Night Work)	16.25
10/25/2017	Karbon, Dan	State Paving (Night Work)	13.75
10/25/2017	Kostreva, James	State Paving (Night Work)	12
10/25/2017	Liss, Tim	I-43 Closure, Signing & Paintstriping	16.5
10/25/2017	Loritz, Nancy	State Paving (Night Work)	13.25
10/25/2017	Maus, Todd	State Rubber Traffic Control, Signing	12
10/25/2017	Schraufnagel, Dan	State Paving (Night Work)	13.25
10/25/2017	Sequin, Scott	State Paving (Night Work)	13.25
10/25/2017	Thompson, Nick	State Paving (Night Work)	14
10/25/2017	Van De Hei, Jamie	State Rubber, Guardrail Repair, Morgue Work	14.25
10/25/2017	Zellner, Aaron	State Rubber, Mechanic Shop	13.5
10/25/2017	Zelten, Brian	State Paving (Night Work)	16.25
10/26/2017	Corrigan, Chad	State Seal Cracks	12
10/26/2017	Drewiske, Doug	State Closure, Signing	12
10/26/2017	VanDeHei, Jamie	State Rubber & Paving	12
10/27/2017	Allen, Chris	State Roamer, Accident on STH 57	15
10/27/2017	Bauer, Tyler	Signing, Accident on STH 57	15
10/27/2017	Loritz, Nancy	D-17, Accident on STH 57	15.25
10/27/2017	Scray, Norb	State Roamer, Accident on STH 57	14.5
10/27/2017	Umentum, Matt	State Roamer, Accident on STH 57	15.25
10/30/2017	Bauer, Tyler	Traffic Control and Barrel pick up on I-41	14
10/31/2017	Dixon, Darrell	Signing, Closure on G-33	12.25
10/31/2017	Goral, Nick	Mechanic Shop	12
10/31/2017	Hennes, Pat	Signing, Closure on G-33	12.25

PUBLIC WORKS
FACILITY MANAGEMENT DIVISION
12-HOUR WORK DAYS
10/1/17 thru 10/31/17

DATE	EMPLOYEE	OPERATION PERFORMED	# HOURS WORKED
10/3/17	Kris Gardiner	Coverage for a vacant CHS housekeeping positions	12.0
10/12/17	Kris Gardiner	Coverage for a vacant CHS housekeeping positions	12.0
10/16/17	Jeannie Hooyman	Coverage for a vacant CHS housekeeping positions	12.0
10/17/17	Wendy Burke	Coverage for a vacant CHS housekeeping positions	12.0
10/19/17	Teresa Buesing	Coverage for a vacant CHS housekeeping positions	12.0
10/24/17	Wendy Burke	Coverage for a vacant CHS housekeeping positions	12.0
10/25/17	Jeannie Hooyman	Coverage for a vacant CHS housekeeping positions	12.0
10/29/17	Liz Schroeder	Coverage for a vacant PT maintenance position	12.0
10/31/17	Wendy Burke	Coverage for a vacant CHS housekeeping positions	12.0

BROWN COUNTY PUBLIC WORKS
STAFFING SUMMARY
As of 10/31/2017

HIGHWAY DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Highway Crew	8/3/17	Resigned	Hold (Reclass to Mechanic)	N/A	N/A
Highway Crew	8/4/17	Resigned	Filled	10/9/17	N/A
Highway Mechanic	9/5/17	Retired	Fill	In Process	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	10.75	10.75
Electrician	1.0	1.0
Engineering	7.0	7.0
Mechanics / Shop	11.0	10.0
Highway Crew	74.0	73.0
Sign Crew	2.0	2.0
Summer	4.12	0 *
LTE	2.0	0.5
TOTAL	**111.87**	**104.25**

FACILITY MANAGEMENT DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Housekeeper	5/20/17	Transferred	Fill	In Process	---
Housekeeper (0.5)	9/5/17	Resigned	Hold per Vacancy Committee	---	Hold
Lead Housekeeper	9/26/17	Resigned	Fill	In Process	---
Facility Worker (0.5)	10/18/17	Resigned	Fill	In Process	---
Housekeeper	10/19/17	Resigned	Fill	In Process	---

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	2.0	2.0
Facility Mechanics	7.0	7.0
Facility Workers	9.0	8.5
Housekeeping	18.5	16.0
Electrician	1.0	1.0
Summer Help	0.46	0 *
TOTAL	**43.21**	**39.75**

** NOTE: All of the summer students have returned to college – numbers reflected in "Actual FTE's" for both divisions.*

Brown County
Register of Deeds
Budget Status Report (Unaudited)
Fiscal year to date 10/31/2017

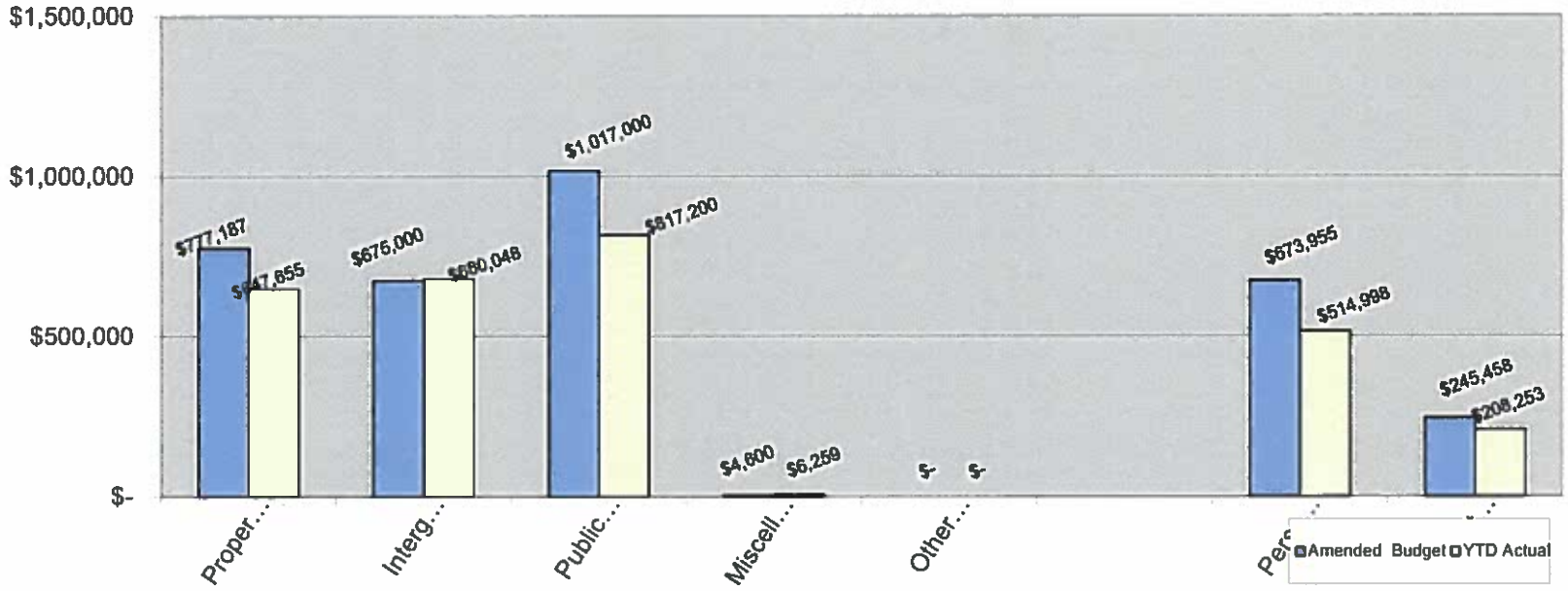
		Amended Budget		YTD Actual	Percent of Budget
Property Taxes	$	777,187	$	647,655	83.3%
Intergovernmental Rev	$	675,000	$	680,048	100.7%
Public Charges	$	1,017,000	$	817,200	80.4%
Miscellaneous Rev	$	4,600	$	6,259	136.1%
Other Financing Sources	$	-	$	-	0.0%
Personnel Costs	$	673,955	$	514,998	76.4%
Operating Exp	$	245,458	$	208,253	84.8%

Compared to October of 2016, Real Estate recordings are down 752.

Compared to October of 2016, Sales of Vital records are up 515

The purchase of real estate documents are up 1205 over October of last year.

Register of Deeds - Through 10/31/2017



Brown County - Planning
Budget Status Report
August 31, 2017

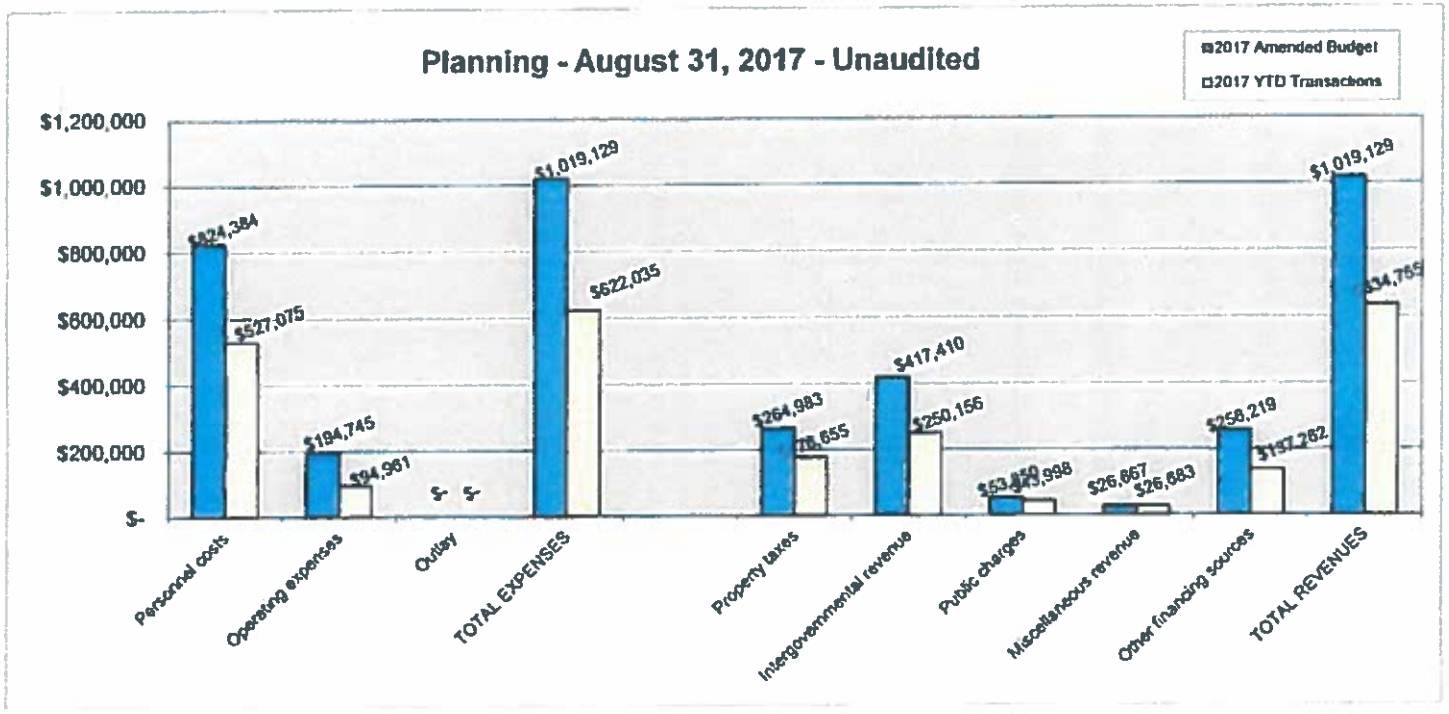
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 824,384	$ 527,075
Operating expenses	$ 194,745	$ 94,961
Outlay	$ -	$ -
TOTAL EXPENSES	$ 1,019,129	$ 622,035
Property taxes	$ 264,983	$ 176,655
Intergovernmental revenue	$ 417,410	$ 250,156
Public charges	$ 53,850	$ 43,998
Miscellaneous revenue	$ 26,667	$ 26,683
Other financing sources	$ 256,219	$ 137,262
TOTAL REVENUES	$ 1,019,129	$ 634,755

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 805,918	$ 531,658
Operating expenses	$ 181,401	$ 92,740
Outlay	$ -	$ -
TOTAL EXPENSES	$ 988,319	$ 624,399
Property taxes	$ 306,838	$ 204,559
Intergovernmental revenue	$ 396,650	$ 270,240
Public charges	$ 40,760	$ 43,397
Miscellaneous revenue	$ 46,667	$ 26,982
Other financing sources	$ 197,404	$ 108,798
TOTAL REVENUES	$ 988,319	$ 653,976

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.



Brown County - Planning
Budget Status Report
September 30, 2017

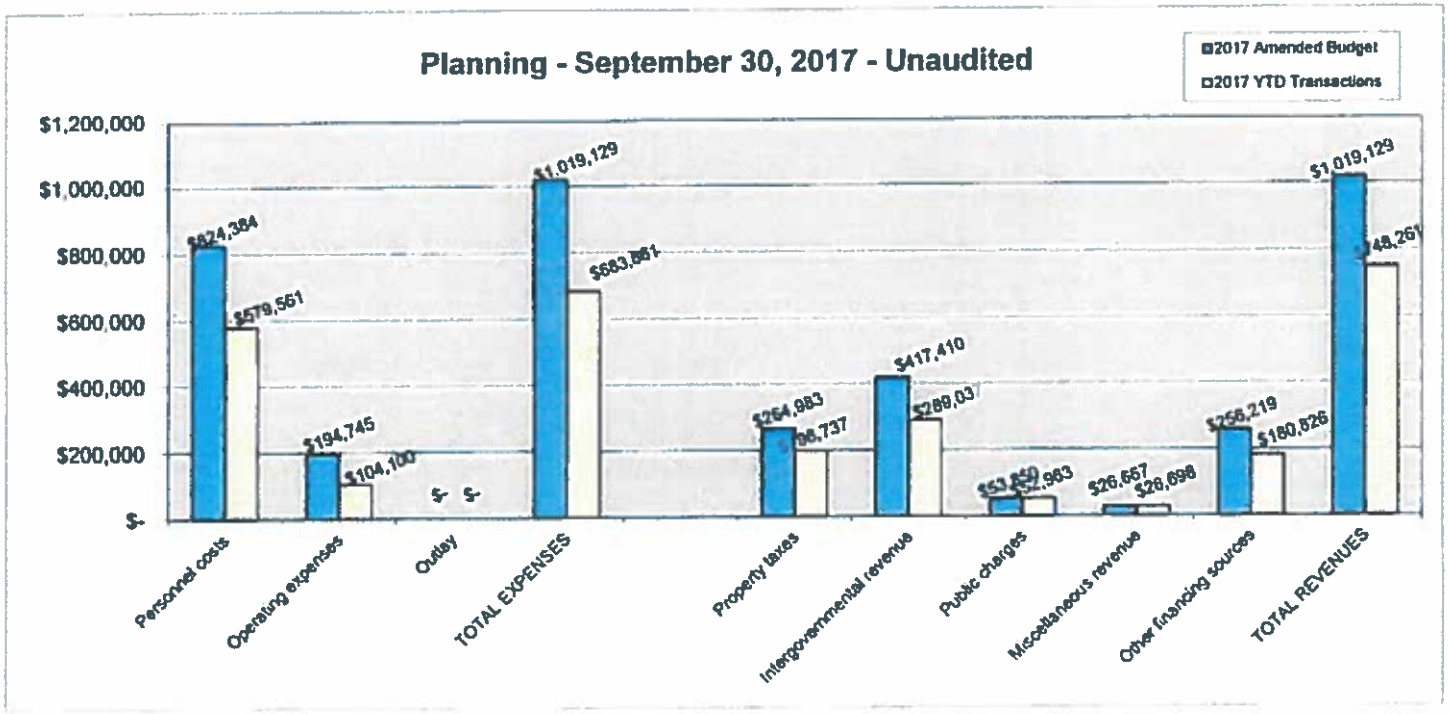
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 824,384	$ 579,561
Operating expenses	$ 194,745	$ 104,100
Outlay	$ -	$ -
TOTAL EXPENSES	$ 1,019,129	$ 683,661
Property taxes	$ 264,983	$ 198,737
Intergovernmental revenue	$ 417,410	$ 289,037
Public charges	$ 53,850	$ 52,963
Miscellaneous revenue	$ 26,667	$ 26,698
Other financing sources	$ 256,219	$ 180,826
TOTAL REVENUES	$ 1,019,129	$ 748,261

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 806,918	$ 564,819
Operating expenses	$ 181,401	$ 102,503
Outlay	$ -	$ -
TOTAL EXPENSES	$ 988,319	$ 667,322
Property taxes	$ 306,838	$ 230,128
Intergovernmental revenue	$ 396,650	$ 277,536
Public charges	$ 40,760	$ 50,366
Miscellaneous revenue	$ 46,667	$ 26,982
Other financing sources	$ 197,404	$ 139,915
TOTAL REVENUES	$ 988,319	$ 724,928

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.



Brown County - Planning
Budget Status Report
October 31, 2017

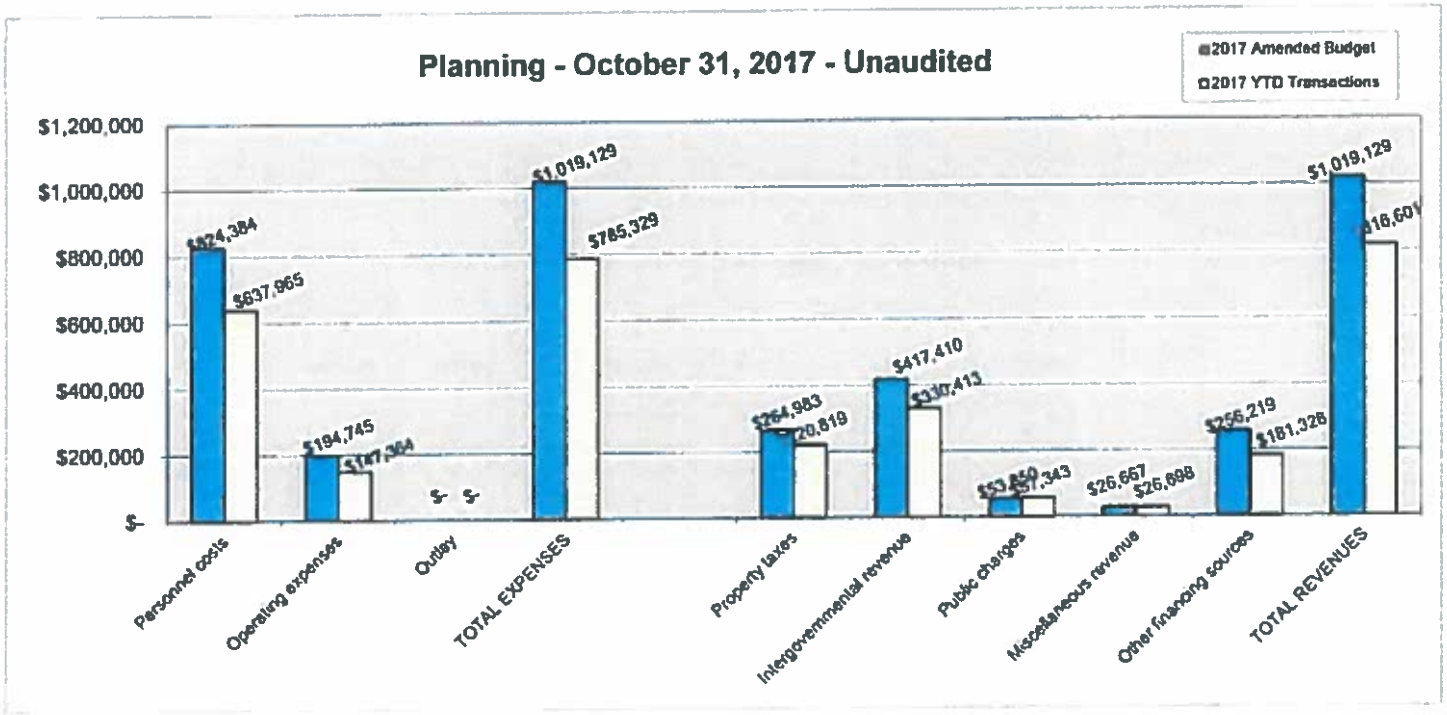
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 824,384	$ 637,965
Operating expenses	$ 194,745	$ 147,364
Outlay	$ -	$ -
TOTAL EXPENSES	$ 1,019,129	$ 785,329
Property taxes	$ 264,983	$ 220,819
Intergovernmental revenue	$ 417,410	$ 330,413
Public charges	$ 53,850	$ 57,343
Miscellaneous revenue	$ 26,667	$ 26,698
Other financing sources	$ 256,219	$ 181,328
TOTAL REVENUES	$ 1,019,129	$ 816,601

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 806,918	$ 643,285
Operating expenses	$ 181,401	$ 112,372
Outlay	$ -	$ -
TOTAL EXPENSES	$ 988,319	$ 755,657
Property taxes	$ 306,836	$ 255,698
Intergovernmental revenue	$ 396,650	$ 316,954
Public charges	$ 40,780	$ 57,958
Miscellaneous revenue	$ 46,667	$ 26,982
Other financing sources	$ 197,404	$ 146,796
TOTAL REVENUES	$ 988,319	$ 804,389

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.



December 13, 2017

TO THE HONORABLE CHAIRMAN AND MEMBERS
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

RESOLUTION AMENDING THE 2017-2027 BROWN COUNTY FARMLAND PRESERVATION PLAN BY ADDING PARCELS

WHEREAS, Pursuant to Wisconsin Statutes, Chapter 91, Brown County is required to prepare and adopt a Farmland Preservation Plan; and

WHEREAS, the Brown County Board of Supervisors adopted the current *2017-2027 Brown County Farmland Preservation Plan* (FPP) in 2017, and the FPP was subsequently certified by the WI Department of Agriculture, Trade and Consumer Protection; and

WHEREAS, the Towns of Humboldt, Ledgeview and Wrightstown, and the Village of Hobart, desire to have a total of 17 additional parcels included in the FPP as Farmland Preservation Areas in order to make said parcels eligible to receive the WI Farmland Preservation Income Tax Credit; and

WHEREAS, over the past year, Brown County has coordinated with participating Brown County communities and the WI Department of Agriculture, Trade and Consumer Protection in order to prepare an amended FPP which includes the 17 parcels; and

WHEREAS, it is desired to have the Brown County Board of Supervisors amend the current FPP by adding the 17 parcels to the FPP, and to adopt the amended FPP; and

WHEREAS, all statutory and other regulations have been complied with to date in order to enable the 17 parcels to be added to the FPP, including but not limited to the provision of a Class I Public Notice, the provision of a 30-day review period, and the holding of a Public Hearing on 09-06-2017.

NOW, THEREFORE, BE IT RESOLVED, that the Brown County Board of Supervisors hereby amends the current *2017-2027 Brown County Farmland Preservation Plan* by adding the 17 parcels described above, and pictured the attached four maps, to the current *2017-2027 Brown County Farmland Preservation Plan*, and hereby adopts plan as amended.

Respectfully submitted,

PLANNING, DEVELOPMENT AND
TRANSPORTATION COMMITTEE

Approved By:

_____
COUNTY EXECUTIVE

Date Signed: _____

Authored by: Planning and Land Services
Final Draft Approved by Corporation Counsel

Fiscal Note: This resolution does not require an appropriation from the General Fund.

DEPARTMENT OF ADMINISTRATION

Brown County

305 E. WALNUT STREET
P.O. BOX 23600
GREEN BAY, WI 54305-3600

PHONE (920) 448-4037 FAX (920) 448-4036 WEB: www.co.brown.wi.us

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: October 31, 2017

REQUEST TO: PD&T

MEETING DATE: November 27, 2017

REQUEST FROM: Chuck Lamine
Director of Planning and Land Services

REQUEST TYPE: ☒ New resolution ☐ Revision to resolution
☐ New ordinance ☐ Revision to ordinance

TITLE: Resolution adopting an amendment to the Brown County Farmland Preservation Plan for 2017.

ISSUE/BACKGROUND INFORMATION:

The amendment to the Farmland Preservation Plan is necessary to allow Brown County residents that wish to be included in the plan and to therefore be eligible for the WI Farmland Preservation Income Tax Credit.

ACTION REQUESTED:

Approval of the Resolution.

FISCAL IMPACT:

NOTE: *This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

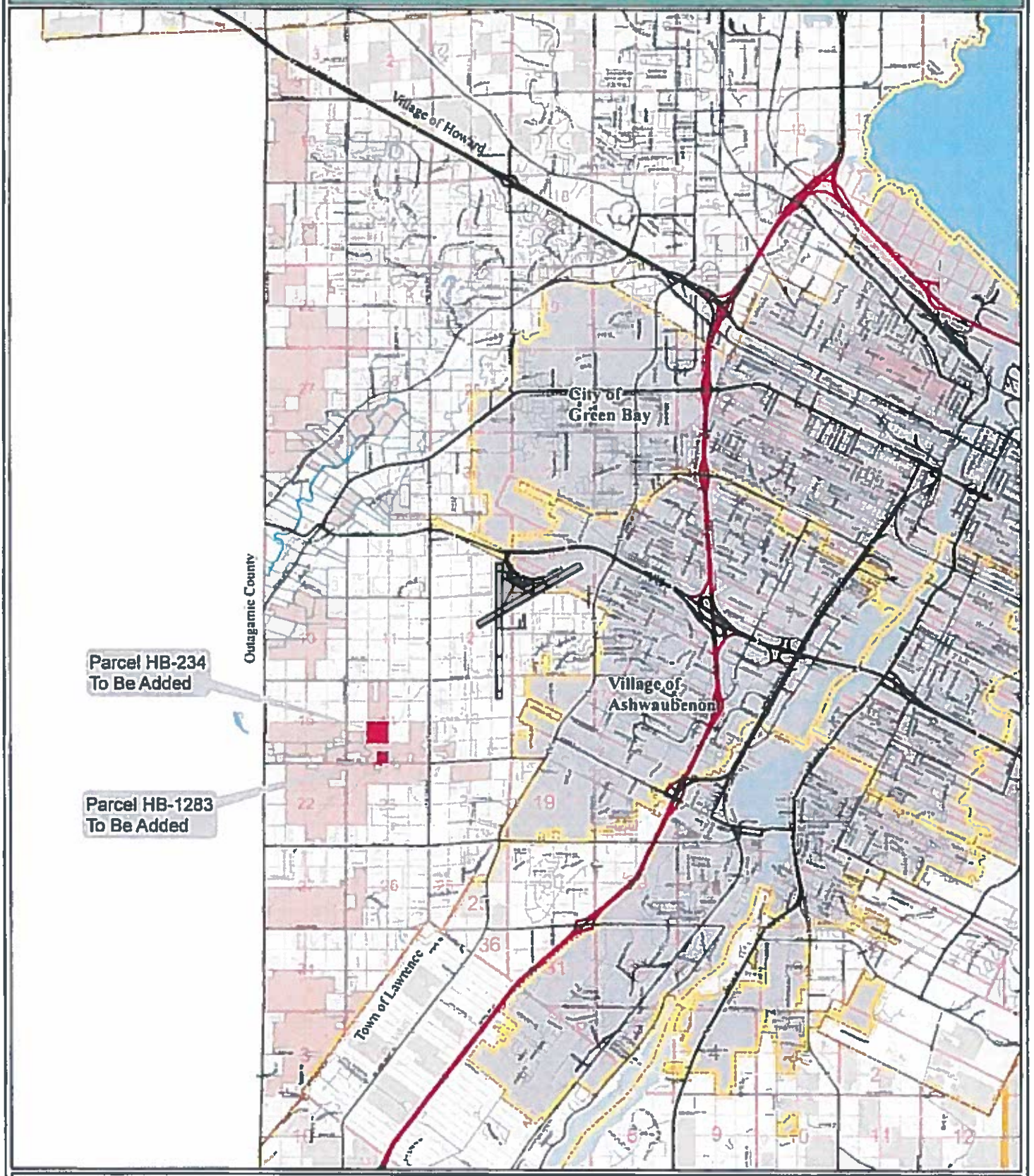
1. Is there a fiscal impact? ☐ Yes ☒ No
   a. If yes, what is the amount of the impact? $_____
   b. If part of a bigger project, what is the total amount of the project? $_____
   c. Is it currently budgeted? ☐ Yes ☒ No
      1. If yes, in which account? _____
      2. If no, how will the impact be funded? _____

☒ **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

Figure 7-31

Farmland Preservation Plan Map

Village of Hobart, Brown County, WI



Legend

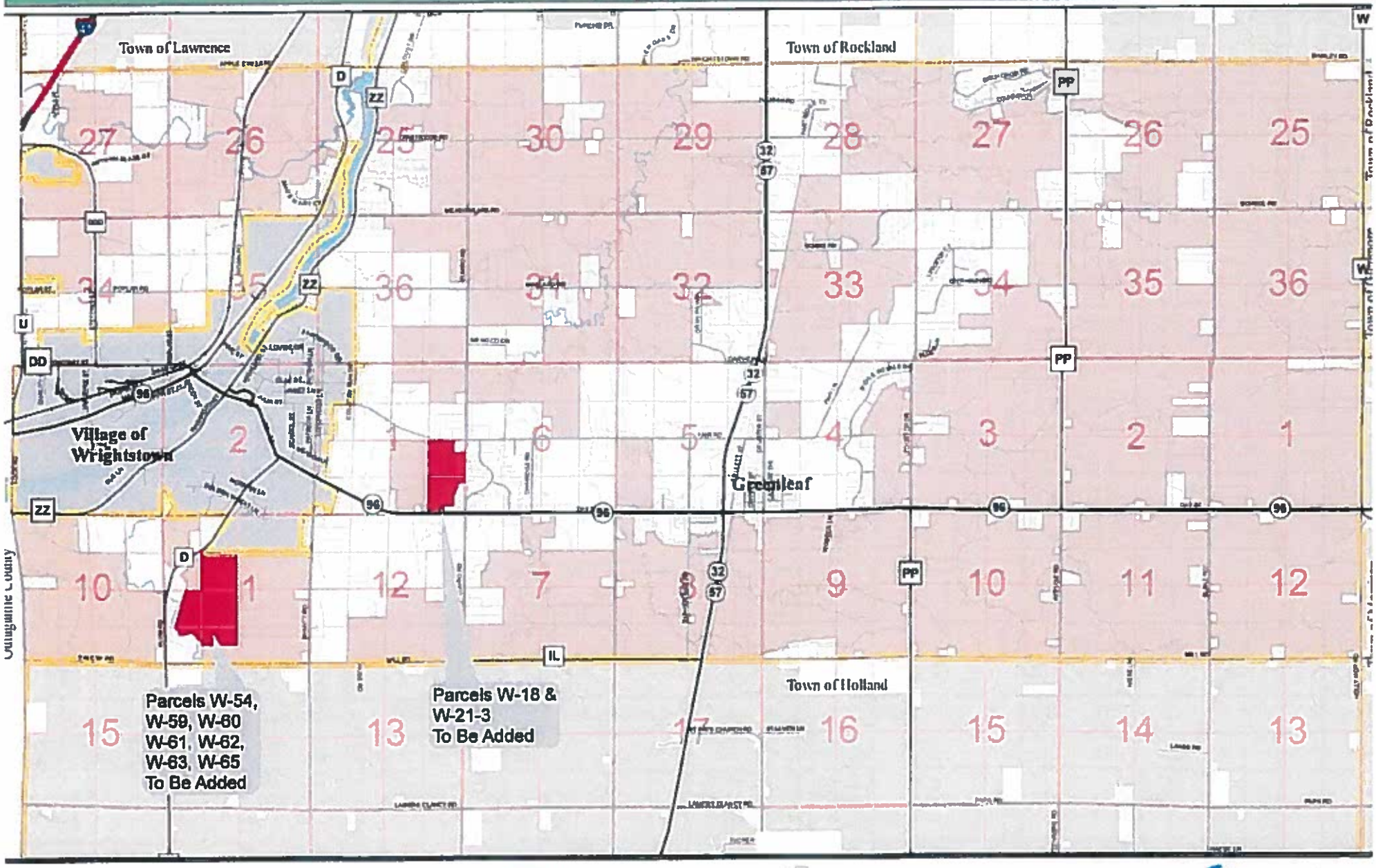
- Parcel to be added
- Non-Farmland Preservation Areas
- Municipal Districts
- Non-Participating Municipalities
- Farmland Preservation Areas
- TaxParcel
- Section Line
- Quarter Section Line
- County Highway
- Interstate Highway
- Local Road or Street
- State Highway
- U.S. / State Highway
- U.S. Highway
- Railroads
- Lakes, Ponds & Rivers
- Rivers & Streams

Source: Village of Hobart, Brown County Planning and Land Services, 9/26/2017

Figure 7.43

Farmland Preservation Plan Map

Town of Wrightstown, Brown County, WI



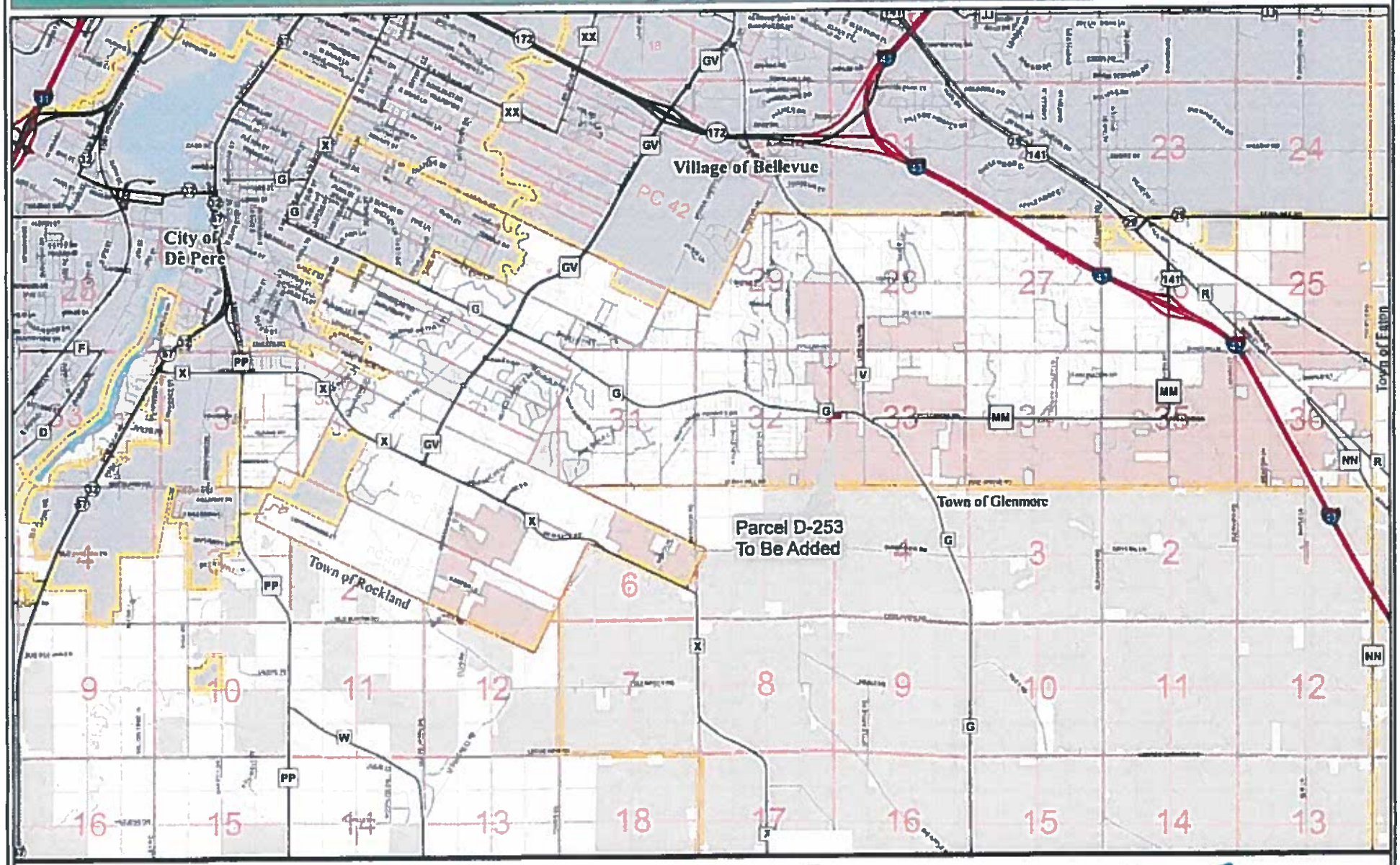
Legend

- Farmland Preservation Areas
- Non-Farmland Preservation Areas
- Parcel to be added
- Municipal Districts
- Non-Participating Municipalities
- TaxParcel
- Section Line
- Quarter Section Line
- County Highway
- Interstate Highway
- Local Road or Street
- State Highway
- U.S. / State Highway
- U.S. Highway
- Railroads
- Lakes, Ponds & Rivers
- Rivers & Streams

Figure 7-36

Farmland Preservation Plan Map

Town of Ledgeview, Brown County, WI

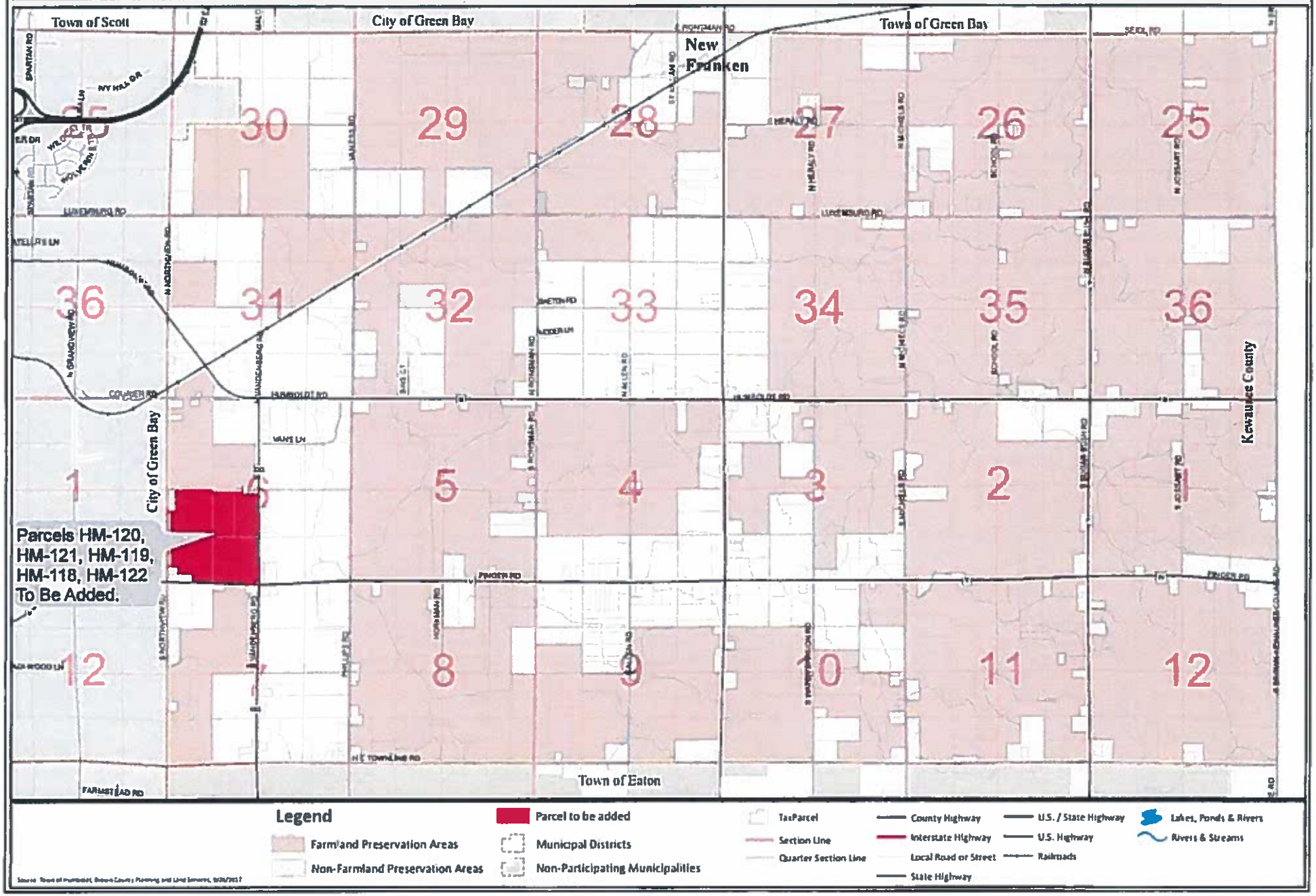


Source: Town of Ledgeview, Brown County Planning and Land Services, 8/29/2017

Figure 7-34

Farmland Preservation Plan Map

Town of Humboldt, Brown County, WI



December 13, 2017

TO THE HONORABLE CHAIRMAN AND MEMBERS
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

RESOLUTION AUTHORIZING AND DIRECTING APPLICATION FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT - HOUSING PROGRAM FOR SMALL CITIES

WHEREAS, Federal grant monies are available under the Wisconsin Community Development Block Grant housing program, administered by the State of Wisconsin, Department of Administration, Division of Housing, for the purpose of housing activities; and

WHEREAS, after public meeting and due consideration, the Brown County Planning, Development and Transportation Committee has recommended that an application be submitted to the State of Wisconsin for grant funding for projects benefitting low to moderate income persons within the 10-County Northeastern Wisconsin Region, including owner-occupied housing unit rehabilitation, rental housing unit rehabilitation and owner-occupied housing unit purchase down payment assistance; and

WHEREAS, it is desired that the Brown County Board of Supervisors approve of, authorize and direct the preparation and filing of an application for Brown County to receive said grant funds.

NOW, THEREFORE, BE IT RESOLVED, that the Brown County Board of Supervisors hereby approves of, authorizes and directs the preparation and filing of an application for grant funding for the above-named projects; and

BE IT FURTHER RESOLVED, that the Brown County Executive is hereby authorized and directed to sign any and all necessary documents on behalf of Brown County in regard to applying for said grant funding; and

BE IT FURTHER RESOLVED, that Brown County Planning and Land Services Department staff is hereby authorized and directed to take any and all steps necessary to prepare and submit the application for grant funding re this program and in accordance with this resolution.

Respectfully submitted,

ADMINISTRATION COMMITTEE

PLANNING, DEVELOPMENT AND
TRANSPORTATION COMMITTEE

Approved By:

_____
Troy Streckenbach,
COUNTY EXECUTIVE

Date Signed: _____

Authored by: Brown County Planning Commission

Approved by: Corporation Counsel

Fiscal Note: This resolution does not require an appropriation from the General Fund. This resolution seeks additional community Development Block Grant dollars for the County.

PLANNING COMMISSION

Brown County

305 E. WALNUT STREET, ROOM 320
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

CHUCK LAMINE, AICP
PLANNING DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: November 20, 2017

REQUEST TO: Planning, Development, and Transportation Committee; Administration Committee; County Board

MEETING DATE: 11-27-2017; 11-29-2017; and 12-13-2017

REQUEST FROM: Chuck Lamine
Planning and Land Services Department

REQUEST TYPE: ☒ New resolution ☐ Revision to resolution
☐ New ordinance ☐ Revision to ordinance

TITLE: Authorizing Submittal of Northeastern Region CDBG-Housing Small Cities Grant Application

ISSUE/BACKGROUND INFORMATION:

Since 2014, Brown County has administered a housing rehabilitation loan program for a 10-county region of Northeastern Wisconsin, funded by the State of Wisconsin's Community Development Block Grant (CDBG) Small Cities Housing Program. The program provides 0% interest, deferred payment loans to low-moderate income homeowners to fund repairs to their homes. Typical repairs include roofs, siding, windows, septic systems, wells, electrical, plumbing, and structural/foundation work. The loan is recorded as a mortgage on the home and is payable in full at such time as the home is no longer the principal place of residence of the applicant; typically when the home is sold. Repaid loans will be used to create a revolving loan fund. To date, the program has obligated funds for a total of 177 projects totaling $3.1 million in projects. The program pays for all administration and project costs, including a pro-rated portion of internal Brown County administrative chargebacks, and all or portions of salary/fringe for five PALS staff for their time spent on the program. The subject resolution authorizes submittal of a grant application to the Wisconsin Department of Administration to recapitalize the project fund for future years.

ACTION REQUESTED:

Approval of the subject resolution authorizing the submittal of a CDBG-Housing Small Cities Grant Application by Brown County Planning Commission staff.

FISCAL IMPACT:

NOTE: *This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

1. Is there a fiscal impact? ☐ Yes ☒ No
   a. If yes, what is the amount of the impact? $_____
   b. If part of a bigger project, what is the total amount of the project?
   c. Is it currently budgeted? ☐ Yes ☒ No
      1. If yes, in which account? If awarded, will be identified in 2018 and future budgets
      2. If no, how will the impact be funded? If awarded, grant covers all project and administrative expenses.

☒ **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

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17-85

BUDGET ADJUSTMENT REQUEST

Category	Approval Level
☐ 1 Reallocation from one account to another in the same level of appropriation	Dept Head
☐ 2 Reallocation due to a technical correction that could include: • Reallocation to another account strictly for tracking or accounting purposes • Allocation of budgeted prior year grant not completed in the prior year	Director of Admin
☐ 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation	County Exec
☐ 4 Any change in appropriation from an official action taken by the County Board (i.e., resolution, ordinance change, etc.)	County Exec
☐ 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts)	Admin Committee
☐ 5 b) Reallocation of more than 10% of the funds original appropriated between any of the levels of appropriation.	Oversight Comm 2/3 County Board
☐ 6 Reallocation between two or more departments, regardless of amount	Oversight Comm 2/3 County Board
☐ 7 Any increase in expenses with an offsetting increase in revenue	Oversight Comm 2/3 County Board
☒ 8 Any allocation from a department's fund balance	Oversight Comm 2/3 County Board
☐ 9 Any allocation from the County's General Fund	Oversight Comm Admin Committee 2/3 County Board

Justification for Budget Change:

Brown County has received Community Development Block Grant (CDBG) Funds since 1985 to provide economic development loans to businesses that create employment opportunities for Low to Moderate Income Individuals. Revenue from the repayment of these loans has been used to fund the Brown County Economic Development Revolving Loan Fund (ED-RLF) program. The ED-RLF program collects and records revenue for funds net of expenses for both the Economic Development and County RLF programs. During 2015-2017, the Wisconsin Department of Administration (WI DOA) was considering a cap increase for Brown County to expand the funds available for the ED-RLF program. Therefore, the program retained loan payments received above the cap as program revenue and transferred those funds into the restricted investment account. As of 2017, the investment fund has grown over $2.4M. In August of 2017, the WI DOA determined that they would not increase the cap and requested the "above the cap funds" be returned. The process to pay those funds back will require the reversing of revenue in 2017. Therefore, a decrease to the County and State loan revenue accounts will be recorded. Total payment to WI DOA is $1.4M and the fiscal effect calculated with current year activity is a decrease of $1M. Fiscal Effect: $(1,028,194)

Increase	Decrease	Account #	Account Title	Amount
☐	☒	250.066.069.4301	Federal Grant Revenue	$2,500,000
☐	☒	250.066.069.5800.200	Grant Expenditures Loans	$2,500,000
☐	☒	250.066.069.4301.700	Federal Grant Revenue Capital	$355,382
☐	☒	250.066.069.4600.140	Charges and Fees Service	$473,983
☐	☒	250.066.069.4900	Miscellaneous Revenue	$159,840
☐	☒	250.066.069.4915	Loan Interest	$36,989
☐	☒	250.3100.500	Restricted Sub. Yr Expenditures	$1,028,194

11/14/17

AUTHORIZATIONS

Signature of Department Head

Department: Planning & Land Services

Date: 11/14/17

Signature of DOA or Executive

Date: 11/16/17

Revised 2/3/17

Brown County - Zoning
Budget Status Report
August 31, 2017

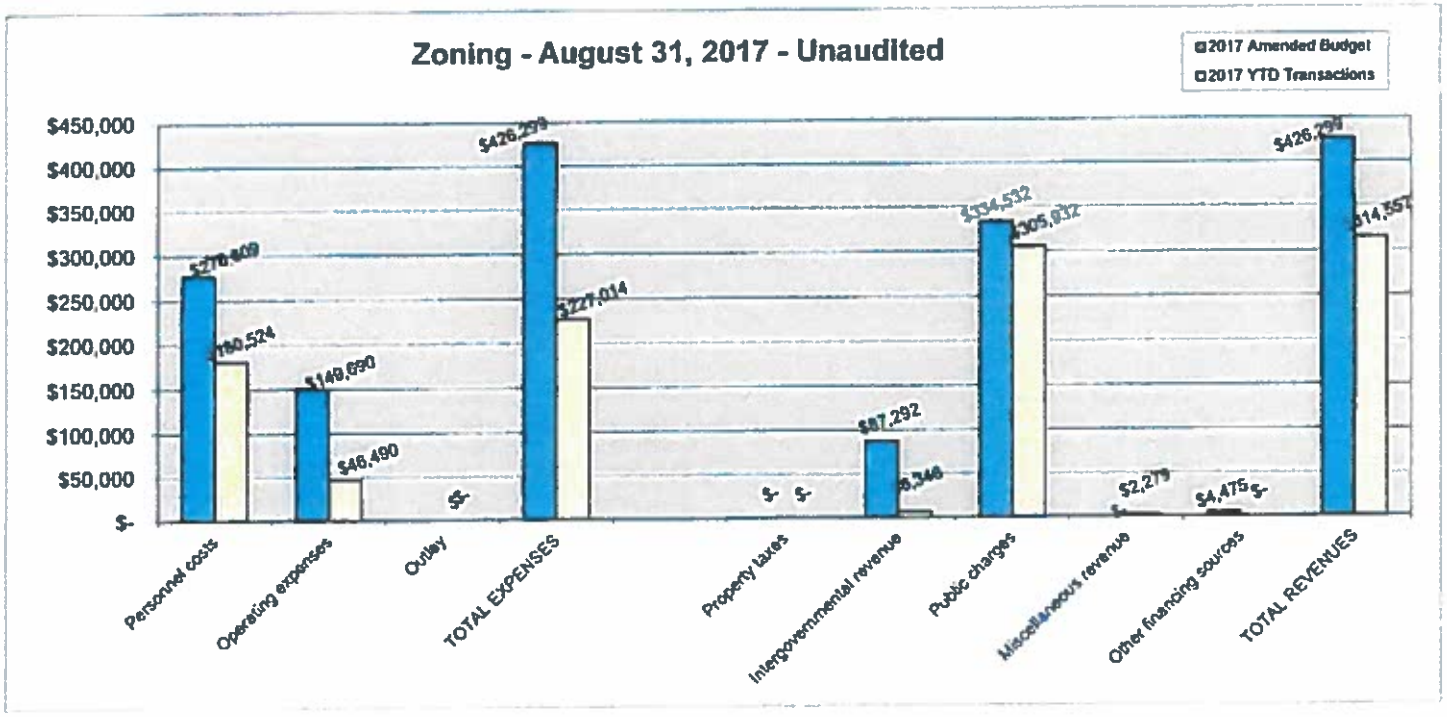
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 276,609	$ 180,524
Operating expenses	$ 149,690	$ 46,490
Outlay	$ -	$ -
TOTAL EXPENSES	$ 426,299	$ 227,014
Property taxes	$ -	$ -
Intergovernmental revenue	$ 87,292	$ 6,346
Public charges	$ 334,532	$ 305,932
Miscellaneous revenue	$ -	$ 2,279
Other financing sources	$ 4,475	$ -
TOTAL REVENUES	$ 426,299	$ 314,557

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 269,511	$ 180,237
Operating expenses	$ 147,268	$ 42,123
Outlay	$ -	$ -
TOTAL EXPENSES	$ 416,779	$ 222,360
Property taxes	$ -	$ -
Intergovernmental revenue	$ 86,044	$ 5,001
Public charges	$ 328,851	$ 309,589
Miscellaneous revenue	$ 500	$ 250
Other financing sources	$ 3,384	$ -
TOTAL REVENUES	$ 416,779	$ 314,840

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.



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Brown County - Zoning
Budget Status Report
September 30, 2017

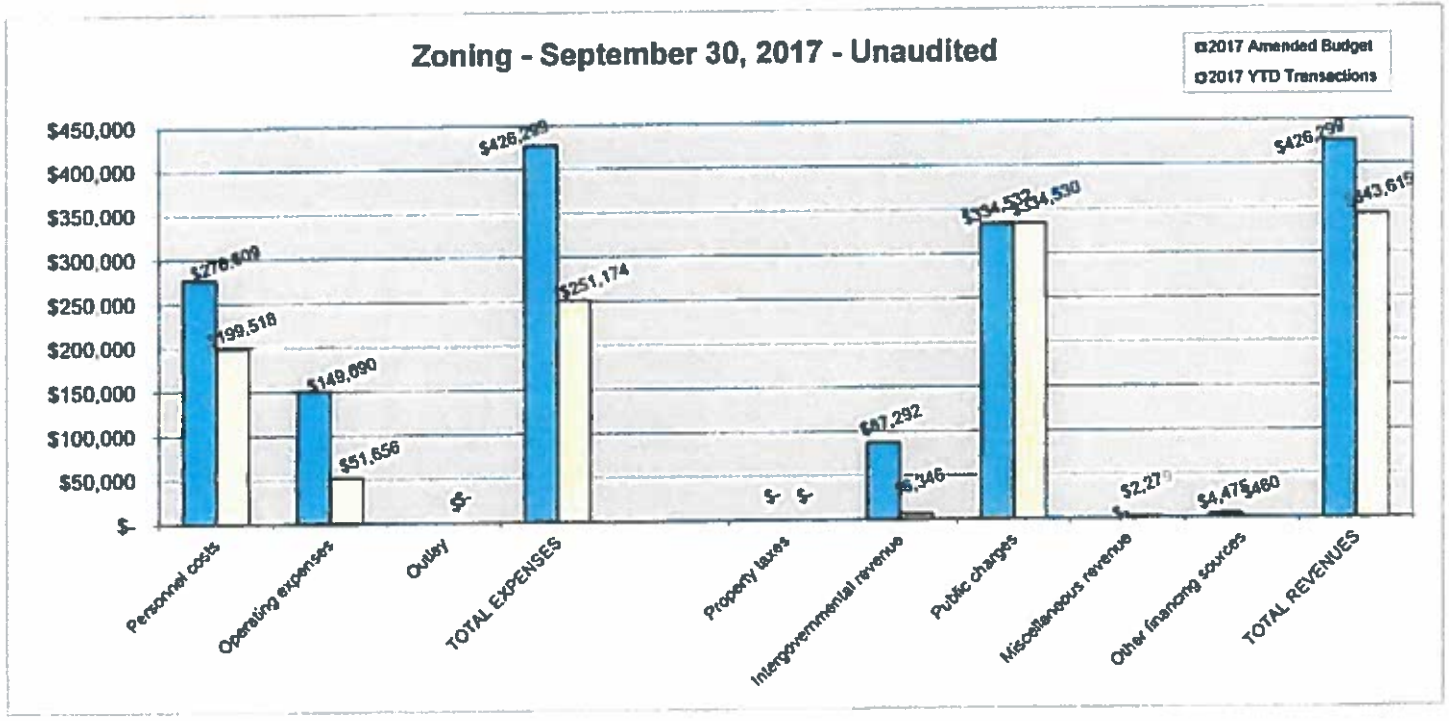
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 276,609	$ 199,518
Operating expenses	$ 149,690	$ 51,656
Outlay	$ -	$ -
TOTAL EXPENSES	$ 426,299	$ 251,174
Property taxes	$ -	$ -
Intergovernmental revenue	$ 87,292	$ 6,346
Public charges	$ 334,532	$ 334,530
Miscellaneous revenue	$ -	$ 2,279
Other financing sources	$ 4,475	$ 460
TOTAL REVENUES	$ 426,299	$ 343,615

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 269,511	$ 199,749
Operating expenses	$ 147,268	$ 46,422
Outlay	$ -	$ -
TOTAL EXPENSES	$ 416,779	$ 246,171
Property taxes	$ -	$ -
Intergovernmental revenue	$ 86,044	$ 5,001
Public charges	$ 328,851	$ 328,650
Miscellaneous revenue	$ 500	$ 250
Other financing sources	$ 3,384	$ -
TOTAL REVENUES	$ 416,779	$ 333,901

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.



Brown County - Zoning
Budget Status Report
October 31, 2017

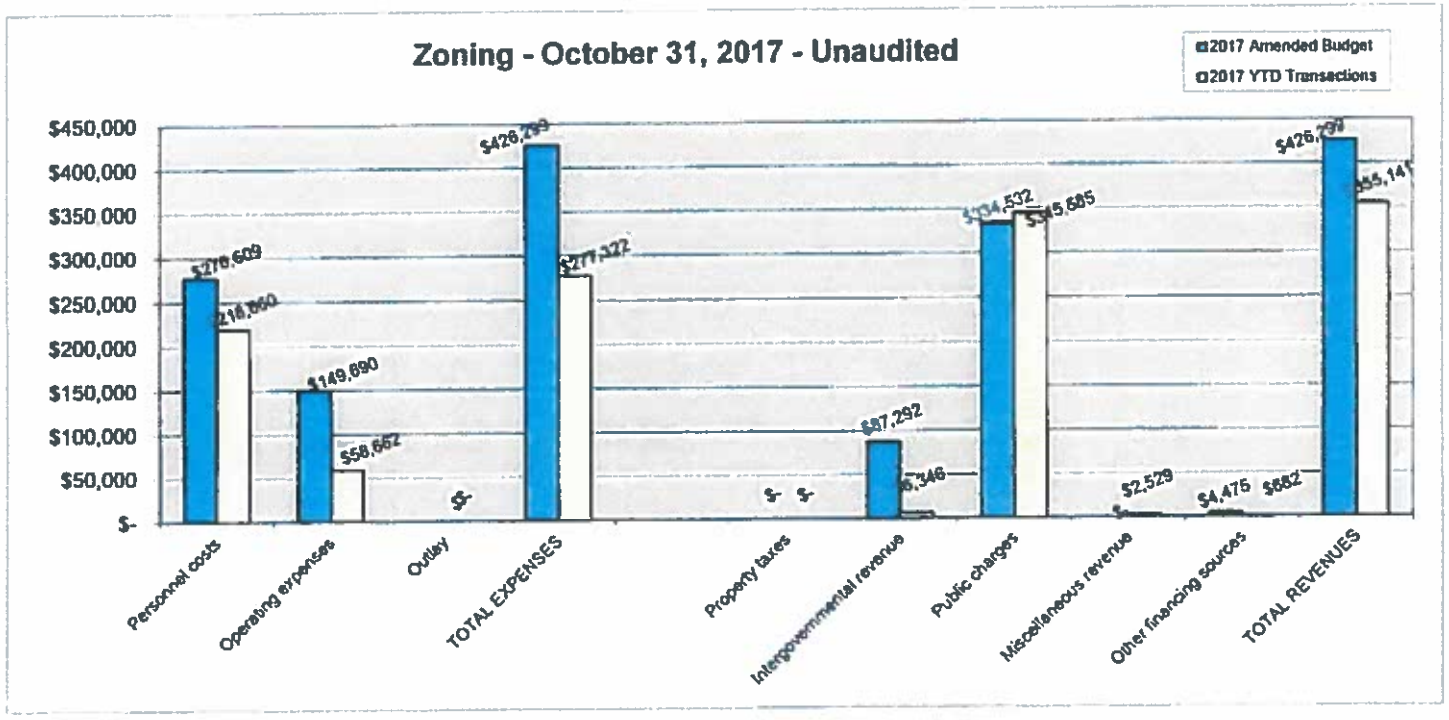
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 276,609	$ 218,660
Operating expenses	$ 149,690	$ 58,662
Outlay	$ -	$ -
TOTAL EXPENSES	$ 426,299	$ 277,322
Property taxes	$ -	$ -
Intergovernmental revenue	$ 87,292	$ 6,346
Public charges	$ 334,532	$ 345,585
Miscellaneous revenue	$ -	$ 2,529
Other financing sources	$ 4,475	$ 682
TOTAL REVENUES	$ 426,299	$ 355,141

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 269,511	$ 221,409
Operating expenses	$ 147,268	$ 51,101
Outlay	$ -	$ -
TOTAL EXPENSES	$ 416,779	$ 272,510
Property taxes	$ -	$ -
Intergovernmental revenue	$ 86,044	$ 5,001
Public charges	$ 326,851	$ 343,192
Miscellaneous revenue	$ 500	$ 250
Other financing sources	$ 3,384	$ -
TOTAL REVENUES	$ 416,779	$ 348,443

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.



Brown County - Property Listing
Budget Status Report
August 31, 2017

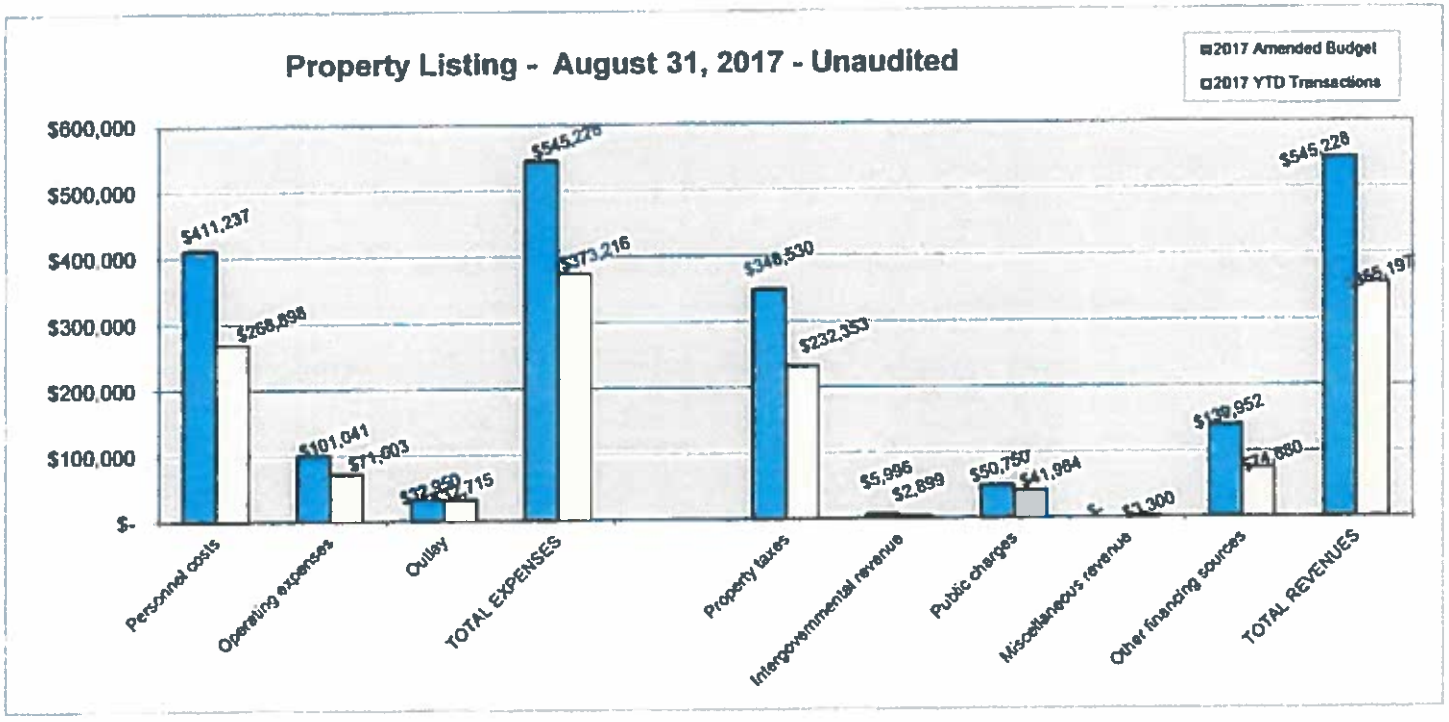
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 411,237	$ 268,898
Operating expenses	$ 101,041	$ 71,603
Outlay	$ 32,950	$ 32,715
TOTAL EXPENSES	$ 545,228	$ 373,216
Property taxes	$ 348,530	$ 232,353
Intergovernmental revenue	$ 5,996	$ 2,899
Public charges	$ 50,750	$ 41,964
Miscellaneous revenue	$ -	$ 3,300
Other financing sources	$ 139,952	$ 74,680
TOTAL REVENUES	$ 545,228	$ 355,197

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 417,131	$ 243,567
Operating expenses	$ 99,201	$ 69,744
Outlay	$ 32,950	$ -
TOTAL EXPENSES	$ 549,282	$ 313,310
Property taxes	$ 362,235	$ 241,490
Intergovernmental revenue	$ 12,000	$ 5,977
Public charges	$ 60,750	$ 45,003
Miscellaneous revenue	$ -	$ 62
Other financing sources	$ 114,297	$ 88,404
TOTAL REVENUES	$ 549,282	$ 380,936

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.



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Brown County - Property Listing
Budget Status Report
September 30, 2017

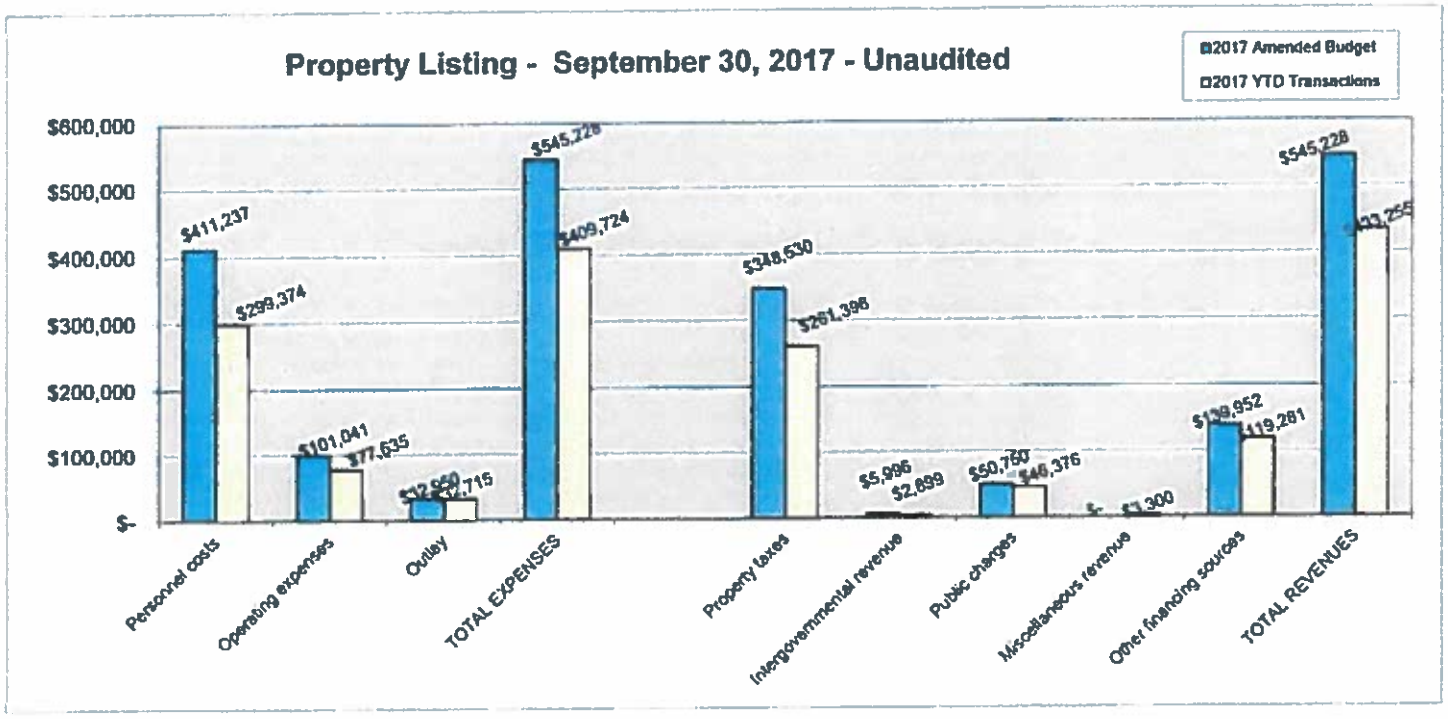
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 411,237	$ 299,374
Operating expenses	$ 101,041	$ 77,635
Outlay	$ 32,950	$ 32,715
TOTAL EXPENSES	$ 545,228	$ 409,724
Property taxes	$ 348,530	$ 261,398
Intergovernmental revenue	$ 5,996	$ 2,699
Public charges	$ 50,750	$ 46,376
Miscellaneous revenue	$ -	$ 3,300
Other financing sources	$ 139,952	$ 119,281
TOTAL REVENUES	$ 545,228	$ 433,256

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 417,131	$ 274,266
Operating expenses	$ 99,201	$ 75,903
Outlay	$ 32,950	$ -
TOTAL EXPENSES	$ 549,282	$ 350,169
Property taxes	$ 382,235	$ 271,676
Intergovernmental revenue	$ 12,000	$ 5,977
Public charges	$ 60,750	$ 50 080
Miscellaneous revenue	$ -	$ 62
Other financing sources	$ 114,297	$ 94,122
TOTAL REVENUES	$ 549,282	$ 421,917

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.



17

Brown County - Property Listing
Budget Status Report
October 31, 2017

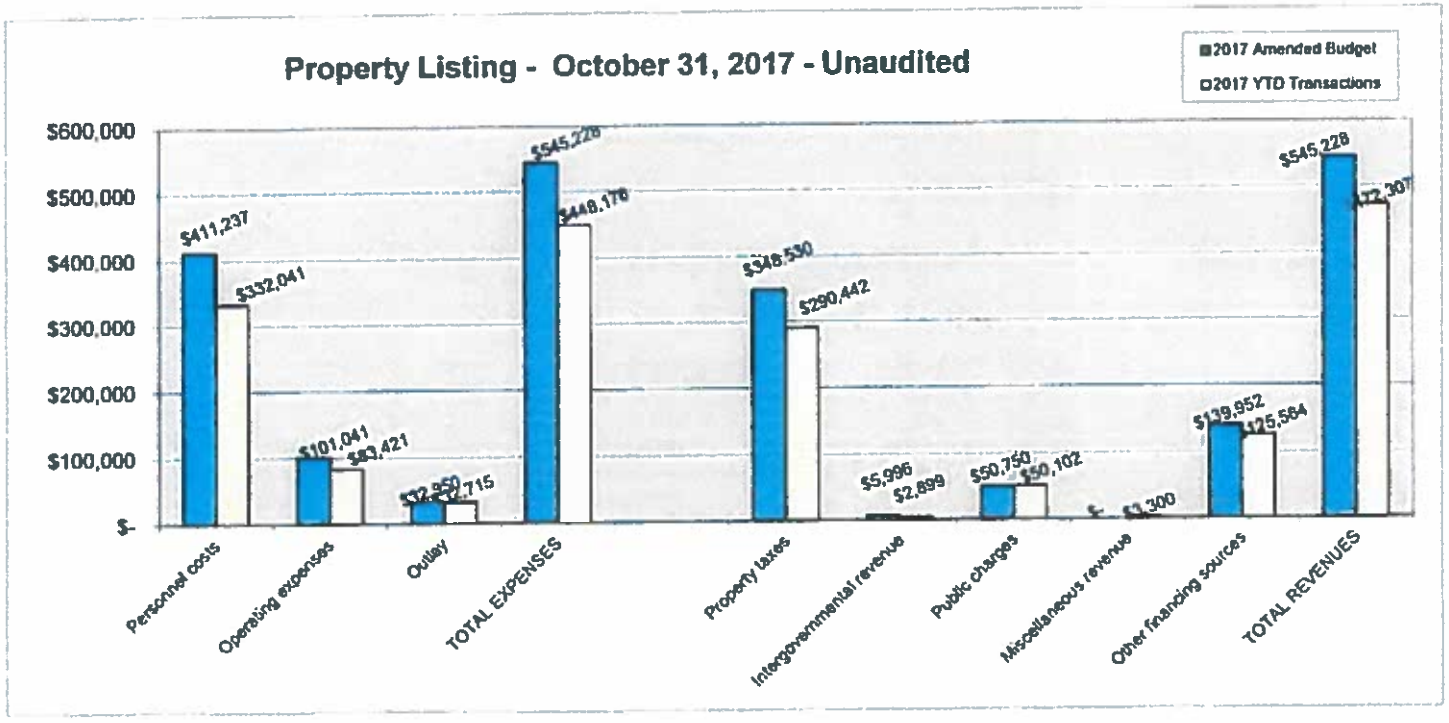
	2017 Amended Budget	2017 YTD Transactions
Personnel costs	$ 411,237	$ 332,041
Operating expenses	$ 101,041	$ 83,421
Outlay	$ 32,950	$ 32,715
TOTAL EXPENSES	$ 545,228	$ 448,178
Property taxes	$ 348,530	$ 290,442
Intergovernmental revenue	$ 5,996	$ 2,899
Public charges	$ 50,750	$ 50,102
Miscellaneous revenue	$ -	$ 3,300
Other financing sources	$ 139,952	$ 125,564
TOTAL REVENUES	$ 545,228	$ 472,307

	2016 Amended Budget	2016 YTD Transactions
Personnel costs	$ 417,131	$ 306,834
Operating expenses	$ 99,201	$ 81,651
Outlay	$ 32,950	$ -
TOTAL EXPENSES	$ 549,282	$ 388,485
Property taxes	$ 362,235	$ 301,863
Intergovernmental revenue	$ 12,000	$ 5,977
Public charges	$ 60,750	$ 54,751
Miscellaneous revenue	$ -	$ 62
Other financing sources	$ 114,297	$ 105,071
TOTAL REVENUES	$ 549,282	$ 467,723

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.



Brown County
Airport
Budget Status Report
October-17

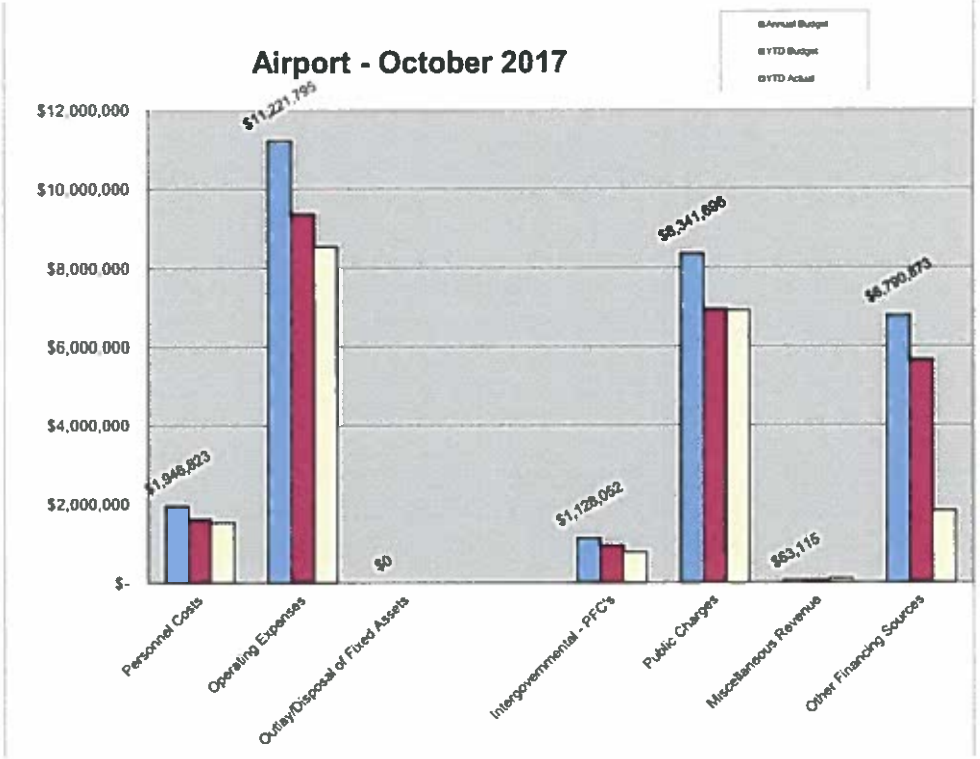
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	$1,946,823	$1,622,353	$1,525,421
Operating Expenses	$11,221,795	$9,351,496	$8,528,821
Outlay/Disposal of Fixed Assets	$0	$0	$0
Intergovernmental - PFC's	$1,128,052	$940,043	$781,971
Public Charges	$8,341,696	$6,951,413	$6,921,193
Miscellaneous Revenue	$63,115	$52,596	$101,226
Other Financing Sources	$6,790,873	$5,659,061	$1,815,826

HIGHLIGHTS

Expenses are currently about $900,000 under budget year-to-date. Last winter ice storms put grounds costs over budget, while utilities, equipment & building repairs are well under budget.

Public Charges & Miscellaneous Revenue are at or higher than budget. PFC's are off a bit due to fewer passengers, & grant funds are lower due to late construction.

Thru Oct	Pax On	% (+/-)
2017	244,323	-4.2%
2016	255,113	



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BROWN COUNTY
GREEN BAY AUSTIN STRAUBEL INT'L AIRPORT

Departmental Openings Summary
To: Planning, Development & Transportation Committee
From: Airport

11/20/2017

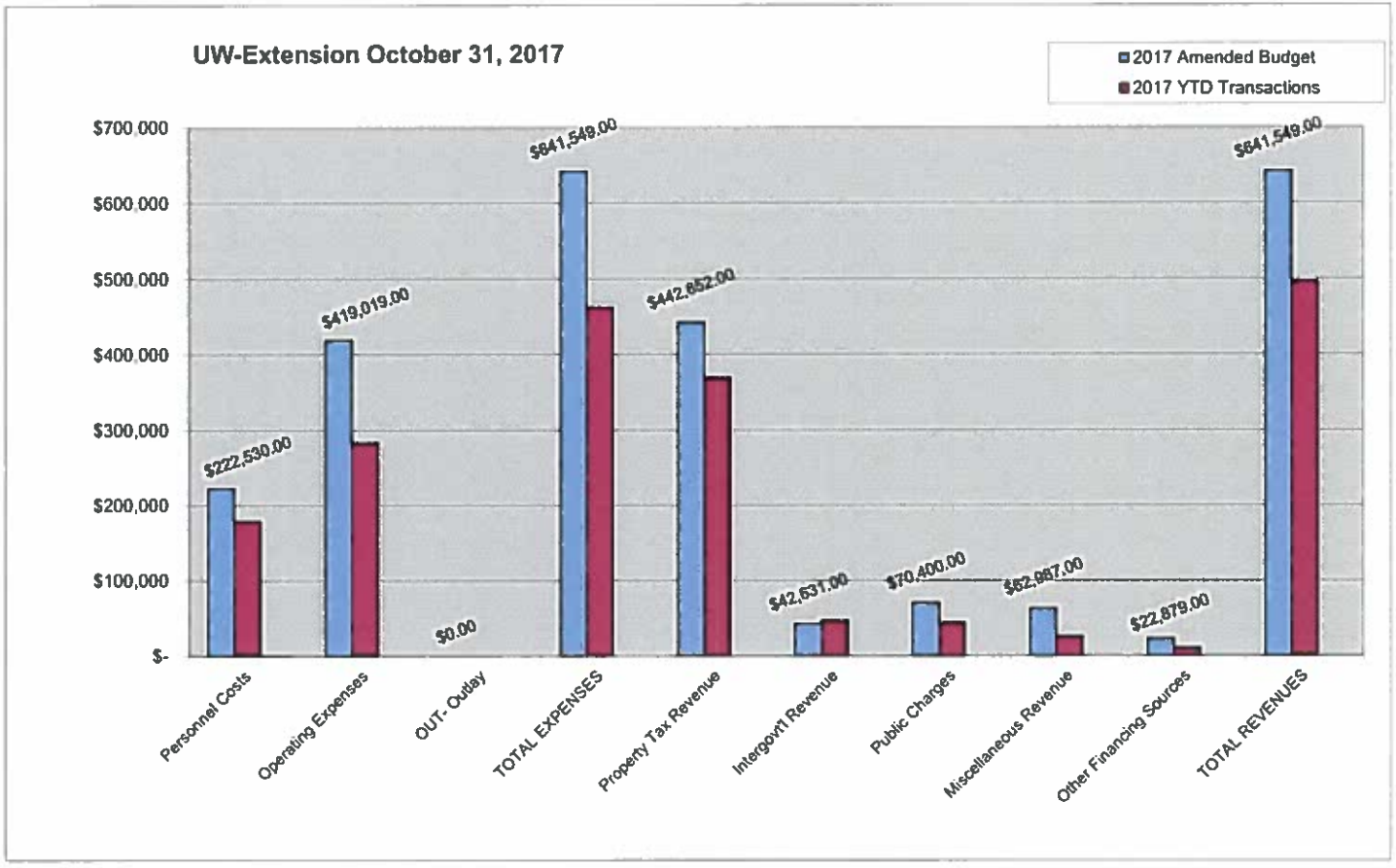
Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
Maintenance Mechanic	11/20/2017	Employee accepted the Airport Buildings & Grounds position	Fill	Request to fill submitted to HR on 11/10/17, awaiting posting.

Brown County UW-Extension

October 31, 2017

	2017 Amended Budget	2017 YTD Transactions
Personnel Costs	$222,530.00	$178,565.13
Operating Expenses	$419,019.00	$283,424.81
OUT- Outlay	$0.00	$0.00
TOTAL EXPENSES	**$641,549.00**	**$461,989.94**
Property Tax Revenue	$442,652.00	$368,876.70
Intergovt'l Revenue	$42,631.00	$46,894.86
Public Charges	$70,400.00	$44,219.59
Miscellaneous Revenue	$62,987.00	$25,717.24
Other Financing Sources	$22,879.00	$10,848.29
TOTAL REVENUES	**$641,549.00**	**$496,556.68**

	2016 Amended Budget	2016 YTD Transactions
Personnel Costs	$260,372.00	$218,391.55
Operating Expenses	$383.99	$385,481.72
OUT- Outlay	$25,000.00	$30,771.00
TOTAL EXPENSES	**$675,460.00**	**$634,644.27**
Property Tax Revenue	$427,768.00	$427,768.00
Intergovt'l Revenue	$61,604.00	$63,482.28
Public Charges	$80,849.00	$54,979.93
Miscellaneous Revenue	$43,506.00	$31,226.40
Other Financing Sources	$61,733.00	$56,774.29
TOTAL REVENUES	**$675,460.00**	**$634,230.27**



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December 13, 2017

TO THE HONORABLE CHAIRMAN AND MEMBERS
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentleman:

RESOLUTION AUTHORIZING
THE PURCHASE AND SALE OF REAL ESTATE

WHEREAS, Brown County has a need for a future landfill space, and Brown County has already acquired significant parcels of land for the purpose of creating a future landfill site; and

WHEREAS, approximately 154 acres of suitable land adjacent to the future landfill site is available for purchase, and Brown County desires to purchase said land at fair market value as determined by an appraiser; and

WHEREAS, Brown County currently owns approximately 358 acres of less-suitable land that is not adjacent to the future landfill site, Brown County desires to sell said land, and Brown County has a purchaser interested in purchasing said land at fair market value as determined by an appraiser; and

WHEREAS, the land desired to be sold and the land desired to be purchased both contain wooded and agricultural land; and

WHEREAS, this purchase and sale would result in Brown County owning sufficient property to secure the future landfill needs of Brown County; and

WHEREAS, it is anticipated that there will be a net surplus of funds resulting from selling said 358 acres, and from buying said 154 acres, and it is desired that said net surplus

of funds be placed in the Port and Resource Recovery Department's Resource Recovery Property Acquisition Fund.

NOW, THEREFORE, BE IT RESOLVED that the Brown County Board of Supervisors hereby authorizes its administrative and any other necessary staff and/or officials to all take such municipal and other acts as are necessary to buy and sell the property/acreage referred to above for fair market value as determined by an appraiser, and upon such terms and conditions deemed to be appropriate by Brown County Officials and Corporation Counsel, and hereby further directs that any net surplus funds resulting from the above described purchase and sale of land be placed in the Port and Resource Recovery Department's Resource Recovery Property Acquisition Fund.

Fiscal Note: The resolution does not require an appropriation from the General Fund.

Respectfully submitted,

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

EXECUTIVE COMMITTEE

Approved By:

_____
TROY STRECKENBACH
COUNTY EXECUTIVE

Date Signed: _____

Authored by Corporation Counsel
Final Draft Approved by Corporation Counsel's Office

PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

2561 SOUTH BROADWAY
GREEN BAY, WI 54304

PHONE: (920) 492-4950 FAX: (920) 492-4957

DEAN HAEN
DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: September 19, 2017

REQUEST TO: Planning, Development and Transportation Committee; and Executive Committee

MEETING DATE: September 25, 2017; October 9, 2017; November 27, 2017; and December 13, 2017.

REQUEST FROM: Dean R. Haen, Director

REQUEST TYPE: x New resolution ☐ Revision to resolution
☐ New ordinance ☐ Revision to ordinance

TITLE: Resolution Authorising the Purchase and Sale of Real Estate

ISSUE/BACKGROUND INFORMATION: Selling approximately 358 acres in exchange for acquiring 154 acres of land.

ACTION REQUESTED:
Approval

FISCAL IMPACT:
NOTE: *This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.*

Is there a fiscal impact? X Yes No

a.If yes, what is the amount of the impact? Net Positive Effect of $1.5-$2M in proceeds

b. If part of a bigger project, what is the total amount of the project? South Landfill is a $300M project

c. Is it currently budgeted? ☐ Yes x☐No

1. If yes, in which account? Resource Recovery Property Acquisition Fund

2. If no, how will the impact be funded?

X **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

AGREEMENT BETWEEN BROWN COUNTY AND OUTAGAMIE COUNTY

Brown County and Outagamie County, both of which are bodies corporate, enter into the following Agreement:

WHEREAS, Brown County and Outagamie County are currently parties to the BOW "Intergovernmental Solid Waste Disposal Agreement for Brown, Outagamie, and Winnebago Counties," ("BOW Agreement") signed in 2001, and

WHEREAS, Section 3 of the BOW Agreement establishes a review of both the cooperative landfill plan and the Agreement itself "during the fourteenth (14th) year of the initial term or ten years before the Brown County South Municipal landfill is expected to reach capacity," and

WHEREAS, Brown County is currently the Defendant in Brown County Court Case No. 2015CV1688, which concerns a contract between Brown County and the plaintiff in that case, Fox River Fiber Company, LLC, and

WHEREAS, that contract requires Brown County to transport sludge from the Fox River Fiber plant to the Outagamie County Landfill, and

WHEREAS, Brown County and Fox River Fiber have discussed a potential resolution of 2015CV1688, which would involve an amendment of their existing contract, and

WHEREAS, in the course of developing the following Agreement, Brown County and Outagamie County have consulted with representatives of Winnebago County, and

WHEREAS, Brown County and Outagamie County understand that Winnebago County supports the terms of the following Agreement and is willing to participate in its terms as appropriate,

NOW, THEREFORE, in consideration of the mutual covenants contained in this Agreement, the above-named parties agree as follows:

1. Outagamie County shall accept up to 50,000 tons per year of Fox River Fiber sludge at the Outagamie County Northeast Regional Landfill, subject to Paragraph 3 of this Agreement.

2. Outagamie County shall charge Brown County $2.50 per ton of the sludge accepted under Paragraph 1 of this Agreement, subject to Paragraph 3 of this Agreement.

3. Outagamie County shall accept the amount of Fox River Fiber sludge in Paragraph 1 of this Agreement, and shall apply the rate in Paragraph 2 of this Agreement, until the date on which the Outagamie County Northeast Regional Landfill reaches its final capacity.

4. Brown County shall transport no more than 1,000 tons of Fox River Fiber sludge to the Outagamie County Northeast Regional Landfill in a single week.

2

5. Brown County and Outagamie County shall cooperate in good faith to develop a regular schedule for Brown County's transportation of the Fox River Fiber sludge to the Outagamie County Northeast Regional Landfill. In developing this schedule, Brown County and Outagamie County shall strive to optimize the use of the sludge as alternative daily cover. Brown County and Outagamie County shall consider the operational aspects of the Landfill and the inherent variables which Brown County faces in transporting the sludge. Once finalized, this schedule shall be in writing, and it shall bind both Brown County and Outagamie County. In addition to any other scheduling terms agreed to by Brown County and Outagamie County, this schedule shall incorporate the weekly limitation stated in Paragraph 4 of this Agreement.

6. Brown County and Outagamie County agree to commence a review of the BOW cooperative landfill plan ("CLP") no later than 30 days after the date on which this Agreement is signed by both Parties. Brown County and Outagamie County agree to fully participate in this review. The obligations of this Paragraph and the following Paragraphs 7-11 are contingent upon Winnebago County also agreeing to participate, which agreement the parties hereto have reason to believe will be forthcoming.

7. As part of the review stated in Paragraph 6 of this Agreement, Brown County and Outagamie County agree to hire and pay for a third party to review the CLP. Costs of the third party review will be shared among Brown County, Outagamie County and Winnebago County.

8. The goals of the review stated in Paragraph 6 of this Agreement shall include: (a) Validation of the existing BOW Agreement's benefit to the Counties and their customers to date; (b) Development and analysis of various options for future development of BOW landfill disposal facilities beyond the current plan; (c) A review of the current terms of the BOW Agreement as they relate to landfill succession planning, and; (d) Identification of any improvements, items requiring resolution, or additional information necessary to facilitate approval of an extension of the existing BOW CLP.

9. Brown County and Outagamie County shall also ask the third party stated in Paragraph 7 of this Agreement to analyze the option of Outagamie County continuing its term as the "receiving county" beyond the life of the Outagamie County Northeast Regional Landfill. Brown County and Outagamie County further agree to analyze any and all cost-effective management options, including Outagamie County continuing its term as the "receiving county." If, upon review of the third party as set forth in Paragraph 8, circumstances warrant exercise of this option, then Brown County and Outagamie County will agree to exercise this option as part of the continuing CLP. Factors to be considered in determining

whether to exercise the option of Outagamie County continuing its term as the "receiving county" beyond the life of the Outagamie County Northeast Regional Landfill shall include, but not be limited to, cost-effectiveness to the BOW counties as a whole and constituent service objectives.

10. Brown County and Outagamie County shall hire Foth Infrastructure and Environment, LLC and Schenck SC, as the third parties to conduct the analysis as stated in Paragraphs 6 and 7 of this Agreement. If Foth and/or Schenck is unavailable, Brown County and Outagamie County shall mutually agree upon an alternate third party to conduct the analysis.

11. Brown County and Outagamie County shall, in good faith, commit to utilizing the BOW Diversion Technology Committee to explore alternative greener solutions, applications, and diversion efforts for sludge-type material. Brown County and Outagamie County shall also work together to improve the operational use of sludge-type material in current and future BOW landfill facilities through a more comprehensive, blended-airspace-management approach. This approach would look to better manage both the supply side and operational use of alternative daily cover in a manner which enhances the alternative daily cover to municipal solid waste thresholds, including consideration and application of other cover technologies in order to enhance long-term air space availability and provide for the municipal solid waste needs of BOW residents.

12. This Agreement constitutes the full and complete understanding and entire agreement between the Parties as to the subject matter addressed herein. This Agreement incorporates no other documents unless the terms of the Agreement expressly do so. It shall supersede all prior agreements or understandings, whether oral or written, between the Parties with respect to the subject matter addressed herein. This Agreement may not be modified, amended, or discharged orally. Any modification, amendment, or discharge of this Agreement must be in writing and signed by both Parties.

13. If, during the term of this Agreement, the above-referenced sludge-transportation contract between Brown County and Fox River Fiber terminates, then the obligations stated in Paragraphs 1, 2, 3, 4, and 5 of this Agreement shall cease as of the date of that termination. All other terms of this Agreement shall survive, subject to Paragraph 14 of this Agreement.

14. This Agreement shall terminate on the latest to occur of the following: (a) the date on which the Outagamie County Northeast Regional Landfill reaches its final capacity; or (b) the date on which all terms stated in Paragraphs 6, 7, 8, 9, and 10 are fulfilled and the BOW parties have agreed to, and executed, an extension of the BOW CLP. This Agreement shall also terminate if either Brown County or Outagamie County ceases its participation in the current, or any subsequently-modified, BOW Agreement.

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15. If any provision of this Agreement is deemed by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and such remainder would then continue to conform to the requirements of applicable law.

IN WITNESS HEREOF, the parties have executed this Agreement as of

10/30, 2017.

BROWN COUNTY:

By: _____
Troy Streckenbach
Brown County Executive

October 26, 2017.
-PMT

OUTAGAMIE COUNTY:

By: _____
Thomas Nelson
Outagamie County Executive

APPROVED AS TO FORM

Patrick M. Taylor
Assistant Corporation Counsel
Outagamie County
Date Approved: 10-26-17

25

3rd AMENDMENT

SLUDGE DISPOSAL AGREEMENT

BETWEEN

FOX RIVER FIBER AND BROWN COUNTY

This Third Amendment, is incorporated into and made part of the Sludge Disposal Agreement entered into on the 21st day of December 2005, between Fox River Fiber Company, LLC ("Fox River") and Brown County, Wisconsin ("Brown County"), through its Port and Solid Waste Department, which department in 2013, was renamed "Port and Resource Recovery." Hereinafter Fox River and Brown County may be referred to in the singular as "Party" or in the plural as "Parties."

RECITALS

WHEREAS, Fox River and Brown County entered into a Sludge Disposal Agreement on December 21, 2005, which said Agreement was for paper mill sludge from Fox River Fiber which sludge was restricted to be beneficially utilized as Alternative Daily Cover ("ADC") material, within the Brown, Outagamie and Winnebago ("BOW") regional landfill system, or within other landfills with Fox River's prior written approval; and,

WHEREAS, said original Agreement was amended by letter dated March 30, 2006 increasing the quantity of ADC to more than 70,000 tons per year, not less than One Thousand Three Hundred Fifty (1,350) tons during each calendar week remaining in said calendar year: and,

WHEREAS, said original Agreement was amended again by letter dated October 23, 2008, establishing fuel surcharges and limiting any increase to the Processing Fee to no more than two percent (2%) for any year; and,

WHEREAS, the Parties now find that based on the original Agreement and amendment requirements that the sludge must be beneficially utilized, it is now necessary to amend the original Agreement in this Third Amendment to the original Agreement and two prior letter amendments.

NOW THEREFORE, in consideration of the mutual covenants and promises contained herein, the Parties agree as follows:

1. **RECITALS:** The above recitals are true, correct and incorporated herein.

2. **AMENDMENTS.** This Third Amendment shall supersede the terms in the original Agreement dated December 21, 2005, and the two letter amendments from March 30, 2006 and October 23, 2008, where applicable. In all other respects, all the terms and conditions in the December 21, 2005 Agreement and the previous two amendment letters where the

terms of said documents are not affected by this Third Amendment shall remain in full force and effect. The Amendments shall be as follows:

A. **ALLOWABLE ADC AT OUTAGAMIE COUNTY LANDFILL**

1. As of the effective date of this Amendment, Fox River and Brown County will limit sludge deliveries to the Outagamie County landfill to 50,000 tons/year, not to materially exceed 1,000 tons in any given week (the "Tonnage Limit"). So long as Fox River complies with the annual limit, delivery of amounts in excess of the weekly limit which do not significantly increase the burden or expense to Brown County shall be deemed immaterial. Fox River shall notify Brown County at the earliest practicable opportunity if for any reason its delivery of sludge may exceed 1,000 tons per week. Brown County and Fox River agree to cooperate and devote best efforts to comply with the 1,000 ton weekly delivery schedule. In the event a situation warrants an increase to the weekly delivery schedule, Fox River, Brown County and the Regional Landfill Operation shall work cooperatively to minimize any adverse impact to the regional landfill system.

B. **TERMINATION. The original Agreement shall also be amended** under section 13. adding the following:

1. Brown County may terminate this Agreement immediately if legally prohibited from using sludge for ADC. If Brown County is legally required to reduce use of sludge for ADC, Brown County and Fox River agree to negotiate in good faith to further amend the Agreement in order to comply with such legal requirement. This section shall not apply if the inability to use sludge for ADC is implemented by or at the behest of Brown County, Outagamie County, or Winnebagoo County.

25

IN WITNESS WHEREFORE, the undersigned have set their hands and seals the day and year set forth below.

Dated this 25 day of October, 2017. Dated this 2nd day of October, 2017.

BROWN COUNTY

Troy Streckenbach
County Executive

FOX RIVER FIBER COMPANY, LLC

Greg Archambault, Executive
President and CEO

2

FILED
10-30-2017
Clerk of Circuit Court
Brown County, WI
2015CV001688

STATE OF WISCONSIN : CIRCUIT COURT : BRANCH 4 : BROWN COUNTY

FOX RIVER FIBER COMPANY, LLC,

Plaintiff,

v. Case No. 15CV1688

BROWN COUNTY,

Defendant.

Case Type: Other - Contracts
Case Code: 30303

ORDER FOR DISMISSAL

Pursuant to the parties' Stipulation,

IT IS HEREBY ORDERED that the above-captioned action is dismissed, without prejudice, without costs to any party and without further notice or hearing.

Dated this 30th day of October, 2017

BY THE COURT:
Electronically signed by Kendall Kelley
Circuit Court Judge

2

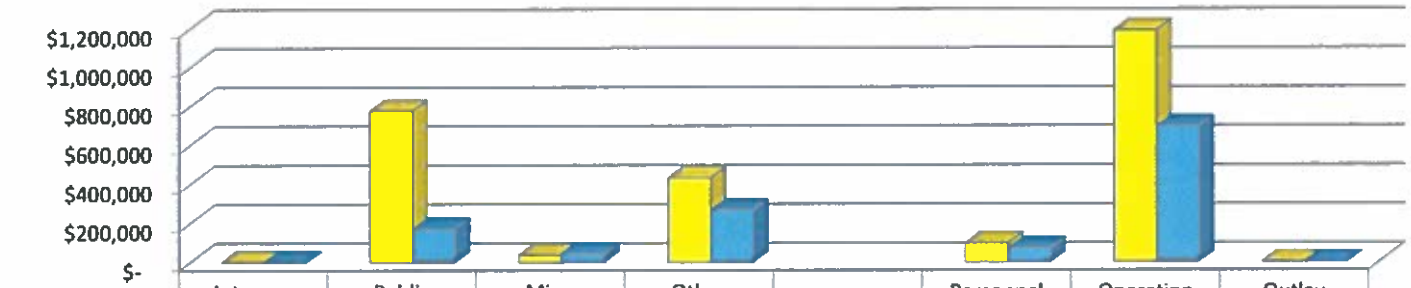
Brown County Port & Resource Recovery Department
Port Area Budget Status Report
September 30, 2017

		Annual Budget	YTD Actual	YTD %	YTD Total
Revenue	Intergov Revenue	$ -	$ -	-	
	Public Charges	$ 775,620	$ 169,891	22%	
	Misc. Revenue	$ 37,000	$ 44,394	120%	
	Other Financing Sources	$ 431,523	$ 268,023	62%	
				Total	$ 482,307.73
Expenses	Personnel Costs	$ 96,274	$ 70,557	73%	
	Operating Expenses	$ 1,187,247	$ 693,500	58%	
	Outlay	$ 1,334	$ 1,334	100%	
			Total		$ 765,391.15

Comments

The largest budget item under Public charges is dredged material tipping fees. Dredging will occur in fall, but will be less than budgeted. Misc. Revenue is interest earned and includes the market valuation on a specific day. Variation is the change in market value not actual cash value. Other Financing Sources is the transfer in from Harbor 217 (Corps Public Charges) to Port General that will occur as an actual amount upon closure of the fiscal year by Finance (estimated at $107,000). Operating Expenses will be under budget. Only 50% of cell 5 at Bay Port was excavated because of the warm winter.

Port - September 30, 2017



	Intergov Revenue	Public Charges	Misc. Revenue	Other Financing Sources		Personnel Costs	Operating Expenses	Outlay
Annual Budget	$-	$775,620	$37,000	$431,523		$96,274	$1,187,247	$1,334
YTD Actual	$-	$169,891	$44,394	$268,023		$70,557	$693,500	$1,334

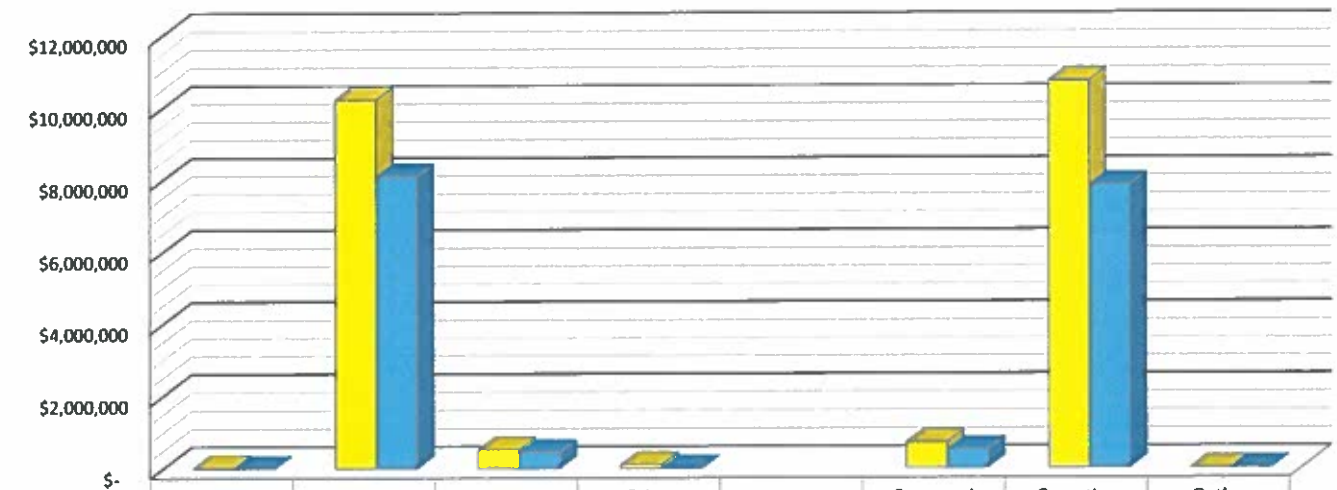
Brown County Port & Resource Recovery Department
Resource Recovery Area Budget Status Report
September 30, 2017

		Annual Budget	YTD Actual	YTD %	YTD Total
Revenue	Intergov Revenue	$ 19,695	$ -	0%	
	Public Charges	$ 10,225,586	$ 8,093,938	79%	
	Misc. Revenue	$ 514,500	$ 429,887	84%	
	Other Financing Sources	$ 92,864	$ -	0%	
					$ 8,523,825
Expenses	Personnel Costs	$ 708,255	$ 504,906	71%	
	Operating Expenses	$ 10,717,778	$ 7,828,686	73%	
	Outlay	$ (6,000)	$ -	-	
					$ 8,333,592

Comments

Intergovernmental Revenue difference reflects a HHW grant of $19,695 to be received by year's end. Misc. Revenue is interest earned and includes the market value on a specific day. Variations is the change in market value not actual cash value. Other Financing revenue is the estimated Gas-to-Energy profit after expenses. Actual to be determined at year's end.

Resource Recovery - September 30, 2017



	Intergov Revenue	Public Charges	Misc. Revenue	Other Financing Sources		Personnel Costs	Operating Expenses	Outlay
Annual Budget	$19,695	$10,225,586	$514,500	$92,864		$708,255	$10,717,778	$(6,000)
YTD Actual	$-	$8,093,938	$429,887	$-		$504,906	$7,828,686	$-

Port and Resource Recovery Department
Director's Report
November 27, 2017

Outagamie County/FRF – A settlement agreement has been executed with Outagamie County and an amendment to contract with Fox River Fiber has also been executed. Court action has been dismissed.

Renard Island – A Committee is working on the end-use of the island. $40-60,000 in local funding is secured for use as the 60/40 match of a WI Coastal Management Grant. Grant submitted November 1 application for waterfront development planning. Grant submitted November 2017.

Contract Extension – PFM Financials contract has been extended per the terms of the agreement for two additional years based on recommendation of Brown County Treasurers Office.

Bylsby Ave Property – GLC Minerals currently leases 4.6 acres of the 12.6 acre property. GLC Minerals are interested in leasing the own property under similar terms and conditions for the next 10 years. Agreement being drafted.

BC Organics, LLC Anaerobic Digester – Terms and conditions are being negotiated for leasing 40 acres of real estate parcel in town of Holland for project. Clarification letter sent to Town that real estate parcel is not on landfill property and not governed by host community agreement. At the request of the Town and area farmers, Brown County agreed to evaluate the feasibility to exit the landfill property in the southwest corner.

South Landfill – In continued preparation of submitting a new Plan of Operation, a wetland delineation was recently completed and forwarded to DNR for concurrence. A 2-year groundwater monitoring RFQ was awarded to Badger Laboratories and Engineering for $45,601.

2016 BOW Audit and 3rd Quarter 2017 Recycling Activity completed. BOW audit prepared by Schenck and accepted by all three County finance departments. Recycling Facility is forecasting processing more than 110,000/tons and with higher commodity pricing Brown County should receive $1M in proceeds in 2017.

Open Position From
Port and Resource Recovery Department

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason