

Board of County Commissioners of Lincoln County
Agenda for September 8, 2021

- 9:00 Call to order and Pledge of Allegiance
- 9:00 Public Hearing on a request from the Rotary Club of Limon, Colorado, for a Malt, Vinous and Spirituous Liquor Special Events Permit for October 2, 2021, at 53036 Hwy 71, Limon, Colorado
- 10:00 Public Hearing to review and act upon Proposed Resolution #1049, a resolution to amend and clarify the Lincoln County, County Road Standards and Road Policy
- 11:00 Jeremiah Higgins, Lincoln County Assessor, to present an update on the assessed valuation for Lincoln County
- 11:30 Mark McMullen, Principal Manager with American Environmental Consulting, LLC, to discuss the Waste Characterization and Acceptance Plan for the Lincoln County Landfill
1. Approve the minutes from the August 30, 2021, meeting
 2. Review the employee timesheets for County Administrator Jacob Piper, Land Use Administrator Fred Lundy, Weed Control Coordinator Patrick Leonard, Office of Emergency Management Director Ken Stroud, Landfill Manager Allen Chubbuck, and Public Health Director Kelly Meier
 3. Review the monthly management report from the First National Bank of Omaha
 4. Review and act upon a credit limit change request for Andrew Lorensen, Lincoln County Coroner
 5. Review and act upon letters of award for the Lincoln County CVRF Small Business Grant Program – Second Round
 6. Discuss the policy for sick leave regarding quarantines from COVID-19 exposure/contraction
 7. County Commissioner reports
 8. County Attorney's report
 9. County Administrator's report
 10. Old Business
 11. New Business
 12. Approve Expense Vouchers

The Board of Lincoln County Commissioners met at 9:00 a.m. on September 8, 2021. The following attended: Chairman Steve Burgess, Commissioners Doug Stone and Ed E. Schifferns, County Administrator Jacob Piper, County Attorney Stan Kimble, and Clerk to the Board Corinne M. Lengel. Eastern Colorado Plainsman and Limon Leader editor Will Bublitz attended until noon.

Charlie Kendrick, Delon Fox, and Gary Lewman were also there when Chairman Burgess called the meeting to order and asked Mr. Kimble to lead the Pledge of Allegiance.

The Board conducted a public hearing on a request from the Rotary Club of Limon for a Malt, Vinous, and Spirituous Liquor Special Events Permit for the annual mouse races on October 2, 2021. No one else attended the hearing other than those mentioned above.

Mr. Kendrick introduced Delon Fox and informed the group that he was taking over his position as president of the rotary. Mr. Kendrick planned to stay on as the secretary/treasurer. He also said the proceeds from the mouse races would go toward the Eastern Colorado Veterans War Memorial.

Mr. Stone moved to approve the Special Events Permit for the Rotary Club of Limon annual mouse races. Mr. Schifferns seconded the motion, which carried unanimously.

After Mr. Kendrick and Mr. Fox left, Gary Lewman told the group that Lincoln County was worse per capita regarding COVID-19 cases than Los Angeles, California, and LA had a mask mandate. Mr. Burgess said the commissioners wouldn't mandate mask-wearing again, and Mr. Lewman said if the trend continued, it would overwhelm the hospital. He asked that the commissioners try and find a way to encourage people to get the vaccine.

Mr. Lewman's other point of discussion regarded his observation that roads in Colorado were not as smooth as those in Wyoming and Oregon. The commissioners told him it had to do with funding and that he should talk to the state highway engineer since they had no say in the matter. Mr. Stone commented that the commissioners always mention the county's state highway problems whenever they meet with CDOT.

Mr. Lewman said he would stay and listen to the Road Policy hearing, so Mr. Burgess moved to other agenda items.

Mr. Schifferns moved to approve the minutes from the meeting held on August 31, 2021, as submitted. Mr. Stone seconded the motion, which carried unanimously.

The Board reviewed employee timesheets for the administrator, land use administrator, emergency manager, and weed control coordinator. Mr. Stone noted that Patrick Leonard seemed to have an excess of overtime, and when Mr. Piper looked at the timesheet, he said Mr. Leonard might have figured his hours at time-and-a-half. He added that he shouldn't have because Mr. Leonard is an exempt employee as a department head, but Mr. Piper would check

the personnel policy to make sure. He would also talk to Mr. Leonard. The commissioners asked Mr. Piper to have Mr. Leonard meet with them at the next meeting to provide a report for the weed department.

As the Board reviewed the monthly management report from the First National Bank of Omaha at 9:30 a.m., Dale Bode, Raymond Enderson, and Steve Monks arrived for the 10:00 a.m. public hearing.

The commissioners discussed a credit limit change to the coroner's county credit card, Mr. Piper explaining that all of Mr. Lorensen's deputies had to complete training every five years, which was why he needed the increase. Mr. Schifferns moved to approve the credit limit increase from \$2,000 to \$3,500 on Andrew Lorensen's coroner credit card. Mr. Stone seconded the motion, which carried unanimously.

The Board reviewed the second round of CVRF Small Business Grant Program applicants approved by the grant committee. Mr. Piper said that seven of the businesses that hadn't applied the first time would receive \$9,700, whereas the other eight businesses would get \$4,700. The total distribution was \$105,500, and Mr. Piper said that minus the money saved back for the touchless drinking fountains, it would clear out the account.

Mr. Stone moved to approve the expenditure of \$105,500 from the COVID Relief Funds for the CVRF Small Business Grant Program. Mr. Schifferns seconded the motion, which carried unanimously. The commissioners signed the letters for the grant committee.

The Board discussed the sick leave policy regarding COVID-19 exposure and contraction quarantines. Mr. Burgess said he might have misspoken at the last meeting when he told Mr. Lorensen that employees wouldn't have to use their sick or annual leave if vaccinated. Mr. Piper said the commissioners changed the policy back to the way it was before the pandemic. However, he wondered if they needed to readdress it since cases are increasing again, and several county employees have tested positive. When the vaccines were new, COVID-19 patients didn't have to quarantine if they'd gotten the shot, but that's no longer the case. Mr. Piper felt that if the county public health nurse mandates quarantine, the commissioners might want to reconsider their decision. If so, Public Health Director Kelly Meier should provide a note to the quarantined employee's department head, letting them know how long the quarantine should last. Mr. Piper could see where it might be a problem for larger families if the employee had to remain quarantined while the virus passed through their whole family. Mr. Schifferns asked what other counties were doing, but Mr. Piper didn't know. Mr. Burgess said it might incentivize employees to get the vaccine if the commissioners instituted the policy that they wouldn't have to use sick or vacation time if they were quarantined but vaccinated. Mr. Kimble offered to put the question on the List Serve, so Mr. Burgess tabled further discussion until the next meeting.

At 10:00 a.m., the Board conducted a public hearing to review and act on a proposed resolution to amend and clarify the Lincoln County Road Standards and Road Policy. Attending the

hearing were Dale Bode, Raymond Enderson, Jeremiah Higgins, Gary Lewman, Steve Monks, Linda Ashmore, Sheriff Tom Nestor, and Undersheriff Gordon Nall. The clerk recorded the hearing.

Mr. Burgess opened the hearing, and Mr. Kimble explained that the county adopted a Road Policy and updated the County Road Map in 2014. Although it referred to the old order outlined in the resolution, the road policy wasn't clear as to the county's position regarding section lines. Since then, litigation between landowners caused the commissioners to take the position that section lines were not public roads. When the road policy was adopted back in 1902 by order of the Elbert County Commissioners, it was for counties to establish a county road system. Then in 1953, the state required that counties adopt a road system and a county road map. It becomes an issue now when a landowner sells, or someone buys property, and they determine the road they have isn't as convenient as using the section line. The county took the position in the litigation that it wouldn't recognize section line roads unless the county had a public purpose to make them part of the county road map. It wouldn't apply to private roads or those established by a prescriptive easement, compensation, or other lawful reason. Mr. Kimble said the Board felt it was in the county's best interest to open section line roads when it served a legitimate public purpose and wanted to amend the road policy to match the position the commissioners took during the litigation. He explained that the county couldn't amend the policy without a public hearing and adequate publication, which occurred in the last two weeks. In the future, the commissioners would like for parties entering into purchase agreements to look at whether or not they have access to the property they planned to buy. If not, the parties should deal with it through compensation or means other than using section lines as road access.

Mr. Burgess asked for comments from the audience, and Gary Lewman stated that the commissioners should amend the policy to include a sunset clause so that the county would review it every ten or twenty years.

Steve Monks felt that amending the road order meant the county would give up its right to use the section lines in the future. He also stated that many farmers and ranchers rely on the two-track trails to access their land. Amending the policy would severely limit their access, which suggested the county might find itself in more litigation in the future. Mr. Monks went on to say that the sheriff's concern was that city people would come out and "run up and down the section lines," but based on the number of years he'd been living here, he felt it unlikely.

Dale Bode said they have numerous hunters who come out and drive right through their fields, even though he tells them to stay off the property. Game wardens will write tickets, but the hunters don't know where the section lines are, nor are there road signs to follow. He added that it was wise to keep the section lines open in case the county wanted to open a road on them in the future.

Sheriff Nestor commented that if the section lines were closed to the public, it would better enable his department to charge people with trespassing. He added that if someone were

indeed on a landowner's property without permission, the sheriff's deputies could definitely cite them for trespassing.

Mr. Monks added that closing the section lines was such a bad idea that Elbert County just reinstated theirs.

Raymond Enderson felt closing the section lines was a good idea, noting that the county could always go back and reopen them at any time. He added that it would give residents something to follow if the commissioners set a precedent or baseline.

Mr. Kimble stated that the county was reserving the use of section line roads. He was concerned that even doing so, there might be a contest from a landowner who disagreed if there hadn't been overt action from the county to open a road before. Reserving a section line road saves the county money if the commissioners decided a highway-type road needed establishing. State statute, or the county road authority, cites that the county can open a road wherever it wants; it just has to pay for it. So, if the county were to open a road, it would have to pay both landowners, unless it was a development, in which case the developer would pay.

Mr. Monks said that if the landowner didn't agree or accept the county's offer, the county would have to take condemnation action. He asked if the commissioners wanted to condemn county property all the time as a matter of public policy. He said the county already had the easement, and it should preserve it in some way. Mr. Kimble said that was what the resolution was doing, reserving it for the county. Mr. Monks argued that if they amended the road order to match it, there would have to be a developed road, and he felt the county gave up its right to put in a road with the resolution.

Mr. Burgess said Mr. Lewman had suggested adding a sunset clause to the resolution, but Mr. Kimble said the commissioners had the authority to change it whenever they wanted to, so he felt it wasn't necessary.

Mr. Monks said Elbert County passed a resolution reinstating the original order, and he felt a court challenge might be a problem because they gave a property right back to the landowner. So, if they were trying to take it back, it would be construed as a taking. He felt Lincoln County would be in the same position with the new order if they tried to reverse it. Mr. Kimble said the county might be in that position anyway if it tried to open a section line road one way or the other. Mr. Monks said the county was giving up a valuable right by amending the policy, and Mr. Kimble argued that he tried to word the resolution so that the county kept those rights. Mr. Monks felt they were amending the original order. He said their policy could be a policy, and the resolution could state the policy, but when they modified the road order, they were doing the same thing because they were tying it to the resolution. Mr. Kimble said the county was reinterpreting what the order should say.

Dale Bode asked if the county had to buy the property before building a road or if it could put one in wherever the commissioners wanted and not pay for it. Mr. Kimble responded that if it

were a section line road, the county would have a right to put a road in without paying for it as long as it served legitimate public use. He added that he's always argued in court that if everyone thinks they can go up a section line, the sheriff will be busy, which happens with hunters and oil people.

Mr. Monks asked the sheriff how many times they'd caught someone using a section line last year that actually broke the law. Sheriff Nestor told him they constantly get calls, especially during hunting season, but don't keep stats unless they cite someone for trespassing. GPS didn't exist when section lines were established, so now the sheriff hears many disagreements among landowners about where the section lines actually are. He said they usually tell the hunters to leave because neither landowner wants them on the property, which happens about ten times a year.

Mr. Monks said it would take away people's rights to reach their property, adding that he has twelve hundred acres with no access, and taking that away for ten calls a year didn't make sense.

Jeremiah Higgins commented the GIS industry had made it so that farmers could plant crops right up to the edge of the field using GPS. He said when you drive a two-track, at least one of the tracks would be in the field, meaning loss of production.

Mr. Enderson said he'd farmed here all his life, and he'd never had an issue on a two-track because it boiled down to respect for the other guy's property.

Mr. Stone moved to close the public hearing, and Mr. Schifferns seconded the motion, which carried unanimously.

Mr. Stone moved to adopt a resolution amending and clarifying the Lincoln County Road Standards and Road Policy. Mr. Schifferns seconded the motion, which carried unanimously.

At a regular meeting of the Board of County Commissioners of Lincoln County, Colorado, held in Hugo, Colorado on September 8, 2021, there were present:

Steve Burgess, Chairman	Present
Douglas D. Stone, Vice Chairman	Present
Ed E. Schifferns, Commissioner	Present
Stan Kimble, County Attorney	Present
Corinne Lengel, Clerk of the Board	Present
Jacob Piper, County Administrator	Present

When the following proceedings, among others, were had and done, to-wit:

RESOLUTION #1049 It was moved by Commissioner Stone and seconded by Commissioner Schifferns to adopt the following resolution:

A RESOLUTION TO AMEND AND CLARIFY THE LINCOLN COUNTY, COUNTY ROAD STANDARDS AND ROAD POLICY

WHEREAS, the Board is given the authority and discretion to lay out, alter, or discontinue any road running into or through Lincoln County and also to perform such other duties respecting the roads as may be required by law, pursuant to C.R.S. 30-11-107(1)(h); and

WHEREAS, the Lincoln County Board of Commissioners, hereinafter referred to as the “Board”, adopted the Lincoln County Road Standards and Road Policy, hereinafter referred to as the “Road Policy” on October 30, 2014, by Resolution No. 892, which Policy is applicable to the Lincoln County Road Map, hereinafter referred to as the “County Map”, most recently adopted on October 30, 2014, by Resolution No. 891; and

WHEREAS, the Board has determined that an amendment of the Road Policy is required to clarify and state the Board’s position concerning an Order passed by the Board of County Commissioners of Elbert County, Colorado, on May 2, 1902, and recorded on March 27, 1911, applicable to Lincoln County, Colorado; and

NOW BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF LINCOLN COUNTY, COLORADO:

Section 1. Title One of the Road Policy, titled Historical Overview, is hereby deleted in its entirety.

Section 2. Title One of the Road Policy shall henceforth be as follows:

I. SECTION LINE ROADS

On July 8, 1887, property now located in Lincoln County, but at that time located in Elbert County, was made subject to an Order of the Board of County Commissioners of Elbert County concerning public highways. The Order, which was subsequently certified by the Elbert County Clerk on May 2, 1902, and recorded on March 27, 1911, at Reception No. 11122, of the records of the Elbert County Clerk and Recorder, stated, as follows:

“Whereas, by an act of the General Assembly of the State of Colorado, approved April 7, 1885, it is provided that the Commissioners of the County may, at any regular meeting, by an order of the Board, declare any section or township line on the public domain, a public highway. Now, therefore, in accordance with said act, it is ordered by the Board of County Commissioners, that each and all of the section lines, as well as those running north and south and those running east and west in all that part of Elbert County lying east of the line between ranges fifty-nine and sixty west, be and they and each and all of them are hereby declared to be public highways.”

The Lincoln County Commissioners assert that the purpose of the original Act, referred to above, was to allow the County to develop a county road system, and not to allow private landowners to travel over their neighbors' property if there was no overriding public purpose. Lincoln County used the Act, up to the time of the Act's repeal in 1953, to establish a county road system in Lincoln County. At the time that the above Act was repealed, the state law required the counties to establish a county highway system. C.R.S. 43-2-108. This Road Policy continues the intent of Lincoln County that new roads will not be opened unless there is a clear public interest in doing so.

Any section line which does not, as of the date of this Policy, reflect an actual constructed road will not be considered to be a public road as governed by this Policy. Section line roads that have been created or constructed by agreement, adverse possession, or other lawful means may not be recognized as a county road unless so reflected on the County Map. Section lines that do not have an actual constructed road are reserved easements for the benefit of and use by the public, if so deemed and constructed under the authority of the Board of County Commissioners. Lincoln County will not enforce any public right to traverse a section line that does not involve a constructed road that is reflected on the Lincoln County Map. It is the County's position that the public has no legal right to use an undeveloped section line until the road has been developed and accepted into the road system as reflected on the County Map, or the road is otherwise legally established for public use by adverse possession or other statutory or legal right.

The County Order of May 2, 1902, is herein amended and clarified accordingly.

The opening, creation of, regulation of, and vacating of county roads may be accomplished as set forth in this road policy.

Upon roll call the vote was:

Commissioner Burgess, yes; Commissioner Stone, yes; Commissioner Schiffers, yes.

The Chairman declared the motion carried and so ordered.

Board of County Commissioners
of Lincoln County

ATTEST:

Clerk of the Board

LINCOLN COUNTY
COUNTY ROAD STANDARDS
AND ROAD POLICY

1. Section Line Road
2. Current Overview
3. County Road Districts
4. Designation of County Roads by Classification
 - a. Primary County Roads
 - b. Secondary County Roads
 - c. Minor Secondary or Unmaintained County Roads
 - d. Maintenance of the County Roadway System
5. Construction Standards for County Roads
6. Right-of-Way Road Cut and Crossing Permits
7. Special Transport Permits
8. Access Points to County Roads
9. Construction of New County Roads
 - a. Petitions
 - b. Dedications
 - c. Acceptance
10. New County Roads in Relation to Subdivision Approvals
11. Abandonment of County Roads
12. Vacating, or Vacation, of Existing County Roads
13. Road Agreements Concerning Development by Special Use Review
14. Fences Along County Rights-of-Way
15. Obstructions Upon or Within County Rights-of-Way
16. Conflicts Between Surface and Mineral Estate Owners

I. SECTION LINE ROADS

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“Whereas, by an act of the General Assembly of the State of Colorado, approved April 7, 1885, it is provided that the Commissioners of the County may, at any regular meeting, by an order of the Board, declare any section or township line on the public domain, a public highway. Now, therefore, in accordance with said act, it is ordered by the Board of County Commissioners, that each and all of the section lines, as well as those running north and south and those running east and west in all that part of Elbert County lying east of the line between ranges fifty-nine and sixty west, be and they and each and all of them are hereby declared to be public highways.”

The Lincoln County Commissioners assert that the purpose of the original Act, referred to above, was to allow the County to develop a county road system, and not to allow private landowners to travel over their neighbors' property if there was no overriding public purpose. Lincoln County used the Act, up to the time of the Act's repeal in 1953, to establish a county road system in Lincoln County. At the time that the above Act was repealed, the state law required the counties to establish a county highway system. C.R.S. 43-2-108. This Road Policy continues the intent of Lincoln County that new roads will not be opened unless there is a clear public interest in doing so.

Any section line which does not, as of the date of this Policy, reflect an actual constructed road will not be considered to be a public road as governed by this Policy. Section line roads that have been created or constructed by agreement, adverse possession, or other lawful means may not be recognized as a county road unless so reflected on the County Map. Section lines that do not have an actual constructed road are reserved easements for the benefit of and use by the public, if so deemed and constructed under the authority of the Board of County Commissioners. Lincoln County will not enforce any public right to traverse a section line that does not involve a constructed road that is reflected on the Lincoln County Map. It is the County's position that the public has no legal right to use an undeveloped section line until the road has been developed and accepted into the road system as reflected on the County Map, or the road is otherwise legally established for public use by adverse possession or other statutory or legal right.

II. CURRENT OVERVIEW

There is statutory authority for the Board of County Commissioners to regulate, control, establish, and vacate County roads. Under the basic powers and authority of the Board, as set forth within C.R.S. 30-11-107(1)(h), the Board has the authority to “lay out, alter, or discontinue any road running into or through the County, and also to perform such other duties respecting roads as may be required by law.” In addition, under Title 43, Article 2, Parts 1 and 2, the County has the authority to create and administer the County roadway system. Other statutory authority exists for the condemnation of property for roadway purposes (C.R.S. 43-2-112), the vacating of County roadways (C.R.S. 43-2-301, et. seq.) and the maintenance of the roadway system by imposition of a mill levy (C.R.S. 43-2-203).

It is the position of the Board of County Commissioners that these roadway standards, as duly adopted by the Board, will confirm the current primary and secondary roadway system within Lincoln County and set forth regulations for use throughout the County regardless of the historical development and / or acquisition of the roadway system.

Attached as Appendix A is the delineation of the current primary and secondary road system through the County as determined by the appointed Road Foremen / Supervisors for each Road District and as approved by the Board. The system of roads has been updated from the previous County Road Map of 1992. A County Road Map shall be maintained by the Board in the Lincoln County Courthouse. As of the date of adoption of these standards, this is the official road map for Lincoln County. The Board hereby determines that all roads shown on this map are County Roads over which the Board has complete control and which will be maintained for the benefit of the citizens of Lincoln County. If a particular County Road is designated as a minor secondary road, primitive or unmaintained road it may be minimally maintained, or not maintained at all, as set forth herein.

Further, the Board, by adoption of these standards, hereby declares that as of this date, the County reaffirms that a thirty-foot right-of-way may exist on either side of all section or township lines within the County by virtue of the Order of July 8, 1887, as described in the previous page. Thus, even those sections which do not as of yet have roads constructed adjacent to them may in the future be made available to the traveling public if circumstances warrant. However, it is the policy of the Board not to condemn property for right-of-way purposes, except for extraordinary purposes, so that if a new road is sought along a section line, the Board will only accept petitions for possible construction as outlined herein and only if the proposed road would serve the best interests of Lincoln County.

This policy is made in the interests of preserving the rights of individual property owners of the County. Should the Lincoln County District Court rule that a particular roadway is

a county roadway, or that a particular roadway is a public roadway, the Board shall determine if the roadway should be added to the Lincoln County Road Map.

In relation to the aforementioned, due to the fact that section lines have been heretofore reserved as possible public rights-of-way, the Board hereby determines that no building permits will be issued for any dwelling or other structure which straddles a section line and future building permit applications issued by the County will be modified to require that all buildings, or other permanent structures, shall be subject to an appropriate setback from each and every section line.

III. COUNTY ROAD DISTRICTS

Pursuant to C.R.S. 43-2-111(3), Lincoln County historically has elected to maintain three Road Districts. The boundaries of each District are reflected on that map which is attached hereto as Appendix B. Each District is administered by a Road Supervisor, or Road Foreman, who is appointed for a one-year term by the Board of County Commissioners (C.R.S. 43-2-111(1)). Each Road Foreman / Supervisor reports specifically to the Commissioner for that District and generally to the entire Board. Although the Board develops the road system policies, the actual implementation of Board directives is generally carried out by the Road Foremen / Supervisors.

In addition to supervising the employees of each District, the Road Foremen / Supervisors shall assist the Board of County Commissioners in developing an annual budget for operations and maintenance of the County Roads.

IV. DESIGNATION OF COUNTY ROADS BY CLASSIFICATION

A. Primary County Roads.

Pursuant to C.R.S. 43-2-109, the Board of County Commissioners “shall select the County primary system of roads on the basis of greatest general importance” and this system shall be designated to be “an integrated system”. Based upon this statutory requirement, the Board has designated the primary roads, by number or letter, on the Lincoln County Road Map. The primary roads are also designated on Appendix A as the color “green”. The primary roads are considered the main County arterials and generally constitute the major north-south and east-west corridors to traverse the County.

B. Secondary County Roads.

Pursuant to C.R.S. 43-2-110, all roads under the jurisdiction of the County that are not designated as primary county roads are considered secondary roads and are generally those roads which service local residents and are not as heavily traveled by the public. Some of the secondary roads, but not all, have been designated by number or letter. The Board has designated the secondary roadway system on the Lincoln County Road Map and has designated such roads as the color “red” on the map attached as Appendix A.

C. Minor Secondary County Roads.

Minor Secondary County Roads, also referred to as Unmaintained County Roads, Primitive Roads, or Trails, are part of the secondary road system and are still considered to be public roads within Lincoln County. Minor Secondary County Roads are designated on the Lincoln County Road Map and are designated as such by the color "goldenrod" on the map attached as Appendix B. Minor Secondary County Roads generally exist for the benefit of one or two County families and generally provide access to the road system from the families' property or agricultural operations. In many instances, the roads are simply flat bladed with no additional base other than site materials. These roads may be bladed once a year or not at all at the discretion of the Road Foreman / Supervisor after consultation with the Commissioners. Although the Minor Secondary County Roads generally dead end at a residence, some are utilized to traverse cross county. Minor Secondary County Roads vary in width and may also simply be two tracks or a trail. The Minor Secondary County Roads are not maintained to the same extent as Primary or Secondary roads due to the limited use by the traveling public. In fact, some such roads may not be maintained at all. The County has no legal obligation to maintain Minor Secondary County Roads.

D. Maintenance of the County Roadway System:

The County has an affirmative duty to maintain the Primary and Secondary County Roads and levies a tax into a Road and Bridge Fund pursuant to C.R.S. 43-2-203 to provide funding in part for this purpose. The County also receives Highway Users Tax Fund monies and the Board has been successful in obtaining state grants, on occasion, for roadway purposes.

As stated above, the Road Foremen / Supervisors, with the approval of the Board of County Commissioners, shall endeavor to maintain and preserve the roads within the County roadway system. It is the policy of the Board to maintain the primary system and the secondary systems, periodically, as needed, and the minor roads of the secondary system once per year, or less, depending on the funds available, the use of the minor roads, and other factors.

Depending on the number of road miles in each District and the varying road conditions based upon weather factors, road usage, etc., the Board attempts to provide consistent annual maintenance in each District. However, it is not possible to guarantee specific maintenance at any time for a specific roadway problem because the County must maintain one thousand five hundred miles of county roadways, thus the Road Foremen / Supervisors must prioritize repair and maintenance schedules.

Included in the Primary road system are many miles of paved roads. The Commissioners, in consultation with the Road Foremen / Supervisors, will designate portions of the paved roads that should receive periodic overlays of asphalt, when needed, and as funds allow. The depth of the asphalt, as well as the overlays, shall be

consistent with the amount of travel on the road so as to extend the life of the road. When financially possible, chip seal rock and emulsified petroleum will be applied to the asphalt so as to also extend the life of the pavement.

In conjunction with maintaining the Primary and Secondary roads first, the Board hereby declares that it is the policy of the County to provide snow removal in the same consistent manner in the event of heavy snow. The Board, using the management of the Road Foremen / Supervisors, will endeavor to open school bus and mail routes as deemed necessary. Roads used frequently by emergency vehicles such as the Sheriff's Office and the Ambulance Service will be given priority. Due to the nature of possible heavy snowfall, the Board will attempt to open the primary and secondary road system as soon as possible after snows have ended and the winds subside.

V. CONSTRUCTION STANDARDS

Certain Primary County Roads, including all or portions of Roads 109, 63, and 2W are ninety (90) feet in width. All Secondary Roads shall have right-of-way easements sixty (60) feet in width, extending from the center to thirty feet (30') on either side. The traveled portion of all County Primary and County Secondary roads shall be at least twenty-four (24') feet in width. The width of the easement for Minor Secondary Roads shall vary, depending upon the width of the road which has been historically used, such as in instances when the Minor Secondary Road is simply a trail.

Access to County roads is set forth in Section 8 below.

The angle of intersection for all County roads shall strive to be ninety degrees. The Board reserves the right to determine site-specific angle standards where appropriate. Existing roads with intersection angles less than ninety degrees shall be maintained, but no future roads will be built with lesser angles unless the Board determines that this standard is inappropriate or cannot be justified due to terrain characteristics.

VI. RIGHT- OF- WAY, ROAD CUT, AND CROSSING PERMITS

Any person, firm, entity or public utility that desires to either cross a County road or place cable, pipe, electrical lines, etc. within a County road right-of-way shall first apply for the appropriate County permit and shall be required to meet the standards as may be contained within the permit application.

VII. SPECIAL TRANSPORT PERMITS

The Board of County Commissioners reserves the right to require special transport permits for utilization of County roads by drilling rigs and other vehicles and / or loads which exceed the load limits authorized by statute. In such event, the necessity and cost of the permits shall be based upon the degradation to County roads by such vehicles.

VIII. ACCESS TO COUNTY ROADS

Pursuant to C.R.S. 43-2-147, the Board of County Commissioners has the authority to regulate vehicular access to the County roadway system “from or to property adjoining the roadway in order to protect the public health, safety, and welfare, to maintain smooth traffic flow, to maintain right-of-way drainage, and to protect the functional level of county roads.” The Board of County Commissioners does not construe this law to deny reasonable access to the county road system. However, in order to protect the users of the system, the Board may regulate access in certain cases.

Generally, accesses to newly created parcels are created at the time of the approval of the subdivision exemption or the use by special review. As part of the planning process, applicants are required to show proposed access at the time of plan submission. Unless otherwise stated by the Board at time of approval, the access shown is deemed approved. The applicant shall be responsible for the installation of appropriate culverts, and notification and consultation with the Road Foreman / Supervisor is required to assure proper roadway drainage at the point of access.

If access is sought outside of the planning process, individuals must obtain an access permit from the County. The access permit requirement is to assure that access points are not closer than one hundred (100) feet from a County road intersection so that access does not interfere with the line of sight or other safety concerns. The appropriate County Road Foreman / Supervisor may inspect the roadway to determine if culverts are necessary so that access does not degrade the adjacent County roadway. If the requested access concerns a farmer or rancher seeking a “turnout” for non-residential purposes, the County Road Foreman / Supervisor, in his or her discretion, may allow and construct such turnout without the necessity of a permit.

IX. CONSTRUCTION OF NEW COUNTY ROADS

A. Petitions. Although the Board of County Commissioners has the authority to condemn land for roadway purposes pursuant to C.R.S. 43-2-112, the Board has determined not to undertake such action except in extraordinary circumstances. Such circumstances will be determined on a case-by-case basis. Therefore, if citizens desire the construction of a roadway where one does not currently exist, the party shall petition the Board in writing for the construction of a roadway. The petition shall demonstrate contact with other affected property owners and set forth the public interest nature of the request and need for the road. The Petition shall be accompanied by a proposed plat reflecting the legal description of the proposed right-of-way. Upon presentation of the petition to the Board, the Board shall consider the request and may schedule a public hearing on the petition.

B. Dedication. If the Board decides that circumstances warrant the construction of a road, the Board shall require the dedication of the right-of-way which shall be given without remuneration to the landowners.

C. Acceptance. Once the dedications are made to the County for roadway purposes, the Board shall adopt a formal resolution accepting the dedication. It is only then that the County will undertake construction of the proposed road and at that time shall designate such roadway as either part of the Primary Road System or the Secondary Road system.

The aforementioned process shall be applicable only to section line roads where additional roads may benefit the traveling public. If any individual seeks to establish a county road for servicing a residence, commercial activity, ranch or farm operation, and that road generally will traverse with a parcel with a terminus to a specific location, that landowner must also petition the Board. However, under such circumstances, not only will dedication and acceptance be required by the County but also the cost of construction must be borne by the individual requesting the proposed roadway. Further, the Board may determine that the petitioner, while able to build a private road with the necessary permits, may not expect the County to establish a new County road under the circumstances.

X. NEW COUNTY ROADS IN RELATION TO SUBDIVISION APPROVALS

As part of the subdivision process, new development applicants may request the construction of interior County roads to service the subdivision. In such case, the County shall provide cost estimates for the construction of the proposed roadways pursuant to C.R.S. 30-28-133(3)(c)(VII) and shall require that said costs be reimbursed for the actual construction, or that appropriate security exists if the developer desires that a private contractor construct the roadways. All such roads shall be constructed as required by the Board or Foreman / Supervisors with appropriate width, drainage, and culvert considerations.

In conjunction with approval of the subdivision, the plat shall dedicate the roadways to the County with appropriate language as determined by the Board. Once approved and remuneration made to the county, the roads will be constructed. A developer may phase the road construction with individual lot sales as may be determined by the Board.

Any subdivision which seeks interior private roads shall be allowed so long as a note is added to the plat which states that the roads are private and shall be solely maintained by the developer. In the cases where developers determine to construct private roadways, the Board will refer the application to the appropriate fire department or fire district and they shall have the right to comment on the proposed roadways. No design will be approved unless and until the fire department or district determines that the system is adequate to protect the health, safety, and welfare of the persons who will reside or otherwise utilize the proposed property.

XI. ABANDONMENT OF COUNTY ROADS

C.R.S. 43-2-113 provides that a portion of the county primary road system may be relocated and because of such relocation, a portion of the road route as it existed before such relocation may, in the opinion of the Board of County Commissioners, be no longer necessary as part of the county road system. In such event such portion may be abandoned through a vacating procedure as set forth below. The Board hereby declares that there shall be no abandonment of County roads by implication. Even when a road has been declared, but not built, and a road has not been improved or maintained, such shall not amount to abandonment. A determination of abandonment by the Board of County Commissioners shall always be followed by a formal vacating procedure.

VACATING, OR VACATION, OF EXISTING COUNTY ROADS

Pursuant to C.R.S. 43-2-301, et. seq., the Board of County Commissioners has the authority to vacate roadways within unincorporated Lincoln County. The process for vacating a County Road is as follows:

A. By Petition. If an individual, or a group of individuals, desires to close an existing county road they may petition the Board to do so. The petition process is the same as that for proposed roads. County roads will not be vacated except under extraordinary circumstances. The Board will schedule a public hearing on the proposed vacation and may post the roadway to provide notice to the traveling public of the Board's receipt of a vacating petition. At the close of the public hearing, if the Board so determines to vacate the road, the Board will adopt a resolution to that effect in compliance with state statute. There shall be a presumption in consideration of all petitions to vacate a county road that it is not in the best interests of the citizens of Lincoln County to vacate the road. Particularly, the road in question, shall only be vacated if the Board is convinced by evidence and testimony that such vacating is in the best interests of the public. In making such determination, the Board shall consider the present use of the subject road and the potential future use of the road.

B. By Board Initiative. If the Board determines that it is in the public health, safety, and welfare interest of the citizens of Lincoln County to vacate a County road pursuant to C.R.S. 43-2-303(2)(b), the Board shall mail a notice to any property owner who owns more than one acre along the proposed vacated roadway, advising the owner of the proposed action of the Board. The matter shall be considered at one or more public hearings to be held at least ten days from the date of mailing. The Board may also post the roadway to provide notice to the traveling public advising them of the proposed vacation. At the close of the public hearing, if the Board determines to vacate the road, the Board will adopt a resolution to that effect.

Once the Board adopts a resolution authorizing the vacation of any roadway, the vacated portion will generally return to the ownership of the adjacent property owners in equal shares. There are some exceptions to the methodology, and those exceptions

are found in the state statute. The Board is mandated by the statute to follow the procedures set forth therein.

XIII. ROAD AGREEMENTS CONCERNING DEVELOPMENT BY SPECIAL USE REVIEW.

In the event that the Board of Commissioners approves a major development under the County Special Use Review procedures or other County regulations, such as wind energy, or other major development, the County shall seek to enter into a road agreement with the developer requiring agreed placement or use of roads, standards for such roads (construction and post construction), performance bonds, if necessary, for the construction and post construction of roads, and all other matters relevant to the safety of the public and the use of the roads.

XIV. FENCES ALONG COUNTY RIGHTS- OF- WAY

The Board of County Commissioners respects the integrity of fencing one's property for various reasons. Nevertheless, permanent fences along County rights-of-way should be set back thirty feet from either side of the centerline of a Primary or Secondary County Road. "Permanent" is defined as a fence in place for the entire year. Historically, where fences have encroached upon the County rights-of-way along Primary and Secondary Roads, the County has not required relocation, but does reserve the right to require strict compliance in the event the Board determines to improve the roadway for the traveling public or for other compelling public purpose and interest.

Where no County Road currently exists, fences may be built upon the section line. However, the Board reserves the right to claim a section line right- of-way as set forth within the historical overview dating back to the Elbert County Order in question. Since the Board will generally only construct new section line roads upon presentation of a petition as set forth herein, and then only under the special circumstances described herein, the owners requesting a new roadway will be required to meet the thirty-foot setback on either side of the section line and voluntarily relocate any existing fences.

Concerning Minor Secondary County Roads, the Board is aware that many fences encroach within the County right-of-way. Due to the relatively minor use of the Minor Secondary County Roads, and the fact that some such roads are minimally maintained or not maintained at all, the Board historically has not intervened to require road relocations to the center of the section line or to require fence relocations to meet the thirty (30) foot setback from the center of the section line and will continue to have such policy unless a compelling public purpose dictates differently.

XVI. OBSTRUCTIONS UPON OR WITHIN COUNTY RIGHTS-OF- WAY.

Pursuant to Colorado Revised Statutes 43-5-301, et. seq., and other relevant statutes, it is a misdemeanor to place or erect any fence, house or other structure, or to dig pits or holes or plow upon any County road, or place thereon or cause to be placed thereon, any stones, timber, or trees or any other obstruction whatsoever. In addition, this statute allows the Board of County Commissioners to file a civil action for the removal of any obstruction. It is the policy of the Board to seek voluntary compliance for the removal of any obstructions within the County's right-of-way prior to seeking civil remedies or requesting a criminal filing.

XVII. CONFLICTS BETWEEN SURFACE AND MINERAL ESTATE OWNERS

The Board is aware that minerals are often severed from the surface rights and that there are often competing interests between the surface owner and the mineral owner. Colorado courts, as well as those of most producing jurisdictions, have held that easement rights will be implied to allow the mineral owner (or its lessee) to use the surface to the extent reasonable and necessary for the exploration and production of minerals. The right to explore and extract minerals, however, is subject to the landowner's right to receive reasonable damages for any injury to the surface. Colorado courts have defined this right of access to the surface to be an "implied easement." The Colorado Supreme Court, in the case of Gerrity Oil & Gas Corp. vs. Magness, 946 P. 2d. 913 (Colo. 1997), stated as follows: "Severed mineral rights lack value unless they can be developed. For this reason, the owner of a severed mineral estate or lessee is privileged to access the surface and use that portion of the surface estate that is reasonably necessary to develop the severed mineral interest. The severed mineral owner's right of access includes the rights of ingress, egress, exploration, and surface usage as are reasonably necessary to the successful exploration of the mineral interest. The right to use the surface as is reasonably necessary does not include the right to destroy, interfere with or damage the surface owner's correlative rights to the surface."

Any implied easement shall not create a County road right-of-way and the County shall have no interest in the easement except for endorsing the role of the Lincoln County Sheriff to "keep the peace" in the use by the mineral estate owner in the entry upon and from the surface.

Mr. Enderson asked the commissioners if they could contact the railroad about the railroad ties at Arriba. They recently caught on fire, and it took a long time to get the fire out. Mr. Enderson said the fire department sent the railroad a bill because they didn't feel it was fair for the taxpayers to pay for the fuel in the fire trucks; however, they never got paid. Mr. Burgess asked if they could put it on the tax rolls, but Mr. Higgins said the county doesn't reap any benefits since it's state-assessed property. If they could find a phone number for someone with the railroad, the commissioners would call them.

Before the sheriff and undersheriff left, Mr. Burgess thanked them for the dinner and awards ceremony for Deputy Mike Hutton.

Sheriff Nestor also said that closing the section lines wouldn't make things any different for his deputies, and Mr. Kimble said he would take a copy of the resolution to the title company so they would stop including in their title commitments that section lines were available.

Mr. Higgins met with the Board to provide an update on Lincoln County's assessed valuation. He said the total was up 13.2%, but he wasn't comfortable equating that to numbers just yet because it would depend on what happened with the mill levies.

Mr. Higgins also said that the assessor's association was thinking about a vote of no confidence regarding the Division of Property Taxation, which three Colorado counties were suing. He said they claimed the division was working with tax agents on how to beat the counties and that counties might begin giving taxpayers what they wanted to avoid everything else they had to go through.

Mr. Burgess called for commissioner reports, and Mr. Stone said he'd stopped by the county shop and checked roads on August 23. He met with Rick Ashcraft on the Twenty-fifth. The road crew was working on a cattleguard and mowing. They also got their tractor fixed. Mr. Stone attended the State Fair between August 26 and August 30 and reported that he'd also received a phone call on the Thirtieth regarding a different cattleguard. Mr. Ashcraft looked at it, and on August 31, the landowners and roadcrew worked together to stabilize it. One of the District 3 employees tested positive for COVID-19 on September 1, and Mr. Stone told him he needed to have a signed release to come back to work. Mr. Stone checked roads east of Karval on September 2 and looked at a fence someone had put up. Mr. Ashcraft told the party they had to move it. On September 3, Mr. Stone received a call asking how much control the commissioners had over the hospital. He attended the dinner and awards ceremony for Deputy Mike Hutton that night. Because of the heavy rains on Friday, Mr. Stone and Mr. Ashcraft checked roads on Saturday the Fourth. Mr. Stone participated in the Public Health Zoom call on September 7.

Mr. Schifferns reported that he and Mr. Burgess met with Mark McMullen at the landfill after the August 30 meeting. On September 1, the District 1 road crew caught up on mowing, and Mr. Schifferns checked roads. He also reported they'd replaced the windshield in their road grader. Mr. Schifferns received a message about a bridge problem on September 2, so he contacted Chris Monks and Mr. Piper. He added that they had a plan to get them done within a year. Mr. Stone put in that he had two bridges in District 3 that had issues with the railings. Mr. Schifferns said that on September 7, the road crew fixed some washed-out areas that occurred from Friday's rain. He also reported that CAT would come out and fix a road grader.

Mr. Burgess also reported on the visit at the landfill with Mark McMullen after the August 30 meeting, stating that they discussed the new cell design and operational regulations that must be submitted to the state by October 1. On August 31, Mr. Burgess and Bruce Walters met with

Chester and Willie Ewing about the bridge on County Road 33. They were concerned about stopping the water flow since it is a live spring and they have a well located downstream. Mr. Burgess said he also looked at County Road 3S, and they were starting to put gravel on the road. He also spoke with Mr. Piper about the leave policy regarding COVID-19. Tony Wernsman let Mr. Burgess know on September 1 that the county would not need a lift station for the roundhouse. He contacted Roxie Devers, who said she'd get in touch with the architect to see if he required drawings. Mr. Burgess spoke with Bruce Walters, and they decided to hold off on hauling gravel to County Road 3S because it was too dry. A resident called to ask if the county could haul water to the roads so the road crew could grade them, but Mr. Burgess told him it would be impossible to haul that much water. Mr. Burgess participated in the COG meeting via phone. On September 2, Mr. Burgess signed an order for a CAT 140 AWD motor grader. He also went to the hospital board meeting. They hope to have the Byers clinic open by next February. Mr. Burgess had received a call regarding the care at the hospital, and he passed the complaint on to Kevin Stansbury. Mr. Burgess received another complaint about the hospital on September 3, so he contacted Mr. Stansbury, who called the party and got it straightened out. Mr. Burgess attended the Hutton dinner/award ceremony that evening. On September 5, Mr. Burgess came to Hugo and talked with Roxie Devers and Chris Fox about the roundhouse. He also saw the Big Boy train and said quite a few people attended the event. Mr. Burgess received a call on September 6 regarding a county employee who contracted COVID-19. Dr. Fox called Mr. Burgess on September 7 and voiced his concerns about the COVID-19 outbreak at the Limon school. Mr. Burgess also called the employee who tested positive, as well as Public Health Director Kelly Meier. He attended a Baby Bear Hugs Zoom meeting and a public health Zoom meeting and talked to Mark McMullen about replacing the pipe at the landfill. HPM Contracting has a backhoe with a long reach. The company is working on Hugo's sewer system, and Mr. Burgess said he would contact them to see if they'd be interested in working at the landfill.

Mr. Burgess said he'd talked with CDOT about a project they did twelve years ago on the frontage road east of Limon. He thought the bridge they replaced there was about the same size as the one on County Road 33. He also learned that there is money available for bridges throughout the state and asked the other commissioners if they thought the county should apply for those funds to help with the bridge on County Road 33. He added that they needed to respond to the state that the county was trying to fix the problems.

Mr. Burgess asked if the county could use any COVID money to buy a generator for Lincoln Park. Mr. Kimble wanted to know how they could tie COVID relief to it, and Mr. Burgess asked Mr. Piper to check into it. He said if not, they might be able to work something out with Emergency Manager Ken Stroud to use the one OEM purchased if they needed it.

Mr. Kimble reported that he'd received an email from Gini Pingnot with CCI regarding the vendor/service fee discussed at prior meetings. Ms. Pingnot recommended "zeroing out" the fee, which would mean retailers would no longer keep a portion of the county sales tax for remitting that tax to the state. They would still keep the state's 4% vendor/service fee,

however. She explained that zeroing out the county's vendor fee would mean more money staying within the county for community services.

Mr. Piper reported receiving an email from Gillian Laycock regarding the DOLA Resiliency Road Map program. There is a groundwork workshop on September 27, but Mr. Piper can't attend because the state OEM will conduct the county's first audit that day. He asked if one of the commissioners could attend the workshop, and Mr. Stone said he would do it.

Wil Bledsoe, who is on the Republican River Water Conservation District board, is up for reappointment, and Mr. Piper asked if the commissioners wanted to keep him on. They said they did if he were still willing, so Mr. Piper agreed to contact him.

Mr. Piper brought up the tabled subject of hazard pay, but Mr. Burgess again tabled further discussion until Mr. Kimble could obtain more information on who would be eligible.

At 11:45 a.m., the Board held a conference call with Mark McMullen, Principal Manager with American Environmental Consulting, LLC, to discuss the Waste Characterization and Acceptance Plan for the Lincoln County Landfill. Mr. McMullen said he finished the EDOP text and removed onerous language that he felt was unreasonable. The first cell he designed, which was the hardest to configure and covers the shooting range, is finished, but they still need to do the other three. He said he wanted to keep the total design system less than 2.5 million cubic meters. Otherwise, the county would have to install an active gas control system. Mr. McMullen said they might end up with some shallow slopes rather than steep slopes, but there would be extensive airspace, and the county should end up with two hundred years of site life.

County Treasurer Jim Covington stopped in at 11:50 a.m. as Mr. Burgess was asking Mr. McMullen if he'd tested the gravel samples he'd brought to him. Mr. McMullen said he had, and only one of them would work; the one from the pit way up north. Mr. Burgess responded that the trucking expense would be terrible.

When the phone call ended, Mr. Covington asked if there was a website where employees could learn about the county's retirement plan. Mr. Piper said he had information in his office, but there wasn't a specific website for general questions. He put together a county employee benefits PowerPoint presentation last year but didn't get it done and said he would hopefully get to it this year.

Mr. Covington, Mr. Bublitz, and Mr. Kimble left, and the commissioners approved expense vouchers.

COUNTY GENERAL

Road Deputy Salary \$4,082.68

Road Deputy Salary \$3,922.42

Correctional Officer I Salary \$3,363.00

Clerk I Salary \$3,363.00

Correctional Officer I Salary \$3,243.00
Metal Detector Salary \$952.00
Corporal III Salary \$4,433.68
Commissioner Salary \$5,264.42
Treasurer Salary \$5,037.42
Road Deputy Salary \$4,326.40
Correctional Officer I Salary \$3,243.00
Chief Deputy Salary \$2,738.40
Clerk I Salary \$3,258.00
Road Deputy Salary \$4,284.40
Correctional Officer I Salary \$3,711.00
Finance Director Salary \$3,760.00
Assessor Salary \$5,037.42
Correctional Officer I Salary \$3,363.00
Driver Examiner Salary \$3,555.00
Deputy I Salary \$3,358.00
Road Deputy Salary \$3,700.00
Metal Detector Salary, \$680.00
Correctional Officer I Salary, \$3,479.00
Joshua Johnson, Correctional Officer I Salary, \$3,662.40
Correctional Officer I Salary, \$3,363.00
Attorney Salary \$2,250.00
Clerk Salary \$5,037.42
Part-time Fairgrounds \$1,906.50
Weed Coordinator Salary \$3,632.00
Coroner Salary \$1,138.58
Clerk I Salary \$2,866.00
Janitor Salary \$3,363.00
Land Use Administrator Salary \$3,778.00
Correctional Officer I Salary \$3,423.00
Correctional Officer I Salary \$3,483.00
Victims Assistant Salary \$3,243.00
Maintenance Salary \$3,663.00
Undersheriff Salary \$5,043.00
Sheriff Salary \$5,647.00
Corporal Salary \$4,356.12
Fairgrounds Manager Salary \$2,250.00
Chief Deputy Salary \$4,258.00
Administrator Salary \$4,950.00
Clerk II Salary \$3,615.00
VA Service Officer Salary \$683.33
Corporal Salary \$4,482.12
Janitor Salary \$568.00
Road Deputy Salary \$3,955.12

Commissioner Salary \$5,037.42
4-H Program Assistant Salary \$5,260.20
Correctional Officer I Salary \$3,303.00
Office Manager II Salary \$5,649.45
Commissioner Salary \$5,264.42
Correctional Officer I Salary \$3,828.28
OEM Salary \$1,919.00
E911 Admin Assist Salary \$3,580.00
Correctional Officer I Salary \$3,960.08
Chief Deputy Salary \$3,576.00
Appraisal Clerk Salary \$3,231.00
Surveyor Salary \$126.50
Metal Detector Salary \$1,700.00
Correctional Officer I Salary \$3,641.72
Metal Detector Salary, \$705.50
Admin Assist Salary \$4,240.00
Captain Salary \$4,803.00

ROAD AND BRIDGE

Road Foreman Salary \$4,258.00
Road Crew Salary \$3,603.00
Road Crew Salary \$3,303.00
Mechanic Salary \$3,992.00
Road Crew Salary \$3,783.00
Road Crew Salary \$3,783.00
Road Crew Salary \$3,543.00
Road Crew Salary \$3,603.00
Road Crew Salary \$3,363.00
Road Crew Salary \$3,543.00
Road Crew Salary \$3,783.00
Road Crew Salary \$3,603.00
Road Crew Salary \$3,363.00
Road Crew Salary \$3,603.00
Road Crew Salary \$3,543.00
Road Crew Salary \$2,646.80
Road Crew Salary \$3,423.00
Road Crew Salary \$3,483.00
Road Foreman Salary \$4,838.00
Road Crew Salary \$3,303.00
Road Crew Salary \$3,603.00
Road Crew Salary \$3,663.00
Road Crew Salary \$3,363.00
Shop Secretary Salary \$3,843.00
Road Crew Salary \$3,483.00

Road Crew Salary \$3,243.00
Road Foreman Salary \$4,138.00
Road Crew Salary \$3,423.00
Road Crew Salary \$3,423.00

LANDFILL

Manager Salary \$4,018.00
Clerk I Salary \$2,816.00
Operator Salary \$3,243.00

LIBRARY

Bookmobile Salary \$678.04
Bookmobile Salary \$1,274.25

PUBLIC HEALTH

Office Manager Salary, \$3,753.30
Part-time Tobacco Educator Salary \$262.00
Doctor Salary \$100.00
Regional EPR Coordinator Salary \$4,666.00
Part-time Tobacco Educator Salary \$1,440.00
Director Salary \$4,503.00
WIC Educator Salary \$3,675.00
Part-time Public Health \$1,050.00
EPR Salary \$1,919.00

HUMAN SERVICES

Child Support Legal Admin Salary \$3,800.00
Caseworker III Salary \$5,208.00
Financial Administrator Salary \$3,690.00
Lead IMT V Salary \$3,722.00
Assistance Pmts Supervisor Salary \$4,185.00
Child Welfare Supervisor Salary \$5,712.00
Caseworker III Salary \$4,374.00
Admin Assistance III Salary \$3,293.00
IMT II Salary \$3,293.00
Caseworker IV Salary \$4,929.00
Caseworker II Salary \$3,525.00
Case Aide II Salary \$3,238.00

LINCOLN COUNTY PAYABLES

43913 21st Century, Parts \$182.51
43914 4Rivers, Parts \$6,561.61
43915 A&E Tire, Tires \$764.00
43916 AlSCO, Supplies \$91.74

43917 Amazon, Supplies \$244.43
43918 American Environmental Consulting, Services \$5,427.50
43919 Apex Software, Renewal \$470.00
43920 Axon Enterprise, Equipment \$1,962.52
43921 Baby Bear Hugs, Membership \$100.00
43922 Zeb Baylie, Livestock Superintendent \$500.00
43923 Emily Baylie, Superintendent/Announcer/Clerk \$700.00
43924 Ben's Family Pharmacy, Supplies \$668.92
43925 Big R Stores, Supplies \$401.83
43926 Black Hills, Services \$391.01
43927 Lindsey Blackwelder, Food Judge \$88.40
43928 Bob Barker Company, Supplies \$1,539.72
43929 Shannon Borders, Dog Superintendent \$50.00
43930 Dawn Brent, Home & Family Living Superintendent \$300.00
43931 Perry Brewer, Science & Ag Judge \$256.00
43932 Steve Burgess, Mileage \$250.20
43933 Burlington Ford, Parts \$48.72
43934 Capital One Trade Credit, Supplies \$22.36
43935 John Carver, Fees \$1,300.00
43936 CCTPTA, Dues \$550.00
43937 CDPHE, Certificates \$307.75
43938 Cengage Learning, Books \$287.89
43939 Center for Education & Employment, Renewal \$119.00
43940 Center Point Large Print, Books \$445.20
43941 CenturyLink, E911 \$3,761.10
43942 CenturyLink, Services \$286.48
43943 Civil Air Patrol Magazine, Subscription \$145.00
43944 Diane Clark, General Superintendent \$300.00
43945 Colorado Association of Libraries, Dues \$45.00
43946 Colorado Public Health, Conference \$1,092.00
43947 CSU Extension, 3rd Quarter Formula \$3,675.00
43948 Colorado Department of Ag, Scale Test \$170.00
43949 Complete Wireless, Repairs \$2,390.00
43950 CCFS, Contract \$7,174.39
43951 Corporate Billing, Parts \$215.74
43952 CSG Systems, Signs \$93.65
43953 Danielle Dascalos, Marketing \$1,100.00
43954 Digitcom, Supplies/Repair \$609.05
43955 Division of Oil & Public Safety, Tank Registration \$280.00
43956 D-J Petroleum, Fuel \$10,797.41
43957 Josh Docheff, Dairy Cattle Judge \$218.00
43958 Dragon Products, Parts \$90.80
43959 Mindy Dutro, Cakes & Food Judge \$87.50
43960 Eastern Colorado Hay Company, Hay \$720.00

43961 Eastern Colorado Plainsman, Subscription \$70.00
43962 ESRTA, Services \$3,328.57
43963 Evergreen Systems, IT \$1,901.10
43964 Evergreen Systems, IT \$1,399.21
43965 FNB of Hugo, Files \$49.60
43966 FNB of Omaha, Charges \$278.49
43967 FNB of Omaha, Charges \$277.93
43968 FNB of Omaha, Charges \$14.99
43969 FNB of Omaha, Charges \$2,361.76
43970 FNB of Omaha, Charges \$22.48
43971 FNB of Omaha, Charges \$35.00
43972 FNB of Omaha, Charges \$120.00
43973 FNB of Omaha, Charges \$272.82
43974 FNB of Omaha, Charges \$71.00
43975 FNB of Omaha, Charges \$220.14
43976 FNB of Omaha, Charges \$7.70
43977 FNB of Omaha, Charges \$372.07
43978 FNB of Omaha, Charges \$108.64
43979 FNB of Omaha, Charges \$232.76
43980 FNB of Omaha, Charges \$513.17
43981 FNB of Omaha, Charges \$15.40
43982 FNB of Omaha, Charges \$128.97
43983 FNB of Omaha, Charges \$1,261.62
43984 FNB of Omaha, Charges \$36.70
43985 FNB of Omaha, Charges \$1,813.26
43986 FNB of Omaha, Charges \$60.00
43987 FNB of Omaha, Charges \$676.24
43988 FNB of Omaha, Charges \$275.00
43989 Flagler COOP, Fuel \$41,613.10
43990 Flying Dutchman, CVRF Grant \$9,700.00
43991 Christopher Fox, Train Posters \$179.77
43992 Fox Electric, Roundhouse Project \$21,697.05
43993 Gall's, Equipment \$3,325.96
43994 The Garage Workspace, CVRF Grant \$4,700.00
43995 Town of Genoa, Water \$261.01
43996 Government Forms and Supplies, Supplies \$69.80
43997 Tracy Grimes, Rent \$530.00
43998 Juana Hajek, Fashion Judge \$83.00
43999 Faye Harding, Catering \$300.00
44000 Heart Rock Bison, Meal Tickets \$36.00
44001 Logan Henry, Round Robin Superintendent \$100.00
44002 Hillyard, Supplies \$339.57
44003 Hoffman Drug, Supplies \$72.15
44004 Shalynn Hoffman Revocable Trust, Gravel \$1,052.25

44005 Michael Hoffman Revocable Trust, Gravel \$1,052.25
44006 Lori Holmes, Crafts Judge \$81.20
44007 Honnen Equipment, Parts \$759.67
44008 Hugo Postmaster, Postage \$100.00
44009 Hugo Postmaster, Postage 132.00
44010 Hugo Main Street, CVRF Grant \$9,700.00
44011 Hugo Car Wash, CVRF Grant \$9,700.00
44012 IVS, Supplies/Postage \$1,665.99
44013 Interstate Batteries, Parts \$265.28
44014 Interstate Billing, Parts \$476.00
44015 Darcy Janssen, Mileage \$90.00
44016 Jenny's Mexican Food, CVRF Grant \$4,700.00
44017 JL Services, CVRF Grant \$9,700.00
44018 Brenna Johnson, Horse Judge \$274.20
44019 Josie Jones, Call-Out \$50.00
44020 J & S Contractors Supply, Signs \$92.00
44021 JSL Auto Glass, Glass \$418.93
44022 Deanna Kahler, Labor \$525.00
44023 Karval Water Users, Water \$173.16
44024 KC Electric, Services \$8,698.92
44025 Kimball Midwest, Parts \$43.00
44026 Judd Kravig, Gravel \$238.00
44027 LAWS, Upfit Tahoe \$12,947.25
44028 Justin Lenox, Open Class Superintendent \$500.00
44029 Michelle Leonard, Fairground Labor \$645.00
44030 Jenna Lewis, Photography Judge \$146.90
44031 Limon Chamber of Commerce, Promotions \$1,685.54
44032 Limon Leader, Ads \$831.30
44033 Limon Child Development Center, CVRF Grant \$4,700.00
44034 LCH, Services \$75.00
44035 LCH, Services \$75.00
44036 LCH, Promotion \$1,667.00
44037 LCC, Plat Books \$360.00
44038 Lincoln County Farm Bureau, Meal Tickets \$30.00
44039 LC Road & Bridge, Fuel \$1,226.87
44040 Sam Lowry, Shooting Sports Judge \$65.00
44041 Kristopher Lukins, On-Call \$125.00
44042 Sonia Machuca, Interpreter \$44.25
44043 Main Street Market, CVRF Grant \$4,700.00
44044 Main Street Mamas, CVRF Grant \$4,700.00
44045 Elizabeth Martin, 4H Books Judge \$89.40
44046 Frances Maskus, Open Class General Superintendent \$300.00
44047 Massage by Nancy, CVRF Grant \$9,700.00
44048 McCormick Excavation, Materials/Road Oil \$7,053.20

44049 Mary Merewether, Home & Family Living Superintendent \$300.00
44050 MFCP, Parts \$155.26
44051 Mile Saver, Ad \$144.00
44052 Megan Mosher, Tourism Flag \$63.06
44053 MVEA, Utilities \$423.36
44054 Sean Nielson, On-Call \$185.00
44055 Lisa Nielson, On-Call \$145.00
44056 NJC Livestock Judging Team, Round Robin Judges \$736.50
44057 NMS Labs, Testing \$1,576.00
44058 Sarah Nuss, Crafts Judge \$92.00
44059 Office Works, Supplies \$32.39
44060 OJ Watson Equipment, Snowplow \$8,702.00
44061 Osborne's, Supplies \$282.39
44062 Kendra Palmer, Open Class Judge \$128.00
44063 LaRay Patton, Horse Superintendent \$125.00
44064 Patricia Patton, Horse Judge/Steward \$120.30
44065 Payflex Systems, Fee \$125.00
44066 Sheila Pelster, Photography Judge \$258.00
44067 Plains Heating, Repairs \$501.54
44068 Terrell Platt, Beef Judge \$345.80
44069 Charlotte Poet, Fair Judge \$98.75
44070 Steve Poet, Fair Judge \$98.75
44071 Prairie Mountain Media, Supplies \$263.38
44072 Productivity Plus Account, Fees \$227.75
44073 ProForce, Equipment \$465.36
44074 Psychological Resources, Testing \$135.00
44075 Quill, Supplies \$1,613.63
44076 Quill, Supplies \$1,570.93
44077 Red Brick on Main, CVRF Grant \$4,700.00
44078 Reserve Account, Postage \$4,000.00
44079 rfarmer, Audit \$16,552.50
44080 Rob's Septic, Rental \$3,140.00
44081 Laurie Rodgers, Reimbursement \$148.80
44082 Susan Russell, 4-H Judge \$132.50
44083 Robert Safranek, Gravel \$1,809.50
44084 Rosann Safranek, Gravel \$1,809.50
44085 Sandy's Hometown Bakery, CVRF Grant \$4,700.00
44086 Scheopner's Water Conditioning, Water \$69.75
44087 Ed Schiffers, Mileage \$112.95
44088 Christine Schinzel, Mileage \$314.10
44089 Share Corp, Supplies \$148.56
44090 Shideler Electric, Parts \$118.74
44091 Skaggs Companies, Uniforms \$735.89
44092 SMH Publications, CVRF Grant \$9,700.00

44093 Southland Medical, Supplies \$386.92
44094 South Side Food & Drink, CVRF Grant \$4,700.00
44095 Southern Health Partners, Reimbursement \$25,012.47
44096 SS Heating & A/C, Repairs \$3,985.17
44097 State of Colorado, Mailers \$257.45
44098 Stone Oil, Fuel \$1,437.50
44099 Stone AG Enterprises, CVRF Grant \$9,700.00
44100 Stop & Shop Limon, Supplies \$15.82
44101 Jessica Storm, Dog Judge \$214.30
44102 Scott Sutton, Sheep/Goat/Swine Judge \$573.14
44103 Mikaela Taylor, Canned Goods Judge \$88.40
44104 Terry Tormohlen, Poultry Judge \$190.00
44105 Town & Country Hardware, Supplies \$621.05
44106 Transwest, Repairs \$197.90
44107 Triad Computer Services, Contract \$3,849.75
44108 Tri Valley Performance, Repairs \$7,966.85
44109 Viaero, Phones \$1,288.11
44110 Vince's GM Center, Repairs \$383.36
44111 Wagner, Parts \$18,016.71
44112 Wex Bank, Fuel \$1,823.95
44113 Tess Whittiker, Leathercraft/Gardening Judge \$109.10
44114 Witt Boys, Parts \$3,424.35
44115 WWIT Dirt, Services \$800.00
44116 Xerox Corporation, Contract \$33.13
44117 Xerox Financial, Contract \$187.40
44118 Xerox Financial, Contract \$187.40
44119 Xerox Financial, Contract \$691.06
44120 Xerox Financial, Contract \$176.22
44121 XESI, Contract \$360.60
44122 Marguerite Yowell, 4-H Horse Superintendent \$100.00
44123 Katie Zipperer, Reimbursement \$343.44
44124 AFLAC, Premium \$4,389.62
44125 CHP, Insurance \$136,930.12
44126 Family Support Registry, Garnishment \$1,153.00
44127 Great-West Life & Annuity, Deferred Comp \$7,915.00
44128 PayFlex, Cafeteria Plan \$325.00
44129 SEI, Retirement \$27,160.83
44130 Lincoln County Treasurer, Unemployment \$974.23

LINCOLN COUNTY HUMAN SERVICES PAYABLES

69609 Client Services, Fee \$187.50
69610 ESRTA, Service \$752.88
69611 FNB Hugo, Fees \$6.00
69612 IEBT, Subscription \$65.00

69613 LexisNexis, Fees \$150.00
69614 LC DHS, Reimbursement \$1,426.00
69615 LC Road & Bridge, Fuel \$257.90
69616 Office Depot, Supplies \$512.91
69617 Parmer's Automotive, Repairs \$79.95
69618 Witt Boys, Parts \$325.32
69619 Xerox Financial, Contract \$175.00
69620 CenturyLink, Phone \$128.69
69621 Express Toll, Fees \$200.00
69622 FNB of Omaha, Charges \$1,637.12
69623 FNB of Omaha, Charges \$94.99
69624 FNB of Omaha, Charges \$12.99
69625 FNB of Omaha, Charges \$371.66
69626 FNB of Omaha, Charges \$424.30
69627 FNB of Omaha, Charges \$168.63
69628 Tracy Grimes, Rent \$400.00
69629 I-70 Scout, Subscription \$44.00
69630 Lincoln County DHS, Reimbursement \$1,981.49
69631 LC Treasurer, Rent \$1,882.00
69632 Office Depot, Supplies \$105.23
69633 Rose Padilla, Translator \$136.25
69634 Scranton Specht, Fees \$8,322.00
69635 Mary Solze, Contract \$778.60
69636 Verizon, Phone \$475.23
69637 XESI, Contract \$221.29
69638 LC Treasurer, Unemployment \$299.55
69639 CHP, Insurance \$22,179.83
69640 SEI Private Trust, Retirement \$4,533.23
69641 Great West Life & Annuity, Deferred Comp \$2,125.00
69642 PayFlex, Cafeteria Plan \$100.00
69643 AFLAC, Premiums \$669.32
ACH Lincoln County Treasurer, Withholdings \$12,441.22

With no further business to come before the Board, Mr. Burgess adjourned the meeting at 12:40 p.m.

Corinne M. Lengel, Clerk to the Board

Steve Burgess, Chairman