

C H I P P E W A

OPERATIONS REPORT 2024



CHIPPEWA COUNTY HIGHWAY DEPARTMENT

C O U N T Y



CTH X—Cold in Place Recycling

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HIGHWAY DEPARTMENT MISSION STATEMENT



The Mission of the Chippewa County Highway Department is to provide its residents and motorists with a safe and usable County Trunk Highway System thru maintenance, design and construction services that are provided in a cost effective and efficient manner. To maintain under contract with the Wisconsin Department of Transportation a safe and usable State Trunk Highway System and to provide our local governments cost effective alternatives for maintaining and constructing their respective local streets and roadways. To plan, program and implement cost effective County Trunk Highway improvements to accommodate increased traffic demands generated from area growth and to enhance economic development interests in Chippewa County.

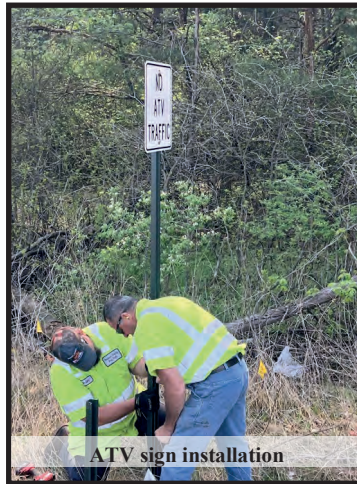
Chippewa County Geometrics

County Land Area - 1,025 square miles
County Bridges - 96
City/Village/Town Bridges - 127

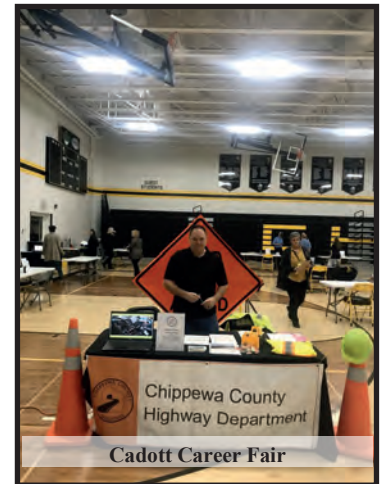
County Trunk Highways - 995 lane miles
State Trunk Highways - 667 lane miles
Local Roads - 1,333 lane miles



CTH O—Ditching

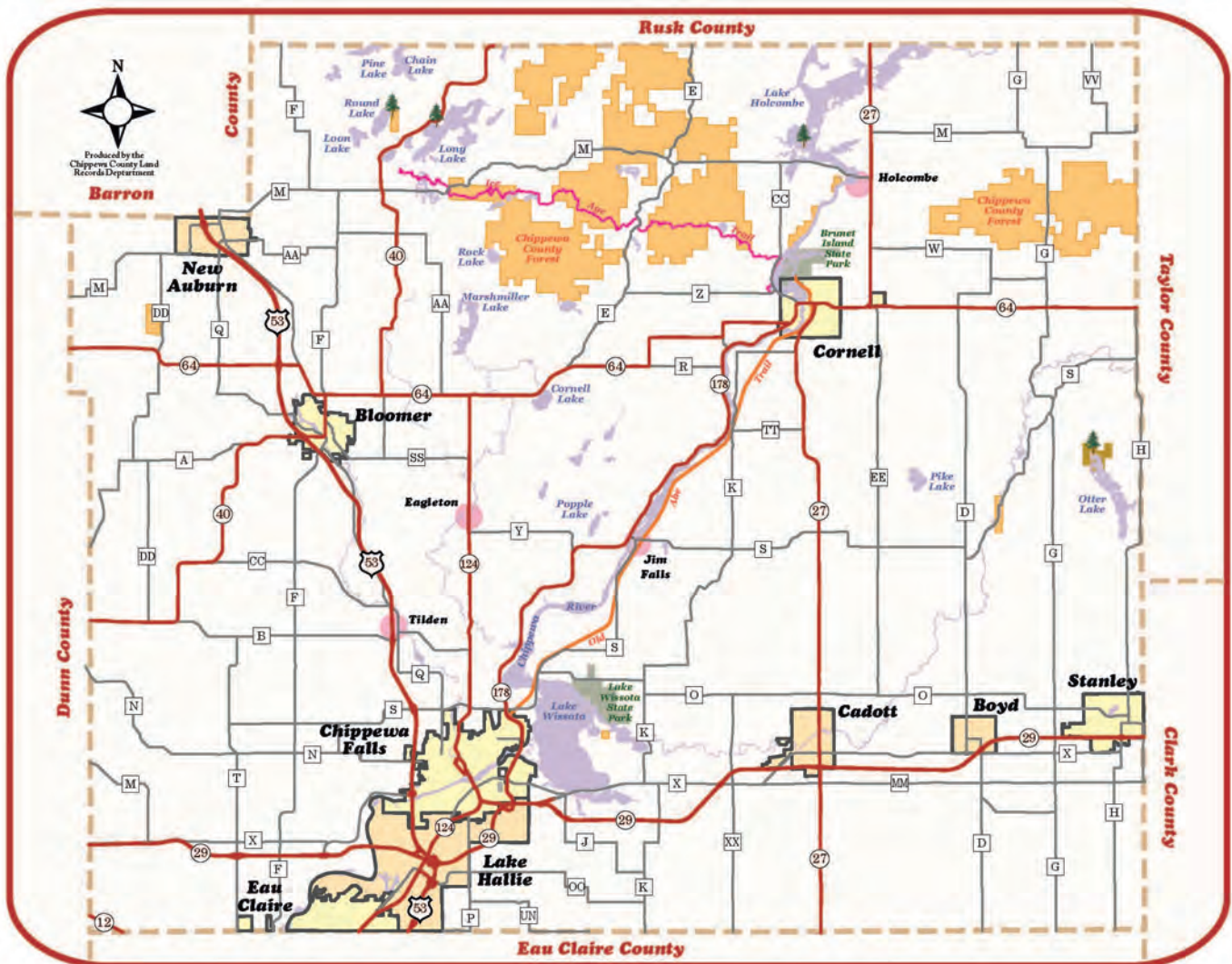


ATV sign installation



Cadott Career Fair

The Chippewa County Highway Department maintains the fourth largest County Trunk Highway System and fourth largest combined County Trunk and State Trunk Highway System in the state of Wisconsin. Dane, Marathon, and Dodge Counties are the only other counties who maintain larger combined highway systems.



HIGHWAY DEPARTMENT OPERATIONS



Brian Kelley, PE
Highway Commissioner

The Chippewa County Highway Department is involved in more than work on the County Trunk Highway System. The Department maintains all Federal and State highways that are located within Chippewa County. These highways are collectively called the State Trunk Highway System. In addition, the Department also helps to maintain town roads, village streets, and city streets upon request from local officials.

The combination of work for the County, State, and local municipalities requires a large number of personnel. The Highway Department currently has 75 full-time employees and hires as many as 9 seasonal employees each year. The 2023 total annual payroll was \$4,503,606.23.

The services that are provided by the Highway Department require substantial machinery, equipment, and vehicles. Standard preventative maintenance and repairs are performed in the Highway shop. Large amounts of materials and supplies are purchased by the Highway Department, which are used in the work performed by the department.

The Highway Department has several "customers" it charges for provided services, including work on the County Trunk Highways. Financial activities are tracked through a state-mandated uniform cost accounting system.

Chippewa County work crews are involved in the construction and reconstruction of roads and bridges and the production of bituminous asphalt and road aggregates. The Paving & Crushing Superintendent is responsible for the bituminous and aggregate production and placement. This work includes the asphalt paving and chip sealing operations of the department. The Project Engineer II is responsible for repairs and maintenance of bridges, replacement of culverts, and the reconstruction of highways. The Bridge Program Manager is responsible for safety inspections of all 223 local bridges in the County.

To help Chippewa County pay for the costs associated with the maintenance, repair, and reconstruction of county highways, the State provides General Transportation Aids. Chippewa County will receive \$2,048,430.80 in General Transportation Aids in 2024.

Highway maintenance staff are divided between both the State and County Highways and are typically assigned to a specific section of road. Common maintenance activities include seasonal mowing, snowplowing, pavement repairs, ditching, culverts, and picking up litter. The State Patrol Superintendent is responsible for day-to-day maintenance activities on the State Highway System while the County Patrol Superintendent is responsible for day-to-day maintenance activities on the County Trunk Highway System.

Highway maintenance and construction work for roads and bridges performed directly by Highway Department employees is the overall responsibility of the Deputy Highway Commissioner.

The maintenance and preventative maintenance work that is performed on the equipment, vehicles, and buildings that are used to perform the work of the Department is the responsibility of the Facilities & Fleet Superintendent. The Facilities & Fleet Superintendent manages a crew of mechanics, welders, machinists, stockroom clerks, and custodial staff. Chippewa County maintains over 500 pieces of equipment and vehicles for the purpose of maintaining and constructing roads and bridges. The Highway Department also oversees the maintenance and operation of the 73-vehicle non-highway fleet, which is utilized by all other County departments.



2023 Fall Safety Day - Highway Department Staff

HIGHWAY DEPARTMENT OPERATIONS — Cont'd



CTH OO—Grader

In Chippewa County, the highway office and main shop are located together. The Highway Commissioner, Fiscal Manager, Account Clerk, and Administrative Assistant are located in the office. This is the area where the accounting functions and administrative operations are performed. The Chippewa County Highway Department also maintains additional satellite facilities for the employees and equipment. These facilities are located near Bloomer, Boyd, and Cornell.

The Chippewa County Highway Department's in-house engineering division is licensed to practice engineering by the State of Wisconsin. The Project Manager and the Highway Commissioner are both licensed professional engineers. In May of 2015, Chippewa County's Highway Department became the first county in Wisconsin to be approved as a certified Local Public Agency (LPA). The Project Manager oversees all in-house engineering, as well as subcontracted construction and engineering services.

2024 Performance Measures and Statistics

Totals through 9/14/2024

- ➔ \$409,246 in maintenance and construction work for local municipalities
- ➔ \$125,461 in work for other County departments (excluding non-highway fleet)
- ➔ Resurfaced 24.6 miles of 488 County Highway miles
19.8-year replacement cycle, 25-year cycle recommended
- ➔ Chip sealed 42.2 miles of 488 County Highways miles
11.5-year maintenance cycle, 7-year cycle recommended
- ➔ Installed 27 new culverts on County Highways
- ➔ Hotmix produced 51,006 tons
- ➔ Gravel produced 57,541 tons



CTH M— Snow plowing



STH 29—Brush Mowing

2023/2024 Winter Statistics

- | | | |
|---------------------------|----------------------|----------------------|
| ➔ Hours of snow plowing | County 3,044 hours | State 2,824 hours |
| ➔ Brine used on roads | County 9,700 gallons | State 63,013 gallons |
| ➔ Salt used on roads | County 1,495 tons | State 1,778 tons |
| ➔ Sand/salt used on roads | County 5,078 tons | State 59 tons |

12-month worker's compensation statistics (August 1, 2023 - July 31, 2024)

- ➔ 8 total claims
- ➔ Total expense incurred: \$187,638
- ➔ Average claim amount: \$23,455
- ➔ 5-year average worker's compensation claims with outlier: \$523,548
- ➔ 5-year average worker's compensation claims without outlier: \$106,948

Lost days

- ➔ 42 lost days in 2024 (YTD)
- ➔ 58 lost days in 2023

Light duty days

- ➔ 152 days in 2024 (YTD)
- ➔ 349 days in 2023

HIGHWAY DEPARTMENT COST ACCOUNTING



CTH S—Brushing

Accounting Concepts

From the Wisconsin Statutes under Chapter 83 County Highways 83.015(3)(a): "Each County Board, except in counties of a population of 750,000 or over, shall provide for and require the County Highway Committee and the County Highway Department to use the system of cost accounting devised by the Department of Revenue."

The budgeting for the internal service funds of the Highway Department is a process that is different from other county government budgeting processes. The Highway Department budget is prepared based on the total operations of the department and includes all operations regardless of where the funding originates. From the perspective of the Highway Department, the demand for services provided largely determines the appropriate levels of revenues and expenditures.

The components of the demand include Highway Department services on County, Federal, State, Municipal, and Town projects. Increased demand for the services of the Highway Department causes a higher level of expenses to be incurred, but also results in a higher level of revenues to the department.

Similar to any business, the Highway Department charges all users for services provided and as such a flexible budget is better for planning, controlling, and evaluating purposes than a fixed budget. This flexible budget is approved by the County Board on an ongoing, annual basis.

Through continued utilization of Highway Department services by the County, Federal, State, and local governments, the Highway Department will be able to continue to provide low-cost services.

The Business of Highways

The uniform cost accounting manual that has been established by the Wisconsin Department of Revenue mandates that County Highway Departments charge for services provided on an actual and uniform basis.

The following summarizes how the costs are to be determined. Equipment rates are established by and agreed to by the Wisconsin Department of Transportation and the majority of county highway departments statewide. These rates include compensation for all costs of operating and maintaining the equipment, except for the cost of the operator. The cost of labor is the actual cost of the hourly rates plus the fringe benefit package as established by each County Highway Department. Finally, the cost of the material is established as the cost of supplies needed to produce the final product.

As it is in commercial business, the same is true with County Highway Departments; the more product that is produced or the larger the quantities that are purchased, the lower the unit cost will become. In order to produce more materials or purchase in greater volumes, highway departments must have good utilization of equipment and services. In many respects, highway departments operate as small businesses. They produce, service, and sell products to governmental customers. Because of this process, taxpayers in Chippewa County enjoy one of the lowest cost per mile rates in the State.



CTH H—Arch Pipe Replacement



CTH M—Chip Sealing



Quinn Pit



CTH H—Soil Compaction

Highway Fund Analysis

2024 ANALYSIS OF HIGHWAY FUNDS						
FUND	BALANCE 01/01/24	TRANSFERS & APPROP.	REVENUE	TOTAL AVAILABLE	EXPENDITURE	BALANCE 9/14/2024
ADMINISTRATION	\$ 54,309.87	\$ 502,286.00	\$ 155,255.75	\$ 711,851.62	\$ 406,755.83	\$ 305,095.79
LAND ACQUISITION	\$ 371,736.06	\$ -	\$ -	\$ 371,736.06	\$ -	\$ 371,736.06
TOTAL MACHINERY	\$ 1,429,827.39	\$ -	\$ 5,328,364.33	\$ 6,758,191.72	\$ 5,013,487.53	\$ 1,744,704.19
MACHINERY	\$ -	\$ -	\$ 5,328,364.33	\$ 5,328,364.33	\$ 4,792,721.03	
BUILDINGS & GROUNDS					\$ 220,766.50	
TOTAL MAINTENANCE	\$ 541,136.60	\$ 1,650,000.00	\$ 1,536,697.10	\$ 3,727,833.70	\$ 2,646,232.84	\$ 1,081,600.86
MAINTENANCE-CTHS	\$ 81,042.57	\$ -	\$ 1,536,323.10	\$ 1,617,365.67	\$ 1,926,828.85	\$ (309,463.18)
WINTER MAINT-CTHS	\$ 460,094.03	\$ 1,650,000.00	\$ 374.00	\$ 2,110,468.03	\$ 719,403.99	\$ 1,391,064.04
ROAD CONST-CTHS	\$ 1,520,288.90	\$ 4,350,740.00	\$ 2,518,150.67	\$ 8,389,179.57	\$ 8,000,150.16	\$ 389,029.41
BRIDGE CONST-CTHS	\$ 613,415.12	\$ 718,000.00	\$ 66,891.85	\$ 1,398,306.97	\$ 228,333.79	\$ 1,169,973.18
BRIDGE CONST-LOCAL RD	\$ 232,610.43	\$ 45,685.00	\$ -	\$ 278,295.43	\$ 52,333.29	\$ 225,962.14
GRAVEL PITTS	\$ (424,115.69)	\$ -	\$ 402,990.80	\$ (21,124.89)	\$ 247,082.98	\$ (268,207.87)
TOTAL NON-HIGHWAY FLEET	\$ 19,244.60	\$ 640,000.00	\$ 147,019.83	\$ 806,264.43	\$ 574,300.78	\$ 231,963.65
NON-HIGHWAY FLEET - OPERATIONS	\$ 4,053.92	\$ 340,000.00	\$ 41,326.32	\$ 385,380.24	\$ 237,128.38	\$ 148,251.86
NON-HIGHWAY FLEET - VEHICLES	\$ 15,190.68	\$ 300,000.00	\$ 105,693.51	\$ 420,884.19	\$ 337,172.40	\$ 83,711.79
TOTALS	\$ 4,358,453.28	\$ 7,906,711.00	\$ 10,155,370.33	\$ 22,420,534.61	\$ 17,168,677.20	\$ 5,251,857.41



CTH M—Chip Sealing



STH 64—Culvert Liners



STH 178—Ditching

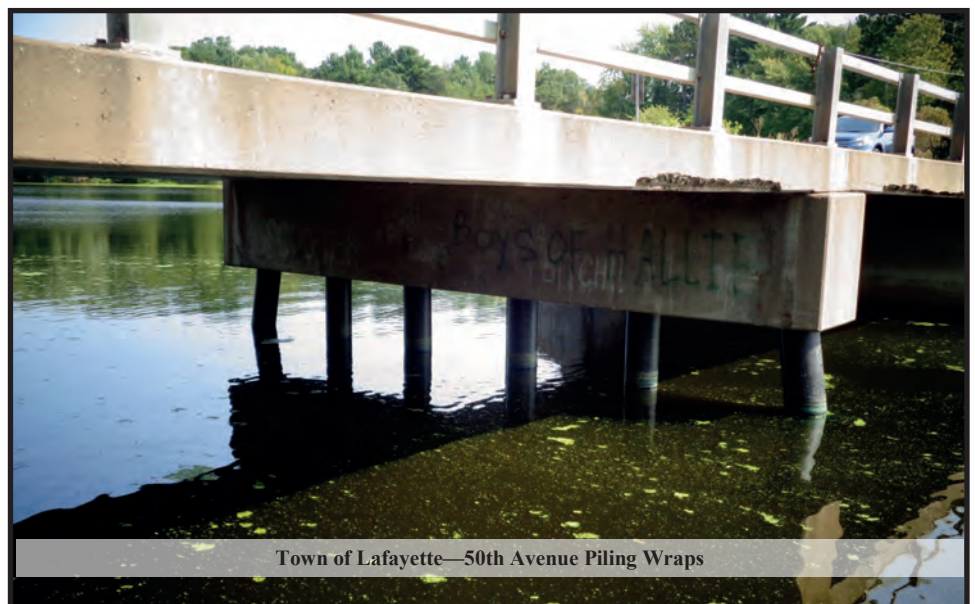
COUNTY BRIDGE AND CULVERT AID FOR TOWNS

Each year a town may submit a bridge or culvert aid petition to the County Highway Department for construction or repair of any bridge or culvert 36 inches in diameter or larger. This petition describes the location and size of the bridge or culvert. The Highway Commissioner must review and approve the petition. If approved, the County will be responsible to pay one-half of the cost of construction or repair, as required by Section 82.08 of the Statutes, from the County's Bridge Aid fund.



Bridge and Culvert Aid Fund Summary (year-to-date)

2024 County Aid Bridges							
9/14/2024							
Town	Road	Description	Project Cost	County Aid Requested	Amt. raised by local unit	2024 County Pymts	Remaining Balance
Bloomer	83rd St	Replace existing Bridge P-09-014	\$ 80,000.00	\$ 40,000.00	\$ 40,000.00		\$ 40,000.00
Delmar	345th St	Replace 36" culvert	\$ 40,870.00	\$ 20,435.00	\$ 20,435.00	\$ 21,583.53	\$ (1,148.53)
Edson	20th Ave	Misc. Costs for Bridge P-09-168	\$ 500.00	\$ 250.00	\$ 250.00	\$ 1,882.74	\$ (1,632.74)
Lafayette	50th Ave	Bridge Repairs to B-09-128	\$ 50,000.00	\$ 25,000.00	\$ 25,000.00	\$ 21,534.75	\$ 3,465.25
		Outstanding projects from prior years	\$ 232,610.43	\$ -	\$ -	\$ 7,332.27	\$ 225,278.16
		Fund Balance Usage					\$ (40,000.00)
			\$ 403,980.43	\$ 85,685.00	\$ 85,685.00	\$ 52,333.29	\$ 225,962.14



BRIDGE CONSTRUCTION

County Trunk Highway System

Chippewa County maintains and has responsibility for 96 County bridges. Rules and regulations established by the Federal Highway Administration and the Wisconsin Department of Transportation determine, by mathematical and analytical formulas, bridge sufficiency ratings and what funding is available for bridge replacements. These sufficiency ratings, along with the County's entitlement balance, determine which projects will receive State/Federal funding. Currently for the local systems, the State/Federal bridge replacement program funds 80% of the cost of eligible bridge rehabilitation or replacement projects.

Because of the complexity of the bridge replacement process, the design and construction duration of a typical bridge project is approximately five years. A typical project consists of three years of design & bidding, one year of construction, and one year of project closeout. Larger, more-complex projects typically take a longer period of time to complete.

County Bridge Fund Summary (year-to-date)

2024 HIGHWAY BRIDGE CONSTRUCTION							
Job No.	Description	1/1/2024	Appropriations	Transfers/ Revenues	Total Available	Expenditures YTD	Balance 9/14/2024
2152 "G"	Design "G" Yellow River Bridge	\$ 18,696.23		\$ 28,289.45	\$ 46,985.68	\$ 35,361.82	\$ 11,623.86
2361 "H & M"	Design CTH "H" & "M" Bridges	\$ (13,634.48)			\$ (13,634.48)		\$ (13,634.48)
2366 "Q"	Design CTH "Q" Tilden Creek Bridge				\$ -	\$ 6,269.88	\$ (6,269.88)
2367 "M"	Design CTH "M" Mud Creek Bridge				\$ -	\$ 8,622.93	\$ (8,622.93)
2468 "K"	Design CTH "K" Yellow River Bridge		\$ 50,000.00	\$ 325.54	\$ 50,325.54	\$ 406.92	\$ 49,918.62
2469 "Y"	Design "Y" Bridge over Chippewa River			\$ 11,039.81	\$ 11,039.81	\$ 13,799.76	\$ (2,759.95)
032 "TT"	"TT" Cobban Bridge	\$ 197,201.57		\$ 27,237.05	\$ 224,438.62	\$ 51,787.09	\$ 172,651.53
2470 "G"	"G" Yellow River Bridge B09379		\$ 418,000.00		\$ 418,000.00		\$ 418,000.00
001	Miscellaneous Bridge	\$ 408,668.27	\$ 250,000.00		\$ 658,668.27	\$ 111,430.93	\$ 547,237.34
Total Misc. Repairs Expenditures YTD						\$ 111,430.93	\$ 547,237.34
Projects Under Review for Closing With State		\$ 2,483.53			\$ 2,483.53	\$ 654.46	\$ 1,829.07
TOTALS		\$ 613,415.12	\$ 718,000.00	\$ 66,891.85	\$ 1,398,306.97	\$ 228,333.79	\$ 1,169,973.18



HIGHWAY CONSTRUCTION

County Trunk Highway System



County highway departments have the responsibility of not only performing routine maintenance activities, such as crack filling and snow plowing activities on county trunk highways, but also for building pavement structures, replacing worn out pavement, and improving highways to the appropriate design standards for the residents and motorists that use the county trunk highway system. The pavement treatments that are commonly used are chip sealing, thin asphalt overlays, structural overlays, pavement recycling with new asphalt pavement, and reconstruction.

Chippewa County funds these types of improvements by utilizing local tax levy, sales tax, borrowing, the WI Local Roads Improvement Programs (LRIP), and Federal Aid programs such as STP-rural and STP-urban. The Federal programs can fund between 80% and 100% of the project costs and the State programs can fund between 50% and 90% of the project costs. Projects selected for Federal and State funding are based upon funding availability, entitlement balances, project location, average daily traffic, roadway classification, and other criteria.

All improvements made on the county trunk highway system must comply with various rules and regulations as set forth in the Wisconsin Statutes. The

Department uses the Wis. Stats., the Facilities Development Manual (FDM), the WisDOT Construction Specification Standards, and many other manuals and technical reference books to insure that improvements made on the county trunk highway system are meeting the State/Federal requirements.

Highway Construction Fund Summary (year-to-date)

2024 HIGHWAY CONSTRUCTION									
Job No.	Description	1/1/2024	Appropriations	Transfer	Total Available	Expenditures	YTD	Balance	09/14/24
2111 "J"	CTH J (Design) 50th Ave Intersection	\$ (7,192.30)			\$ (7,192.30)	\$ 40,280.32		\$ (47,472.62)	
2112 "J"	CTH J (Design) 50th Ave SRTS Path	\$ (3,741.47)		\$ 500.96	\$ (3,240.51)			\$ (3,240.51)	
2113 "X"	CTH X (Design) 197th St - CTH XX	\$ (4,313.86)		\$ 753.06	\$ (3,560.80)	\$ 971.32		\$ (4,532.12)	
2317 "OO"	CTH OO (Design) Business 53 - STH 124	\$ 155,297.61	\$ 70,320.00	\$ 50,967.08	\$ 276,584.69	\$ 63,789.54		\$ 212,795.15	
2318 "CC"	CTH CC (Design) CTH Z - 239th Ave	\$ (24.12)	\$ 2,832.00	\$ 17,164.95	\$ 19,972.83	\$ 19,072.17		\$ 900.66	
2419 "T"	CTH T (Design) Eau Claire County - STH 29	\$	\$ 30,000.00		\$ 30,000.00	\$ 46,846.94		\$ (16,846.94)	
2435 "OO"	CTH OO 172nd St - CTH K	\$ -	\$ 1,130,000.00		\$ 1,130,000.00	\$ 990,507.50		\$ 139,492.50	
2436 "X"	CTH X 197th - CTH XX	\$ -	\$ 605,900.00	\$ 2,423,440.00	\$ 3,029,340.00	\$ 3,109,715.80		\$ (80,375.80)	
2534 "J"	CTH J & 50th Avenue Roundabout	\$ -	\$ 820,000.00		\$ 820,000.00	\$ 351,363.21		\$ 468,636.79	
2437 "SS"	City of Bloomer Paving 1 of 2	\$ -	\$ 100,000.00		\$ 100,000.00	\$ 100,000.00		\$ -	
2438 "A"	CTH A Dunn Co. Line - 170th Ave. (ARPA)	\$ -			\$ -	\$ 870,941.63		\$ (870,941.63)	
2439 "EE"	CTH EE CTH S - 170th Ave. (ARPA)	\$ -			\$ -	\$ 708.45		\$ (708.45)	
2440 "DD"	CTH DD CTH A - 186th Ave. (ARPA)	\$ -			\$ -	\$ 329,412.56		\$ (329,412.56)	
2441 "Q/AA"	CTH Q/AA CTH SS - 83rd St. (ARPA)	\$ -			\$ -	\$ 251,794.59		\$ (251,794.59)	
2442 "F"	CTH F 90th St. - County Line (ARPA)	\$ -			\$ -	\$ 393,495.96		\$ (393,495.96)	
2443 "HH"	CTH HH CTH N - CTH S	\$ -			\$ -	\$ 83,450.21		\$ (83,450.21)	
2444	Countywide Safety Action SS4A	\$ -			\$ -	\$ 7,016.67		\$ (7,016.67)	
555	Rut Wedging	\$ -	\$ 200,000.00		\$ 200,000.00	\$ 121,155.52		\$ 78,844.48	
666	Chip Sealing	\$ 193,251.75	\$ 555,000.00		\$ 748,251.75	\$ 604,400.43		\$ 143,851.32	
444	Miscellaneous Engineering	\$ -	\$ 50,000.00		\$ 50,000.00	\$ 7,844.65		\$ 42,155.35	
888	Miscellaneous Road Projects/Culverts	\$ -	\$ 181,688.00		\$ 181,688.00	\$ 227,806.15		\$ (46,118.15)	
999	Supervision	\$ -	\$ 590,000.00		\$ 590,000.00	\$ 371,857.15		\$ 218,142.85	
777	Contingency	\$ 1,179,911.29	\$ 15,000.00		\$ 1,194,911.29	\$		\$ 1,194,911.29	
	Projects Under Review for Closing With State	\$ 7,100.00		\$ 25,324.62	\$ 32,424.62	\$ 7,719.39		\$ 24,705.23	
TOTALS		\$ 1,520,288.90	\$ 4,350,740.00	\$ 2,518,150.67	\$ 8,389,179.57	\$ 8,000,150.16		\$ 389,029.41	

Note: \$3,286,633.00 of ARPA funds are anticipated for CTH A, CTH EE, CTH DD, CTH Q/AA, CTH F and Chip Seal Projects.

HIGHWAY IMPROVEMENTS

2025 Highway Construction Projects

County Highway	Project Limits	Project Type	Project Length	Estimated Cost
	County-Wide	Various Design		\$ 50,000.00
CTH T	Eau Claire County - STH 29	Preliminary Design		\$ 172,000.00
CTH R	STH 64 - STH 178	Design Plans & R/W		\$ 80,000.00
CTH F	CTH M - 90th Street	Design Plans		\$ 189,300.00
CTH D	CTH O - CTH S West	Design Plans & R/W		\$ 396,900.00
CTH S	Yellow River Bridge B09009	Design Plans	Spot	\$ 341,200.00
CTH MM	Hay Creek Bridge P09068	Design Plans	Spot	\$ 171,600.00
CTH X	Elk Creek Bridge B09372	Design Plans	Spot	\$ 168,900.00
CTH H	Ltl Otter Creek Bridge P09052	Design Plans & R/W	Spot	\$ 46,600.00
CTH O	Yellow River Bridge B09382	Design Plans & R/W	Spot	\$ 244,400.00
CTH Y	Chippewa River Bridge B09123	Design Plans & R/W	Spot	\$ 260,000.00
CTH OO	Business 53 - STH 124	Recondition	2.1 Miles	\$ 2,291,800.00
CTH Q	Tilden Creek Bridge B09978	Bridge Deck Replacement	Spot	\$ 650,000.00
CTH M	Big Elk Creek Bridge P09935	Bridge Replacement	Spot	\$ 410,000.00
CTH M	Mud Creek Bridge County-6	Bridge Replacement	Spot	\$ 360,000.00
CTH M	USH 53 East Ramp - 1635' East	Recondition	0.3 Miles	\$ 50,000.00
CTH E	STH 64 - CTH Z	Recondition	3.5 Miles	\$ 840,000.00
CTH M	CTH F North - STH 40	Recondition	2.5 Miles	\$ 690,000.00
CTH X	STH 27 - 270th St	Recondition	1.0 Miles	\$ 300,000.00
CTH SS	City of Bloomer Paving 2 of 2	Reconstruction		\$ 100,000.00
CTH H	STH 64 - Polley Lane	Recondition	1.5 Miles	\$ 360,000.00
	Various Locations	Bridge Repairs	Spot	\$ 289,150.00
	Various Locations	Maintenance - Drainage		\$ 428,740.00
	Various Locations	Chip-Seal		\$ 649,480.00
	Various Locations	HMA Wedging/Rut Wedging		\$ 150,000.00
	Various Locations	Construction Supervision		\$ 590,000.00
Highways and Bridges Total			10.9 miles	\$ 10,280,070.00

HIGHWAY MAINTENANCE

The County Highway Department is responsible for the repair and maintenance of 995 lane miles of county highways. County maintenance activities include chip sealing, crack filling, pot hole repairs, pavement markings, bridge & culvert repairs, winter maintenance, vegetation management, litter cleanup, and emergency weather response.

Chippewa County also works closely with the State of Wisconsin to maintain State & Federal highways in the county. WisDOT has a very unique relationship with all Wisconsin counties due to Wisconsin being one of the only states where counties perform all of the state's routine maintenance through a Routine Maintenance Agreement (RMA). The state has allocated \$2,575,900 for Chippewa County's RMA in 2024 to maintain 667 lane miles of State/Federal highways. These highways are divided amongst 16 winter plow routes. In accordance with the RMA, ten of these routes receive 24-hour winter service (7 days/week) and six receive 18-hour winter service (7 days/week).



CTH D—Storm Cleanup



CTH HH—Overlay



Courthouse Parking lot—
Crack Sealing



CTH H—Chip Sealing

FACILITIES AND FLEET



Equipment Maintenance

The County Highway department manages over 500 numbered pieces of equipment and vehicles. The hourly equipment rates are set by the Wisconsin Department of Transportation based on statewide averages for each piece of equipment. The County's equipment is made up of ten major classifications including trucks, snow removal, maintenance, and construction. The equipment is maintained by a staff of mechanics and support personnel at the main shop in Chippewa Falls. Along with the Chippewa Falls shop, there are satellite shops near Bloomer, Boyd and Cornell where equipment is stored and dispatched from.



Chip Spreader Bucket

The County Highway department also manages the County's non-highway fleet, which serves all other departments of the County. This fleet consists of 73 vehicles that are either assigned to other departments or shared by multiple departments. These vehicles are serviced and maintained at the main Highway shop in Chippewa Falls.

Chippewa County Highway Facilities

SHOPS

Main Shop
801 E. Grand Avenue
Chippewa Falls, WI 54729

Boyd Shed
510 S. Clark Street
Boyd, WI 54726

Bloomer Shed
8837 200th Avenue
Bloomer, WI 54724

Cornell Shed
20250 CTH K
Cornell, WI 54732

PITS

Salisbury Pit
10697 270th Avenue
New Auburn, WI 54757

124 (Koch) Pit
18747 State Hwy 124
Bloomer, WI 54724

Lancour Pit
22266 67th Avenue
Cadott, WI 54727

Union Pit/Hot Mix Plant
19501 140th Street
Bloomer, WI 54724

Quinn Pit
20250 CTH K
Cornell, WI 54732

Lane Pit
6854 52nd Street
Chippewa Falls, WI 54729



124 Pit—August 2024

HIGHWAY DEPARTMENT MACHINERY

2023 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
77	2023 International Patrol Truck (single)	\$267,061	
78	2023 International Patrol Truck (single)	\$267,061	
79	2023 International Patrol Truck (single)	\$267,061	
222	2023 John Deere Wheel Loader		\$484,270
3C	2023 Chevrolet Traverse		\$46,076
6C	2023 Chevrolet Traverse		\$43,961

Note: Units 77, 78, 79 deliveries are delayed to 2025.

2023 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
	3 Patrol Trucks (Units 48, 49, 50)	\$105,000	
200	2008 Volvo Wheel Loader		\$57,000
2C	2011 Chevy Tahoe		\$4,905
102	2005 Ford Truck		\$2,125
600	1993 Crane Products Trailer		\$950

2023 Estimated & Actual Purchase Costs	\$1,375,490
Estimated & Actual Sale Prices	\$169,980
Net Purchases	\$1,205,510
Available Funds (2021 Equip. Revenues)	\$1,246,672

2024 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
92	2024 International Patrol Truck (single)	\$286,692	
93	2024 International Patrol Truck (single)	\$286,692	
94	2024 International Patrol Truck (single)	\$286,692	
	Rebuild Crusher Generator w/ Trailer	\$333,904	
	40' Shipping Container		\$9,000
919	Boyd Shed 10,000 Gallon Brine Tank		\$22,360

Note: Units 92, 93, 94 deliveries are delayed to 2025.

2024 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
	3 Patrol Trucks (Units 55, 56, 57)	\$115,000	
508	Generator Trailer	\$2,000	
4C	2008 Chevy Impala		\$4,050
577	1988 American Crane		\$6,225
612	1991 Dacco Office Trailer		\$2,377
921	1995 Boyd Shed Calcium Tank		\$2,226

2024 Estimated & Actual Purchase Costs	\$1,225,340
Estimated & Actual Sale Prices	\$131,878
Net Purchases	\$1,093,462
Available Funds (2022 Equip. Revenues)	\$1,151,290

2025 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
	3 Quad-Axle Trucks	\$700,000	
	3 Crew Cab Pickups	\$180,000	
	2025 Ford Explorer	\$44,295	
	Flex Wing Mower	\$50,000	
	Mini Excavator	\$160,000	
	Mowing Tractors	\$450,000	
	Trailer	\$40,000	

2025 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
	4 Quad-Axle Trucks (Units 26, 27, 43, 44)	\$100,000	
	3 Crew Cab Pickups (Units 121, 122, 123)	\$10,000	
7C	2014 Chevrolet Tahoe	\$8,000	
240M	2004 John Deere Mower	\$2,000	
206	2006 Komatsu Tractor/Backhoe	\$5,000	
	2 John Deere Tractors (Units 225, 226)	\$5,000	

2025 Estimated Purchase Costs	\$1,624,295
Estimated Sale Prices	\$130,000
Net Purchases	\$1,494,295
Available Funds (2023 Equip. Revenues)	\$1,523,293

2024 Equipment Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
1	FWD Truck	1989	107,991.06	16,199.00
3	Freightliner Truck	2017	127,522.13	49,237.44
3C	Chev Traverse	2023	46,075.82	46,075.82
4	Mack Truck	2017	143,954.53	60,114.17
5	Mack Truck	2017	143,244.72	59,818.08
5C	Chev Traverse	2011	29,706.78	4,456.00
6	Freightliner Truck	2009	131,420.42	19,713.00
6C	Chev Traverse	2023	43,960.49	43,960.49
7	Freightliner Truck	2009	131,041.18	19,656.00
7C	Chev Tahoe	2014	37,425.79	5,613.87
8	Peterbilt Truck	2010	138,952.50	20,843.00
8C	Chev Traverse	2016	32,870.69	22,341.06
9	Peterbilt Truck	2010	138,667.50	20,800.00
11	Sterling Truck	2005	109,883.89	16,483.00
12	Sterling Truck	2005	110,381.25	16,557.00
15	Volvo Truck	2006	118,845.00	17,827.00
17	Peterbilt Truck	2014	137,153.50	20,573.00
18	Peterbilt Truck	2014	137,139.50	20,570.00
20	International Sign Truck	2023	391,639.56	391,550.07
22	Sterling Truck	2008	123,657.62	18,549.00
23	Sterling Truck	2008	123,999.30	18,600.00
24	Ford Truck	2000	86,598.20	12,990.00
25	Ford Truck	2000	86,964.48	13,045.00
26	Peterbilt Truck	2002	87,176.00	13,076.00
27	Peterbilt Truck	2002	87,752.00	13,163.00
28	Peterbilt Truck	2005	102,130.73	15,320.00
29	Peterbilt Truck	2005	101,494.07	15,224.00
30	GMC Truck - Sign	1997	50,418.61	7,563.00
31	Freightliner Truck	2018	140,509.05	79,797.23
32	Freightliner Truck	2018	142,738.01	81,063.25
34	IHC Truck	2010	99,995.50	14,999.00
35	IHC Truck	2010	100,167.50	15,025.00
36	IHC Truck	2010	100,127.50	15,019.00
37	IHC Truck	2011	104,714.23	15,707.00
38	IHC Truck	2011	104,716.87	15,708.00
39	IHC Truck	2011	104,762.19	15,714.00
40	International	2020	163,904.75	112,305.06
41	Freightliner Truck	2018	144,923.39	82,304.30
42	GMC Truck	2001	21,732.56	3,260.00
43	Peterbilt Truck	2003	94,213.74	14,132.00
44	Peterbilt Truck	2003	91,796.52	13,769.00
45	Ford Truck	1993	40,609.06	6,091.00
46	International	2020	157,894.92	108,187.13
47	IHC Truck-Fuel	2005	106,398.25	15,960.00
48	Sterling Truck	2008	89,777.40	13,467.00
49	Sterling Truck	2008	88,551.08	13,283.01
50	Sterling Truck	2008	89,263.82	13,390.01
54	Freightliner Truck	2014	102,224.50	22,574.39
55	Freightliner Truck	2009	99,378.12	14,907.00
56	Freightliner Truck	2009	99,312.85	14,897.00
57	Freightliner Truck	2009	99,037.33	14,856.00
58	Freightliner Truck	2019	150,723.47	96,274.77
59	Freightliner Truck	2019	167,980.01	107,297.18
60	International	2020	158,667.25	108,716.36
61	IHC Truck	1998	56,270.78	8,441.00
62	Mack Truck	2016	113,687.50	42,016.88
63	Mack Truck	2016	116,947.50	43,221.72

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
64	Mack Truck	2016	126,237.50	46,655.14
65	2017 Freightliner	2017	123,213.68	60,374.68
66	2017 Freightliner	2017	126,139.57	61,808.37
67	2017 Freightliner	2017	116,169.77	56,923.15
68	Freightliner Truck	2019	166,865.56	106,585.39
69	Freightliner Truck	2021	164,838.80	131,107.84
70	Freightliner Truck	2021	164,209.48	130,607.30
71	Freightliner Truck	2021	169,069.37	134,472.71
72	Sterling Truck/Sweeper	2005	137,041.00	75,308.74
74	Peterbilt Truck	2015	96,103.00	29,193.75
75	Peterbilt Truck	2015	93,202.00	28,312.22
76	Peterbilt Truck	2015	107,507.00	32,657.95
80	Freightliner Truck	2022	175,564.69	156,219.99
81	Freightliner Truck	2022	174,207.31	155,012.18
82	Freightliner Truck	2022	174,163.73	154,973.40
85	International	2013	91,701.88	13,755.00
86	International	2013	92,057.87	13,808.99
87	International	2013	90,043.87	13,507.01
89	Freightliner Truck	2014	111,241.50	24,565.14
95	Freightliner Truck	2014	107,487.50	23,736.22
96	International	2014	99,777.50	14,967.00
97	International	2014	97,777.50	14,667.00
98	International	2014	97,777.50	14,667.00
103	Chev Truck	2019	37,410.30	18,418.66
104	Ford Truck	2017	35,159.62	5,274.00
105	Chev Silver	2020	36,700.50	19,369.65
107	Ford Tire Truck	2014	102,177.90	15,326.68
108	Ford Mechanic Truck	2014	148,476.85	22,270.86
113	Chev Silver	2016	91,286.23	13,692.24
117	Ford Truck	1996	35,189.01	5,278.00
118	Ford Truck	2002	66,500.22	9,975.00
121	Ford Truck	2008	28,443.24	4,266.00
122	Chev Truck	2012	32,179.12	4,826.00
123	Chev Truck	2012	32,535.92	4,880.00
124	Chev Truck	2012	30,884.73	4,632.00
125	Chev Truck	2016	35,126.83	5,268.99
126	Chev Truck	2016	35,608.57	5,341.55
127	Chev Truck	2016	36,878.28	5,531.00
128	Chev Truck	2021	41,418.97	27,238.70
129	Chev Truck	2021	38,515.59	25,329.33
130	Chev Truck	2021	41,135.89	27,052.54
202	John Deere Wheelloader	2019	211,933.65	129,367.74
203	Case Wheel Loader	2012	167,817.50	25,173.00
204	Case Wheel Loader	2012	167,817.50	25,173.00
206	Komatsu Trac/Backhoe	2006	78,310.96	11,747.00
207	Case Wheel Loader	2013	111,989.00	16,798.00
208	Komatsu Tractor (Dozer)	2009	107,478.00	16,122.00
211	Caterpillar Tractor	1998	185,883.15	27,882.00
214	Case Loader Backhoe	2014	85,095.00	15,778.02
215	Case Loader Backhoe	2014	89,665.00	16,625.36
217	Cat Tractor/Dozer	2004	57,022.01	8,553.00
220	Cat Wheelloader	2016	398,713.00	138,884.95
221	Cat Wheelloader	2017	310,410.75	132,312.57
222	John Deer Wheelloader	2023	462,288.31	445,681.33
225	John Deere Tractor	2004	40,701.75	6,105.00
226	John Deere Tractor	2004	40,492.74	6,074.00
240	Bobcat CTL	2021	51,351.16	39,347.90

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
241	Bobcat CTL	2021	67,275.52	51,549.76
242	Compact Track Loader	2013	57,339.00	35,393.00
246	Bobcat Skidster	2022	58,165.80	53,208.46
259	John Deere Tractor	2009	53,257.79	7,989.00
260	John Deere Tractor	2009	53,150.04	7,973.00
265	John Deere Tractor	2007	51,022.58	7,653.00
266	John Deere Tractor	2007	50,870.58	7,631.00
330	John Deere Mtr Grader	1998	128,996.00	19,349.00
331	Cat Motor Grader	2012	251,643.24	37,746.00
333	Cat Motor Grader	2014	239,526.00	49,502.07
334	NoRam Grader	2021	173,657.82	134,295.33
348	John Deere Mtr Grader	2003	168,371.57	25,256.00
349	Cat Motor Grader	2004	153,429.03	23,014.00
25B	Boom Mower	2012	33,474.01	5,021.00
25M	Mower	2012	11,590.01	1,738.00
26B	Boom Mower	2012	33,474.01	5,021.00
26M	Mower	2012	11,590.01	1,738.00
216R	Cat Ripper	1995	20,933.01	3,140.00
239	John Deere Mower	1988	4,417.15	663.00
240M	John Deere Mower	2004	14,352.90	2,153.00
241M	Bobcat Mower	2021	12,531.00	2,767.58
241P	Bobcat Planer	2021	11,632.00	8,913.07
241R	Bobcat Rake	2021	7,410.00	5,244.89
242B	Bobcat Breaker	2018	10,727.00	5,788.08
244A	Bobcat Auger	1997	1,671.00	251.00
244B	Hyd Breaker	1996	9,664.00	1,450.00
258M	Diamond Rotary Mower	2009	13,750.00	2,063.00
259M	Diamond Rotary Mower	2009	13,750.00	2,063.00
260M	Diamond Flail Mower	2009	7,065.00	1,060.00
265M	Diamond Boom Mower	2007	42,726.00	6,409.00
266M	Diamond Rear Flail Mow	2007	7,924.00	1,189.00
267M	Diamond Side Flail Mow	2007	13,386.84	2,008.00
334M	Maintainer Bonnell	2021	17,200.00	13,179.50
336R	Retreiver Shldr Maintain	1994	7,000.00	1,050.00
409	Fastvac Road Widener	2013	144,005.00	21,600.00
419	LAB Hot Air Lance	2008	3,065.00	460.00
425	Pavement Cutter	2008	6,965.00	1,045.00
426	Pressure Washer	2004	12,538.75	1,881.00
498	Truck Scale/Pit	1994	22,680.90	3,402.00
501	Fabtec/Crusher	2013	417,719.08	39,174.92
502	Cedar Rapids Crusher	1997	330,189.70	49,258.00
504	Superior Surge Bin	1991	43,103.75	6,466.00
505	Superior Conveyor	1991	14,527.60	2,179.00
506	Superior Conveyor	1991	14,616.27	2,192.00
507	Superior Conveyor	1991	57,343.05	8,600.00
508	Cummins Generator	1991	83,653.60	17,398.64
509	Screen Plant	2002	136,265.37	20,440.00
510	Swift Conveyor	1991	15,184.53	2,278.00
512	Conveyor 36"X30'	2002	25,982.84	3,897.00
513	Conveyor 42"X50'	2002	36,551.52	5,483.00
514	Conveyor 42"X55'	2002	33,827.26	5,074.00
515	Dogleg Conveyor	2005	28,826.42	4,324.00
570	Case Excavator	2008	214,539.05	32,181.00
572	Komatsu Excavator	2007	206,871.32	31,031.00
574	Cat Excavator	2018	207,824.95	112,138.95
574M	McKenzie Mower/Cutter	2018	34,000.00	5,100.00
581	Trailer Mounted Boom	2021	23,665.60	17,966.17

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
591	MB Broom	1993	6,150.00	923.00
592	MB Broom	2010	8,850.00	1,328.00
593	Sweepster Broom	2000	6,727.84	1,009.00
594	Sweepster Broom	2014	5,462.50	935.46
595	Sweepster Broom	2014	5,462.50	935.46
601	Contrail Trailer	1998	7,641.00	1,146.00
602	Dacco Trailer	2005	15,638.32	2,346.00
603	Trail King Trailer	2005	50,567.57	7,585.00
604	Trailer (Test Shack)	2010	26,404.51	6,239.18
605	John Deere Trailer	1965	1,710.00	257.00
606	Redi-Haul Trailer	2010	7,769.50	1,165.00
607	Dakota Trailer	1981	4,957.15	744.00
608	Cargo Trailer	2001	8,587.70	1,288.00
609	Tanker Trailer	1976	17,191.89	2,579.00
610	Trailmobile Used Trailer	1983	3,360.55	504.00
613	Shop-Made Trailer	1993	1,928.92	289.00
614	Load Trail Trailer	2013	4,695.00	704.00
615	Dacco Trailer	1994	5,480.50	822.00
618	Interstate Trailer	1999	9,775.00	1,466.00
619	Office Trailer	2009	6,636.89	996.00
620	Shop-Made Trailer	2002	4,060.96	609.00
621	Road Trailer	2005	750.23	113.00
622	Cargo Trailer (state)	2006	5,119.00	0.00
623	Shop-Made Trailer	2020	12,532.25	9,333.74
624	Enclosed Trailer	2021	28,403.44	23,451.53
625	Portable Traffic Lights	2019	62,824.50	27,859.53
626	Speed Trailer	2019	8,297.00	5,064.83
627	Loboy Trailer	2021	108,573.72	86,270.83
628	Trailer	2022	20,080.30	18,368.90
680	Crash Barrier(State)	2021	30,725.82	24,849.49
681	Crash Barrier	2017	28,959.83	11,933.86
699	Retro-Reflexometer	2010	12,600.00	1,890.00
707	Post Driver	2011	68,450.00	10,268.00
708	Sullair Air Compressor	2019	30,410.10	18,562.63
709	Sullair Air Compressor	2019	30,188.90	18,427.83
710	Sullair Air Compressor	2019	30,194.09	18,430.95
900	Mps Eq Prewet System	1989	6,400.00	960.00
902A	Topcon Laser	2014	4,760.00	916.30
902B	Topcon Laser	2018	4,579.24	2,373.64
904A	Honda Water/Trash Pump	2013	620.94	93.00
908	E-Z liner Stripper	1987	2,290.00	344.00
909	John Deere Generator	2001	1,100.00	165.00
909B	Kohler Generator	2012	7,000.00	1,545.83
911	Trafcon Arrowboard	2021	11,154.81	9,100.46
911A	John Deere Generator	2014	2,021.98	637.49
914	Trafcon Arrowboard	2005	5,224.00	784.00
915	Graco Stripe Painter	2005	4,250.00	638.00
917	Pipe Laser	2008	5,495.00	824.00
919	Boyd Holding Tank	2023	22,360.00	22,360.00
919B	Wacker Rammer	2013	2,995.00	449.00
920	Calcium tank	1995	10,125.85	0.00
922	Calcium Tank	1995	7,781.61	0.00
923	Portable Generator	2003	1,110.00	167.00
926	Stihl Cutoff Saw	2004	1,457.32	219.00
928	Signal Arrowboard	1989	3,248.29	487.00
929	US Motors Corp Gen	1987	592.55	89.00
930	Royal Ind. Arrowboard	1978	2,310.00	347.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
931	Honda Generator	1999	1,927.50	289.00
932	Brush Chipper	2004	31,917.00	4,788.00
933	Concrete Saw	2017	31,559.80	13,005.14
934A	Carlson Geodimeter	2021	15,143.00	12,565.26
934B	Carlson Geodimeter	2021	13,285.00	11,023.53
938	ArrowBoard(state)	2007	4,378.00	0.00
941	Stihl Cutoff Saw	2007	1,502.88	225.00
941B	Stihl Cutoff Saw	2013	1,682.84	252.00
942	Topcon Dual Slope Laze	2009	4,220.00	633.00
963	MudJack	2021	21,322.58	17,244.63
971	MessageBoard (Solar)	2009	13,150.00	1,973.00
976	ArrowBoard	2000	6,431.79	965.00
976A	ArrowBoard	2011	4,575.00	686.00
977	Light Tower(State)	2012	9,377.94	1,875.60
977A	Light Tower(State)	2012	9,377.94	1,875.59
978	Homemade Sign Trailer	2023	6,251.35	6,029.95
978A	Homemade Sign Trailer	2023	2,832.21	2,731.90
986	Pipestone Boat	2004	2,576.32	386.00
987	Wacker Tamper	2001	1,573.98	236.00
987A	Wacker Tamper	2021	1,800.00	1,290.00
987B	Wacker Plate Compact	2017	2,061.37	601.37
987C	Wacker Tamper	2022	3,695.00	3,204.25
996	Cutoff Saw 14"	2006	1,602.60	239.99
997	Finn Hydro-Seed	2001	25,995.00	3,899.00
998	Pontoon Sylvan	1994	3,426.06	514.00
999	Robotic Total Station	2010	27,253.61	4,088.00
1900	Monroe Conveyor	2016	5,300.00	2,609.51
1901	Monroe Conveyor	2016	5,300.00	2,609.51
1902	Monroe Conveyor	2016	5,300.00	2,609.51
1903	Monroe Conveyor	2016	5,300.00	2,609.51
2500	Portable Scale	2014	52,478.31	23,979.40
401	Cat Paver	2018	379,760.45	161,190.72
403	Stand Tar Kettle	1944	295.00	30.00
404	Homemade Tar Kettle	1955	1,841.57	276.00
405	Homemade Tar Kettle	1958	2,413.96	362.00
406	Etnyre oil Dist	2009	43,942.28	6,591.00
407	Homemade Rut Wedger	2010	10,193.91	1,529.00
414	Rosco Bit. Dist	1985	13,160.10	1,974.00
420	Etnyre oil Dist	1995	17,950.00	2,693.00
421	Asphalt Zipper	2010	140,348.05	21,052.00
422	Button House	2022	313,134.11	279,863.51
423	Rubber Melter	2021	92,205.59	66,080.55
427	Patching Trailer	1999	8,114.00	1,217.00
428	Patching Trailer	1999	8,114.00	1,217.00
429	Patching Trailer	2004	9,750.00	1,463.00
430	Patching Trailer	2004	9,750.00	1,463.00
431	Patching Trailer	2021	49,676.09	42,052.17
442	Cat Dryermixer	1987	320,091.78	48,014.00
443	Cat Dust Collector	1987	91,447.41	13,717.00
444	Cat Gen Set	1987	140,506.17	21,076.00
445	Astic Silo	1988	180,174.03	128,141.64
446	Heater St Tank	1989	86,478.21	12,972.00
447	CMI Mixer	1991	47,025.35	7,054.00
448	Cold Feeder 4 Bin	2005	167,949.69	25,192.00
450	Homemade St Tank	1951	5,394.10	539.00
470	Patcher/Trailer	2011	45,700.00	6,855.01
520	Bomag Roller	2003	83,969.22	12,595.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
522	Bomag Roller	2012	72,559.00	10,884.00
524	Bomag Roller	2013	34,800.00	5,220.00
525	Bomag Roller	1993	24,089.00	3,613.00
526	Cat Roller	2007	71,733.32	10,760.00
527	WRT ROLLER	2017	22,469.20	9,736.52
530	Hamm Roller	2013	104,378.00	15,657.00
1V	Falls Wing	1972	3,307.02	496.00
1W	Frink Plow	1971	5,441.00	816.00
3P	Frink Plow	1971	1,625.00	244.00
3V	Frink Plow	1967	2,270.00	341.00
31B	Brine Equip	2018	4,403.50	2,025.13
31L	Monroe Wing	2018	7,004.00	3,977.89
31P	Monroe Plow	2018	7,099.00	4,031.71
31R	Monroe Wing	2018	7,319.00	4,156.66
31S	Monroe Spreader	2018	4,403.50	2,025.13
31U	Monroe Underbody	2018	13,314.00	7,561.19
32B	Brine Equip	2018	4,403.50	2,025.13
32L	Monroe Wing	2018	7,004.00	3,977.69
32P	Monroe Plow	2018	7,099.00	4,031.71
32R	Monroe Wing	2018	7,319.00	4,156.66
32S	Monroe Spreader	2018	4,403.50	2,025.13
32U	Monroe Underbody	2018	13,314.00	7,561.19
34P	Monroe Plow	2010	8,970.00	1,346.00
34S	Monroe Spreader	2010	3,694.00	554.00
34W	Monroe Wing	2010	6,686.00	1,003.00
35B	Brine Equip	2010	1,847.00	277.00
35P	Monroe Plow	2010	8,970.00	1,346.00
35S	Monroe Spreader	2010	1,847.00	277.00
35W	Monroe Wing	2010	6,686.00	1,003.00
36B	Brine Equip	2010	1,847.00	277.00
36P	Monroe Plow	2010	8,970.00	1,346.00
36S	Monroe Spreader	2010	1,847.00	277.00
36W	Monroe Wing	2010	6,686.00	1,003.00
37B	Brine Equip	2011	2,050.00	307.50
37L	Universal Wing	2011	4,925.00	739.00
37P	Universal Plow	2011	6,925.00	1,039.00
37R	Universal Wing	2011	6,425.00	964.00
37S	Swenson Sander	2011	2,050.00	307.50
37V	Monroe Plow	1991	3,320.00	498.00
38P	Universal Plow	2011	6,925.00	1,039.00
38S	Swenson Sander	2011	4,100.00	615.00
38W	Universal Wing	2011	6,425.00	964.00
39P	Swenson Plow	2011	6,925.00	1,039.00
39S	Swenson Sander	2011	4,100.00	615.00
39W	Swenson Wing	2011	6,425.00	964.00
40B	Brine Equip	2020	5,862.50	3,786.19
40L	Universal Wing	2020	8,079.00	5,748.33
40P	Universal Plow	2020	10,461.00	7,452.00
40R	Universal Wing	2020	7,247.00	5,193.66
40S	Swenson Spreader	2020	5,862.50	3,761.01
40U	Universal Underbody	2020	10,695.00	7,664.66
41B	Brine Equip	2018	4,403.50	2,025.13
41L	Monroe Wing	2018	7,004.00	3,977.89
41P	Monroe Plow	2018	7,099.00	4,031.71
41R	Monroe Wing	2018	7,319.00	4,156.66
41S	Monroe Spreader	2018	4,403.50	2,025.13
41U	Monroe Underbody	2018	13,314.00	7,561.19

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
46B	Brine Equip	2020	5,862.50	3,786.19
46P	Universal Plow	2020	10,461.00	7,452.00
46S	Swenson Spreader	2020	5,862.50	3,761.00
46U	Universal Underbody	2020	10,695.00	7,664.66
46W	Universal Wing	2020	8,079.00	5,748.33
48B	Brine Equip	2008	1,811.21	271.50
48L	Universal Left Wing	2008	7,440.00	1,116.00
48P	Universal Plow	2008	7,311.00	1,097.00
48R	Universal Right Wing	2008	6,741.00	1,011.00
48Z	Henderson Sander	2011	1,811.21	271.50
49B	Brine Equip	2088	2,981.50	447.00
49P	Universal Plow	2008	7,314.00	1,097.00
49S	Henderson Sander	2008	2,981.50	447.00
49W	Universal Wing	2008	6,742.00	1,011.00
50P	Universal Plow	2008	7,314.00	1,097.00
50S	Henderson Sander	2008	5,963.00	894.00
50W	Universal Wing	2008	6,742.00	1,011.00
54B	Brine Equip	2014	1,879.50	282.00
54L	Monroe Wing	2014	6,980.00	1,541.41
54P	Monroe Plow	2014	7,125.00	1,573.66
54R	Monroe Wing	2014	9,091.00	2,007.91
54S	Monroe Spreader	2014	1,879.50	282.00
55P	Universal Plow	2009	6,850.00	1,028.00
55S	Henderson Sander	2009	4,250.00	638.00
55W	Universal Wing	2009	6,350.00	953.00
56B	Brine Equip	2009	2,125.00	319.00
56P	Universal Plow	2009	6,850.00	1,028.00
56S	Henderson Sander	2009	2,125.00	319.00
56W	Universal Wing	2009	6,350.00	953.00
57L	Universal Left Wing	2009	7,920.00	1,188.00
57P	Universal Plow	2009	6,850.00	1,028.00
57R	Universal Right Wing	2009	6,350.00	953.00
57S	Henderson Sander	2009	4,250.00	638.00
58B	Brine Equip	2019	5,416.50	2,970.62
58L	Universal Left Wing	2019	7,866.00	5,024.45
58P	Universal Plow	2019	10,023.00	6,402.00
58R	Universal Right Wing	2019	7,116.00	4,545.17
58S	Universal Spreader	2019	5,416.50	2,970.62
58U	Universal Underbody	2019	10,470.00	6,687.71
59B	Brine Equip	2019	5,189.50	2,846.15
59L	Universal Left Wing	2019	7,116.00	4,545.17
59P	Universal Plow	2019	9,228.00	5,894.30
59R	Universal Right Wing	2019	7,116.00	4,545.17
59S	Universal Spreader	2019	5,189.50	2,846.15
59U	Universal Underbody	2019	10,470.00	6,687.71
60B	Brine Equip	2020	5,827.00	3,765.49
60P	Universal Plow	2020	10,356.00	7,382.00
60S	Swenson Spreader	2020	5,827.00	3,740.29
60U	Universal Underbody	2020	10,695.00	7,664.66
60W	Universal Wing	2020	7,997.00	5,693.66
61P	Monroe Plow	1998	5,412.00	812.00
61W	Monroe Wing	1998	5,339.00	801.00
62B	Brine Equip	2016	2,258.74	478.80
62P	Monroe Plow	2016	6,358.00	2,350.03
62S	Monroe Spreader	2016	2,258.74	478.80
62W	Monroe Wing	2016	9,164.00	3,387.16
63B	Brine Equip	2016	2,258.74	478.80

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
63P	Monroe Plow	2016	6,358.00	2,350.03
63S	Monroe Spreader	2016	2,258.74	478.80
63W	Monroe Wing	2016	9,164.00	3,387.16
64B	Brine Equip	2016	2,258.75	478.80
64P	Monroe Plow	2016	6,358.00	2,350.03
64S	Monroe Spreader	2016	2,258.75	478.81
64W	Monroe Wing	2016	9,164.00	3,387.16
65B	Brine Equip	2017	5,390.00	1,953.87
65L	Univerisal Wing	2017	7,170.00	3,513.30
65P	Universal Plow	2017	8,602.00	4,214.98
65R	Universal Right Wing	2017	7,170.00	3,513.30
65S	Universal Spreader	2017	5,390.00	1,953.87
65U	Universal Underbody	2017	12,720.00	6,232.80
66B	Brine Equip	2017	5,390.00	1,953.87
66L	Univerisal Wing	2017	7,170.00	3,513.30
66P	Universal Plow	2017	8,602.00	4,214.98
66R	Universal Right Wing	2017	7,170.00	3,513.30
66S	Universal Spreader	2017	5,390.00	1,953.87
66U	Universal Underbody	2017	12,720.00	6,232.80
67B	Brine Equip	2017	5,390.00	1,953.87
67L	Univerisal Wing	2017	7,170.00	3,513.30
67P	Universal Plow	2017	8,602.00	4,214.98
67R	Universal Right Wing	2017	7,170.00	3,513.30
67S	Universal Spreader	2017	5,390.00	1,953.87
67U	Universal Underbody	2017	12,720.00	6,232.80
68B	Brine Equip	2019	5,189.50	2,851.47
68L	Universal Left Wing	2019	7,116.00	4,545.17
68P	Universal Plow	2019	9,228.00	5,894.30
68R	Universal Right Wing	2019	7,116.00	4,545.17
68S	Universal Spreader	2019	5,189.50	2,851.47
68U	Universal Underbody	2019	10,470.00	6,687.71
69B	Brine Equip	2021	2,828.50	2,177.35
69P	Monroe Plow	2021	9,031.00	7,367.82
69S	Monroe Spreader	2021	2,828.50	2,307.58
69U	Monroe Underbody	2021	13,956.00	11,385.77
69W	Monroe Wing	2021	8,880.00	7,244.60
70B	Brine Equip	2021	2,828.50	2,177.35
70P	Monroe Plow	2021	9,031.00	7,367.79
70S	Monroe Spreader	2021	2,828.50	2,307.58
70U	Monroe Underbody	2021	13,956.00	11,385.77
70W	Monroe Wing	2021	8,880.00	7,242.43
71B	Brine Equip	2021	2,828.50	2,177.35
71P	Monroe Plow	2021	9,031.00	7,367.78
71S	Monroe Spreader	2021	2,828.50	2,307.48
71U	Monroe Underbody	2021	13,956.00	11,385.77
71W	Monroe Wing	2021	8,880.00	7,244.60
74B	Brine Equip	2015	2,129.00	319.50
74L	Universal Left Wing	2015	7,263.00	2,206.36
74P	Universal Plow	2015	7,995.00	2,428.47
74R	Univeral Right Wing	2015	8,951.00	2,719.38
74S	Swenson Sander	2015	2,129.00	319.50
75B	Brine Equip	2015	2,129.00	319.50
75L	Universal Left Wing	2015	7,263.00	2,206.36
75P	Universal Plow	2015	7,995.00	2,428.47
75R	Univeral Right Wing	2015	8,951.00	2,719.39
75S	Swenson Sander	2015	2,129.00	319.50
76B	Brine Equip	2015	2,160.50	324.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
76P	Univeral Plow	2015	8,131.00	2,470.28
76 S	Swenson Sander	2015	2,160.50	324.00
76W	Univeral Wing	2015	8,993.00	2,731.89
80B	Brine Equip	2022	2,606.50	2,283.40
80P	Univeral Plow	2022	10,464.00	9,426.32
80S	Universal Spreader	2022	2,606.50	2,283.40
80U	Universal Underbody	2022	12,319.00	11,097.36
80W	Universal Wing	2022	9,251.00	8,333.60
81B	Brine Equip	2022	2,606.50	2,283.40
81P	Univeral Plow	2022	10,464.00	9,426.32
81S	Universal Spreader	2022	2,606.50	2,283.42
81U	Universal Underbody	2022	12,319.00	11,097.36
81W	Universal Wing	2022	9,251.00	8,171.72
82B	Brine Equip	2022	2,606.50	2,283.40
82P	Univeral Plow	2022	10,464.00	9,426.32
82S	Universal Spreader	2022	2,606.50	2,283.40
82U	Universal Underbody	2022	12,319.00	11,097.36
82W	Universal Wing	2022	9,251.00	8,333.61
85B	Brine Equip	2012	1,678.00	251.50
85L	Universal Left Wing	2012	5,975.00	896.00
85P	Universal Plow	2012	7,802.00	1,170.00
85S	Swenson Sander	2011	1,678.00	251.50
85W	Universal Right Wing	2012	7,276.00	1,091.00
86P	Univeral Plow	2012	7,793.00	1,169.00
86S	Swenson Sander	2011	3,356.00	503.00
86W	Universal Wing	2012	7,276.00	1,091.00
87P	Universal Plow	2012	7,664.00	1,150.00
87S	Swenson Sander	2011	3,356.00	503.00
87W	Universal Wing	2012	7,105.00	1,065.00
89B	Brine Equip	2014	1,678.00	251.50
89L	Monroe Wing	2014	6,180.00	1,364.75
89P	Monroe Plow	2014	6,325.00	1,397.00
89R	Monore Wing	2014	8,291.00	1,831.25
89S	Swenson Sander	2011	1,678.00	251.50
95P	Monroe Plow	2014	7,125.00	1,573.67
95S	Swenson Sander	2011	3,356.00	503.00
95W	Monroe Wing	2014	9,759.00	2,155.25
96B	Monroe Brine	2014	1,177.14	1,177.14
96P	Monroe Plow	2014	7,929.00	1,189.00
96S	Swenson Sander	2011	3,356.00	503.00
96W	Monroe Wing	2014	8,175.00	1,138.00
97P	Monroe Plow	2014	7,929.00	1,189.00
97S	Swenson Sander	2011	3,356.00	503.00
97W	Monroe Wing	2014	8,175.00	1,158.00
98P	Monroe Plow	2014	7,929.00	1,189.00
98S	Swenson Sander	2011	3,356.00	503.00
98W	Monroe Wing	2014	8,175.00	1,158.00
245	Wausau Snowblower	2006	97,218.00	14,583.00
330W	Falls Wing	1998	14,000.00	2,100.00
331V	Omaha Plow	1967	2,324.50	349.00
331W	Cat Wing	2012	15,000.00	2,250.00
333V	Frink Plow	1971	2,451.00	368.00
333W	HYD Wing	2014	15,924.00	3,291.33
336V	Wabco Plow	1975	4,291.00	644.00
338V	Falls V-Plow	1979	8,756.00	1,313.00
343V	Henke Plow	1992	7,735.39	1,160.00
348V	Frink Plow	1967	2,202.00	330.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
348W	Monroe Wing	2003	13,185.00	1,978.00
349V	Frink Plow	1967	2,202.00	330.00
349W	Cat Wing	2004	15,045.00	2,257.00
2501	PreWet Tank (state pur)	2017	20,498.99	2,562.37
2502	PreWet Tank (state pur)	2017	16,498.99	2,062.37
2503	PreWet Tank (state pur)	2017	16,498.99	2,062.37
2504	PreWet Tank (state pur)	2017	12,299.00	1,537.36
2510	Brine Making Equip	2018	153,047.02	108,876.14
2511	Anti Icing (state pur)	2017	18,766.02	2,345.75
2512	Anti Icing (state pur)	2017	18,384.67	2,298.08
	Bloomer Fuel System	2016	32,475.76	19,133.63
	Boyd Fuel System	2016	35,611.76	20,981.25
	Cornell Fuel System	2016	31,581.76	18,606.91
	Hot Mix Fuel System	2017	34,119.54	20,907.50
	Fuel Truck Add On	2017	14,579.54	3,993.86
	Petrovend Fuel System	2007	15,569.15	2,335.00
	Used Oil Tank-Hot Mix	2007	92,337.52	13,851.00
	Tank & Pipe -Bloomer	1998	11,014.54	1,652.00
	Tank & Pipe -Cornell	1998	11,954.04	1,793.00
	1800 Gals 5 Comp Tank	1968	5,985.00	898.00
	20000 gls und diesel tanl	1990	88,130.68	24,200.85
	Tank Boyd	1994	6,688.03	1,003.00
	Fuel System Containmer	2020	12,982.00	10,383.30
	Fuel System Dispensers	2020	40,640.00	33,725.08
	100 Ton Press	2012	10,399.76	3,330.00
	JD Riding Mower (236)	2016	4,100.00	2,338.14
	JD Riding Mower (237)	2016	4,100.00	2,338.15
	JD Riding Mower (238)	2012	2,885.00	950.69
	High Lifts/Accessories	2009	84,403.50	15,451.06
	Tire Changer	2021	22,053.79	19,137.79
	Tire Changer H1009	2022	17,111.52	15,333.81
	4 Post Hoist	2005	15,854.02	2,378.00
	Scale	2005	54,376.44	8,155.98
	Iron Worker	2002	5,000.00	750.00
	Crane (#582)	2001	84,573.00	12,686.00
	Aerial Lift(583	2016	6,500.00	3,584.02
	Forklift 584	2019	23,194.98	17,061.13
	Parts Washer	2001	4,874.00	731.00
	Pressure Washer	2001	2,895.00	434.00
	Compressor-Chippewa #	2000	2,135.00	320.00
	Compressor-Chippewa #	2011	9,125.00	2,489.31
	Waste Material Tank	1999	6,832.33	1,025.00
	Tire Balancer	2024	20,419.30	20,419.30
	SCAN TOOL	2024	10,771.39	10,771.39
	Bobcat Pallet Forks	1996	2,121.00	318.00
	Miller Welder (925)	1996	5,675.00	851.00
	American Radial Drill	1989	6,500.00	975.00
	Air Prod Gas Weld (924	1976	2,644.00	397.00
TOTALS			\$22,932,487.97	\$8,311,075.93

NON-HIGHWAY FLEET

2023 Non-Highway Fleet Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
772	Chevy Malibu (shared)		\$21,675
758	3/4 Ton Pick-Up (Facilities & Parks)		\$47,718
836	1/2 Ton Pick-Up (Sheriff)		\$44,746
801	3/4 Ton Pick-Up (Sheriff)		\$47,206
834	Ford Utility (Sheriff)		\$40,764
835	Ford Utility (Sheriff)		\$40,764
880	Van (Sheriff)		\$40,949

2023 Non-Highway Fleet Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
795	2009 Chevy Truck		\$4,750
809	2013 Ford Explorer		\$3,650
824	2012 Chevy Tahoe		\$4,350
825	2012 Chevy Tahoe		\$6,075
884	2016 Ford Utility		\$5,250

2023 Actual Purchase Costs	\$283,822
Squad Build Costs	
Actual Sale Prices	\$24,075
Net Purchases	\$259,747
Available Vehicle Purchase Funds	\$250,000
Available Squad Build Funds	

2024 Non-Highway Fleet Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
871	Ford Utility (Sheriff)		\$44,627
872	Ford Utility (Sheriff)		\$44,627
873	Ford Utility (Sheriff)		\$44,627
874	Ford Utility (Sheriff)		\$44,627
781	1/2 Ton Pick-Up (Facilities & Parks)		\$39,679
782	3/4 Ton Pick-Up (LCFM)		\$42,000
783	3/4 Ton Pick-Up (LCFM)		\$42,000

2024 Non-Highway Fleet Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
820	2015 Ford Utility		\$4,000
822	2015 Ford Utility		\$4,000
858	2018 Ford Utility		\$5,175
883	2016 Ford Utility		\$2,025
757	2007 Ford F-150		\$4,650
799	2007 Ford Truck		\$4,550
810	2013 Chevy Silverado		\$8,877
843	2015 Dodge Caravan		\$6,075
846	2000 Ford Crew Cab		\$6,576
860	2014 Ford Utility		\$4,115
861	2014 Ford Utility		\$4,100
877	2005 Chevy Truck		\$3,775
882	2016 Ford Utility		\$4,750
885	2016 Ford Utility		\$2,025
886	2016 Ford Utility		\$5,000

2024 Actual Purchase Costs	\$302,187
Actual Squad Build Costs	\$77,139
Actual Sale Prices	\$69,693
Net Purchases	\$309,633
Available Vehicle Purchase Funds	\$250,000
Available Squad Build Funds	\$50,000

2025 Non-Highway Fleet Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
	Utility (SD)	\$46,441	
	1/2 Ton Pick-Up (Sheriff)	\$41,116	
	1/2 Ton Pick-Up (Sheriff)	\$41,116	
	1/2 Ton Pick-Up (Sheriff)	\$41,116	
	1/2 Ton Pick-Up (Sheriff)	\$41,116	
	1/2 Ton Pick-Up (Facilities & Parks)	\$39,365	
	Van (Sheriff)	\$40,427	

Note: Sheriff jail transport van to be replaced with insurance funds.

2025 Non-Highway Fleet Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
855	2018 Ford Utility	\$5,000	
802	2014 Chevy Impala	\$6,000	
804	2017 Chevy Impala	\$10,000	
811	2018 Chevy Impala	\$11,000	
840	2011 Chevy Traverse	\$3,000	
756	2007 Ford F-150	\$5,000	
842	2018 Dodge Caravan	\$3,000	

2025 Estimated Purchase Costs	\$250,270
Estimated Squad Build Costs	\$50,000
Estimated Sale Prices	\$40,000
Net Purchases	\$260,270
Available Vehicle Purchase Funds	\$250,000
Available Squad Build Funds	\$50,000

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
<u>SHERIFF'S DEPT.</u>				
801	Ford F-250	2023	47,205.50	40,882.65
802	Chev Impala	2014	18,075.50	2,711.33
804	Chev Impala	2017	20,973.50	3,146.00
811	2018 Chev Impala	2018	21,052.50	3,158.00
812	Chev Silverado	2020	31,818.50	18,588.42
813	Ford Transit Van	2020	43,736.50	20,191.67
815	Ford Utility	2020	35,111.50	7,548.45
816	Ford Utility	2020	35,111.50	8,001.79
817	Ford Utility	2020	35,111.50	12,704.77
818	Ford Utility	2020	35,111.50	21,207.61
819	Ford Utility	2020	35,111.50	21,349.68
820	Ford Utility	2015	26,668.50	4,000.00
822	Ford Utility	2015	26,672.50	4,000.00
827	Ford Utility	2019	33,016.50	13,530.55
828	Ford Utility	2019	33,016.50	22,954.15
829	Ford Utility	2019	33,111.50	4,966.50
830	Ford Utility	2021	35,021.50	21,311.92
831	Ford Utility	2021	35,021.50	19,821.11
832	Ford Utility	2021	35,021.50	26,272.54
833	Ford Utility	2021	35,021.50	30,788.42
836	Ford-150	2023	44,745.50	43,221.11
840	Chev Traverse	2011	27,010.50	4,052.00
844	Dodge Caravan	2017	23,735.50	3,560.50
855	Ford Utility	2018	30,287.50	4,543.01
856	Ford Utility	2018	30,287.50	4,675.59
857	Ford Utility	2018	30,287.50	4,543.01
858	Ford Utility	2018	30,287.50	4,543.00
859	Dodge Caravan	2019	23,890.50	4,260.39
867	Ford Utility	2022	35,771.50	29,718.54
868	Ford Utility	2022	35,771.50	27,843.42
869	Ford Utility	2022	35,771.50	31,733.53
870	Ford Utility	2022	36,249.50	29,293.19
871	Ford Utility	2024	58,069.19	58,069.19
872	Ford Utility	2024	58,816.99	58,816.99
873	Ford Utility	2024	58,816.99	58,816.99
874	Ford Utility	2024	58,816.99	58,816.99
880	Chrysler Pacifica	2023	40,948.50	39,514.83
834	Ford Utility	2024	51,326.12	51,326.12
835	Ford Utility	2024	41,826.12	41,826.12
881	Dodge Caravan	2019	23,890.50	4,937.29
883	Ford Utility	2016	27,755.50	4,163.50
889	Ford Utility	2017	29,133.50	4,370.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
<u>ZONING/LAND RECORD/SURVEYOR DEPARTMENT</u>				
752	Ford Truck	2012	21,210.50	3,182.50
753	Ford Truck	2012	21,210.50	3,182.50
754	Ford Truck	2012	21,210.50	7,384.42
761	Ford Truck	2017	25,962.50	3,894.50
762	Ford Truck	2017	25,962.50	3,894.50
774	Chev Silver	2019	26,419.50	5,459.62
781	Chev Silver	2024	39,678.50	39,116.39

FACILITIES/PARKS

756	Ford F-150	2007	20,701.33	3,105.00
758	F-250	2023	47,717.50	47,354.49
759	Chev Silver	2019	29,771.50	6,152.56

CORONER

842	Dodge Caravan	2018	24,003.50	3,599.99
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LAND CONSERVATION & FOREST MANAGEMENT

780	Ford Truck	2012	21,210.50	11,982.72
782	Chevrolet Truck	2024	41,999.50	41,404.51
783	Chevrolet Truck	2024	41,999.50	41,404.51
796	Chevrolet Truck	2019	27,646.50	5,321.96

SHARED VEHICLES

740	Ford Escape	2022	24,597.50	17,785.58
741	Ford Escape	2022	24,597.50	17,785.58
742	Ford Escape	2022	24,597.50	17,785.58
743	Ford Fusion	2018	17,570.50	2,635.58
744	Ford Fusion	2018	17,570.50	2,635.58
745	Ford Fusion	2018	17,570.50	2,635.58
748	Chev Impala	2013	18,001.50	2,700.00
763	Chev Impala	2017	21,042.94	3,156.44
764	Chev Impala	2018	21,042.94	3,156.44
765	Chev Impala	2019	21,042.94	3,156.44
766	Chev Impala	2020	21,042.95	3,156.45
770	Chrysler Voyager	2021	28,258.50	15,447.81
771	Chrysler Voyager	2021	28,258.50	15,447.81
772	Chev Malibu	2023	21,674.50	19,218.04

DEPARTMENT OF AGING

794	Dodge Caravan	2020	24,200.50	8,772.61
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EMERGENCY GOVT

826	Chev Truck	2012	25,636.50	8,830.23
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TOTALS			\$2,277,897.50	\$1,250,526.79
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2024 Sheriff Ford Utility Vehicles

2024 Special Projects



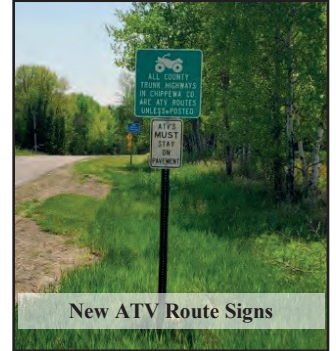
CTH A—Paving Project

American Rescue Plan Act (ARPA)

In March of 2021, President Biden signed into law the \$1.9 trillion economic stimulus package known as the American Rescue Plan Act (ARPA). Chippewa County's total allocation was approximately \$12.5M. On July 12, 2022, the Chippewa County Board allocated \$8M of the County's ARPA funds to the Highway Department for road improvements. As a direct result of these funds from 2022 to 2024, over 36 miles of new pavement was placed by County crews on low-volume County highways that would otherwise not have been paved under the standard Capital Improvement Plan (CIP). 2024 saw the largest amount of ARPA work with over 16 miles of additional paving completed.

Chippewa County ATV Routes

2024 saw a significant shift in County policy regarding ATV and UTV routes on County highways. In March, the County Board approved an ordinance revision to open all County highways with less than 750 vehicles per day to ATV/UTV traffic. Along with the new routes, several new conditions of use were developed to promote safety. Cities and Villages were also allowed to choose if County highways would be opened within their municipal borders. County highways remain closed to ATV/UTV traffic within the Cities of Eau Claire and Chippewa Falls, along with the Village of Lake Hallie, due to traffic. Prior to 2024, only 6% of the County's highways (28 of the 489 centerline miles) were open to ATV/UTV traffic. Today 70% of the County's highways (343 miles) are open to ATV/UTV traffic.



New ATV Route Signs

RoadResource.org

At the 2024 National Association of County Engineers (NACE) conference, Highway Commissioner Kelley attended a breakout session on the free pavement preservation tools found on the RoadResource.org website. Since that time, office staff have been building a database of future pavement treatments for every segment of Highway in the County. The website's network optimization tools are able to perform a sophisticated cost/benefit analysis to make recommendations regarding the prioritization of pavement maintenance and resurfacing projects. Staff are continuing to develop this new approach of project selection and will continue to work with the Highway Committee to implement these recommendations into the 5-year Capital Improvement Plan (CIP) in 2025. The website also provides case studies for innovative new pavement preservation methods from around the country that the County will begin to look at to expand our "treatment toolbox".



CTH X Cold-in-Place Pavement Recycling

In 2020, Chippewa County was awarded \$2,732,400 of Federal STP-Rural funding for the reconstruction of three miles on CTH X (from 197th St to CTH XX). During project scoping meetings with the design consultant, the decision was made to recycle the existing pavement using Cold-in-Place Recycling (CIR). CIR is a process that involves milling 3-4" of the existing asphalt pavement, blending the material with additional asphalt, and laying it back on the roadway with a paver in a continuous train operation. The roadway is capped with two layers of new asphalt, which was 3 1/2" thick on this project. The end result of this project is a very strong road capable of carrying the area's increasing traffic volumes for many years. The County now has another new tool in our "treatment toolbox" for use on future projects.



CTH X—Cold-in-Place Pavement Recycling



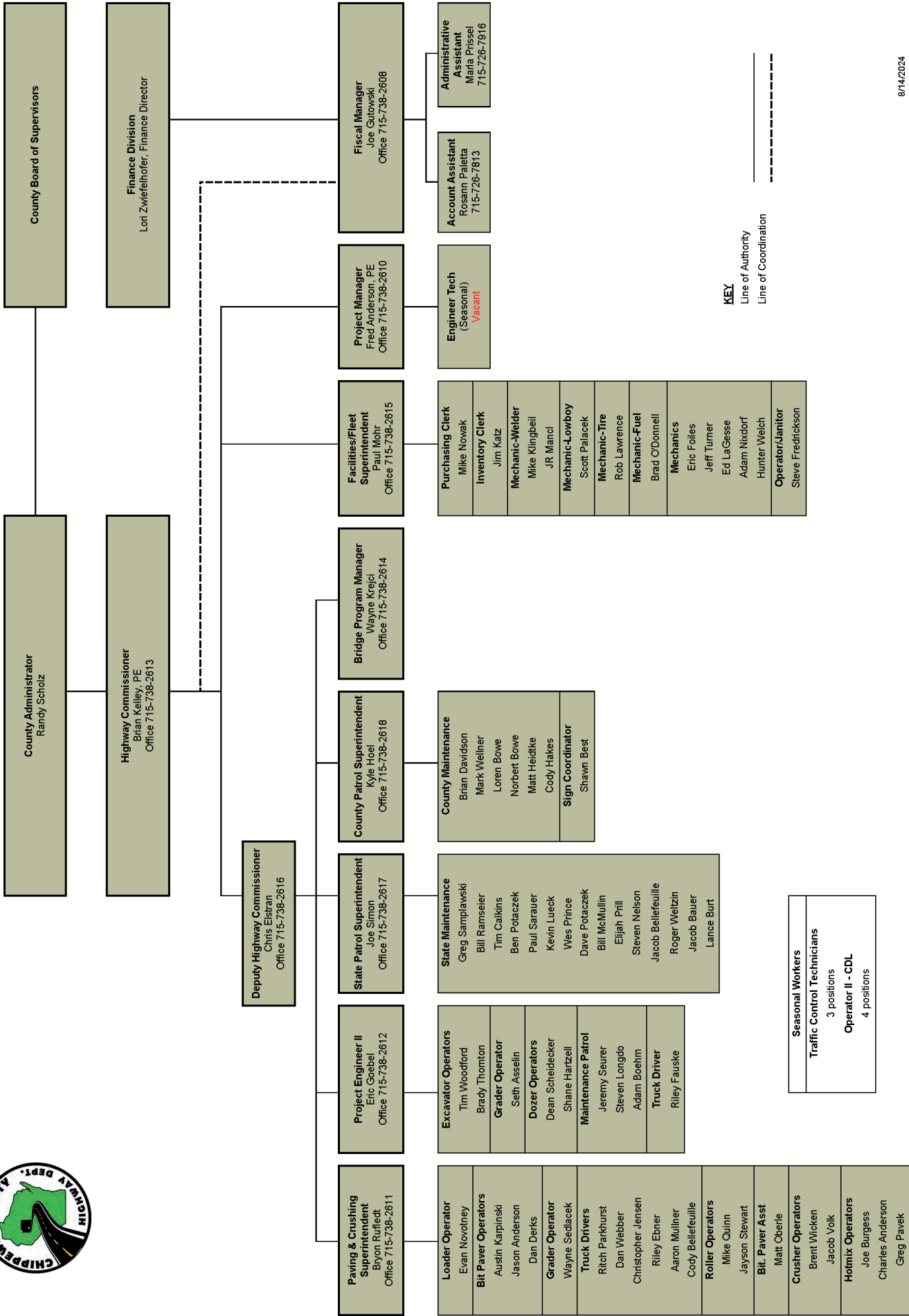
Chippewa Shop—Existing Scale

Chippewa Falls Shop Scale

In August 2023, the Highway Department's shop scale was reaching the end of its useful life and could not meet Wisconsin Weights & Measures calibration requirements. Originally installed in 2005, the scale could no longer be repaired and was in need of replacement. An agreement in the amount of \$136,411 was signed with BSI Scales for installation of a new 100-ton Weigh Tronix steel deck truck scale. Removal of the existing scale and pit began in September 2024. Construction of the new pit and scale is anticipated to be complete in October 2024. The new scale, which is wider and longer than the previous scale, will allow the County to maintain an accurate inventory of salt, sand, and other road products.



HIGHWAY DEPARTMENT ORGANIZATION CHART



Highway Department Management Staff



Brian Kelley
Highway
Commissioner
715-738-2613



Chris Elstran
Deputy Highway
Commissioner
715-738-2616



Hot Mix—Setting New Break Trailer



Fred Anderson
Project Manager
715-738-2610



Joseph Gutowski
Fiscal Manager
715-738-2608



Paul Mohr
Facilities & Fleet
715-738-2615



Joseph Simon
State Patrol
715-738-2617



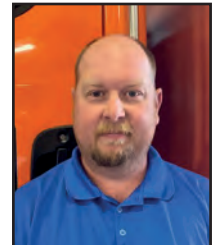
Wayne Krejci
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715-738-2611



Eric Goebel
Grade Crew
715-738-2612



Kyle Hoel
County Patrol
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Highway Committee Members



James Flater
Chair
District 1
715-579-3947



Peter Gehring
Vice-Chair
District 4
715-568-3447



Matthew Peterson
District 10
715-703-3012



Joseph Roshell
District 13
715-864-0530



George Rohmeyer
District 17
715-210-9985

Customer Service, Innovation, Results...



September 18, 2024

To: Brian Kelley and the employees of the Chippewa County Highway Department

I am writing this letter to let all of you how much your service to Chippewa County and its residents are appreciated. Brian, you and your crew worked diligently in addressing the issues of opening hundreds of miles of county highways to ATV/UTV traffic. This matter was not taken lightly, and the utmost thought was put forward for the safety of the ATV/UTV riders and commuters using the county highways daily.

At the end of the day, I feel we have a system that will help tourism in Chippewa County and make additional areas of the county accessible, and at limited costs to taxpayers. Sometimes we do not see the whole picture as you do. Several times, I have put you and your colleagues on the spot, and you have been patient in explaining why the issues are reviewed and brought forward as they are. I truly respect your insight and integrity. I feel that we have a good working relationship, and I look forward to working with you and the Chippewa County Highway

Department for many years to come.

Thank you again for everything you do for the residents of Chippewa County and our visitors.

Paul Krumenauer
CVATVC-President

September 10, 2024

Re: Road Construction on Highway OO – Summer of 2023-2024

As a resident and business owner I am always concerned about the impact road construction will have on me and my business. During the summer and into the fall of 2023 culverts were replaced with minimal impact. During the summer of 2024 the road was ground and resurfaced. During the whole process the communication, coordination and professionalism of staff was outstanding. We would like to thank you for a job well done.

Wayne and Lisa Geist
(Owners of Bushel and a Peck Apple Orchard)
18444 CTY Hwy OO
Chippewa Falls, WI 54729

