CHIPPEWA

OPERATIONS REPORT 2025

CHIPPEWA COUNTY HIGHWAY DEPARTMENT

COUNTY

CTH M—Cranberry Lake Bog Removal

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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 - 97
City/Village/Town Bridges - 127

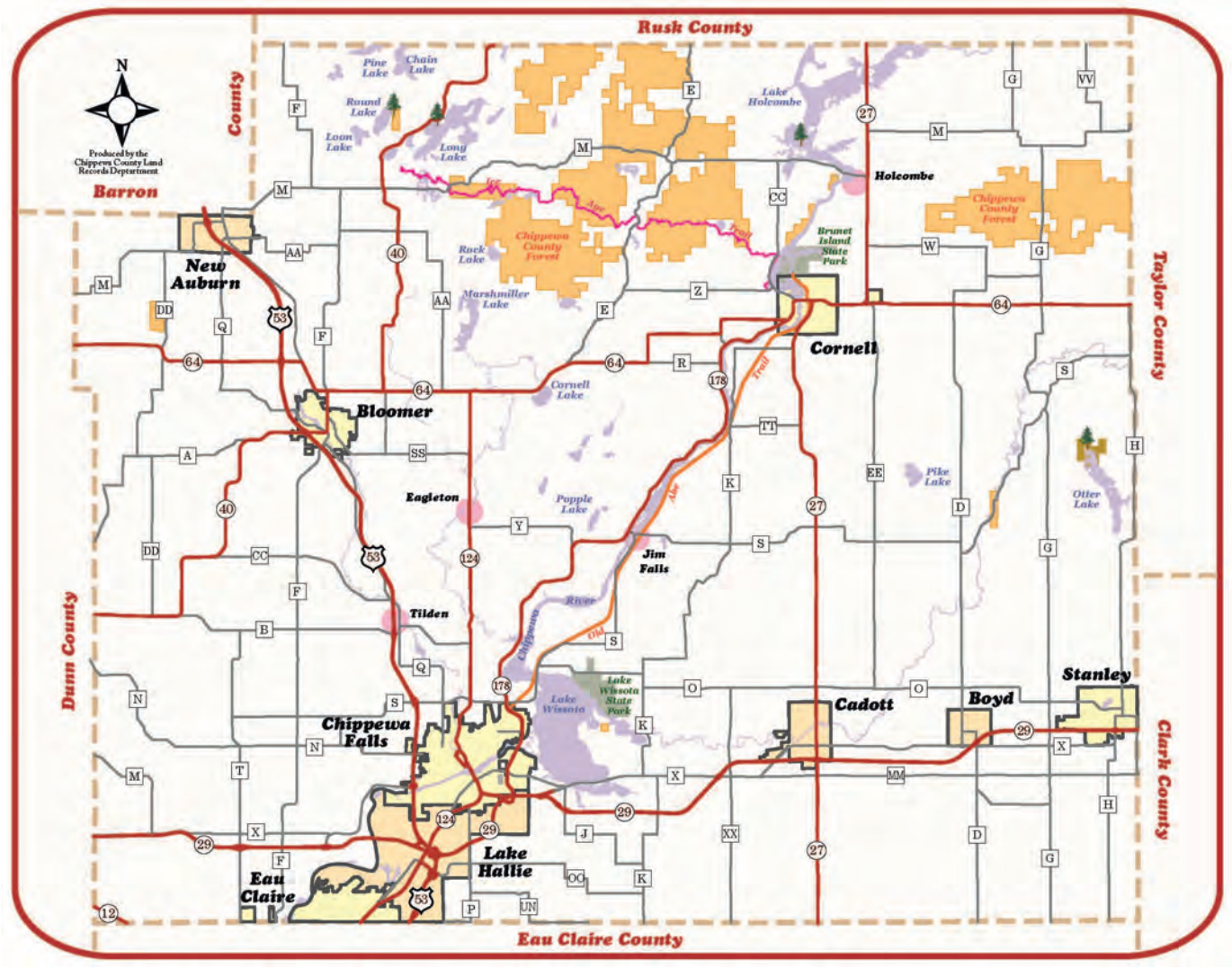
County Trunk Highways - 995 lane miles
State Trunk Highways - 667 lane miles
Local Roads - 1,333 lane miles


CTH K—Brushing

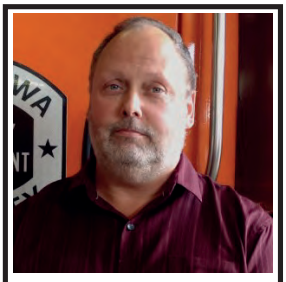

Foam Jacking Bridge Ends


Hauling Field Stone

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



Chris Elstran
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 2024 total annual payroll was $4,701,286.56.

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 224 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 $2,183,031.28 in General Transportation Aids in 2025.

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.

2025 Spring Safety Day - Highway Department Staff

HIGHWAY DEPARTMENT OPERATIONS — Cont'd


CTH M—Camera Installation

In Chippewa County, the highway office and main shop are located together. The Highway Commissioner, Fiscal Manager, Account Assistant, 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 is a licensed professional engineer. 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.

2025 Performance Measures and Statistics

Totals through 9/13/2025

- ➡ $676,245.98 in maintenance and construction work for local municipalities
- ➡ $71,261.27 in work for other County departments (excluding non-highway fleet)
- ➡ Resurfaced 12.9 miles of 488 County Highway miles
  37.8-year replacement cycle, 25-year cycle recommended
- ➡ Chip sealed 20.7 miles of 488 County Highways miles
  23.5-year maintenance cycle, 7-year cycle recommended
- ➡ Installed 15 new culverts on County Highways
- ➡ Hotmix produced 35,549 tons
- ➡ Gravel produced 48,509 tons


CTH M—Elk Creek Bridge Approach Work


Winter Maintenance

2024/2025 Winter Statistics

➡ Hours of snow plowing	County 4,988 hours	State 4,105 hours
➡ Brine used on roads	County 11,454 gallons	State 71,510 gallons
➡ Salt used on roads	County 1,723 tons	State 3,932 tons
➡ Sand/salt used on roads	County 6,005 tons	State 109 tons

12-month worker's compensation statistics (August 1, 2024 - July 31, 2025)

- ➡ 19 total claims
- ➡ Total expense incurred: $72,109
- ➡ Average claim amount: $3,795
- ➡ 5-year average worker's compensation claims with outlier: $516,214
- ➡ 5-year average worker's compensation claims without outlier: $94,406

Lost days

- ➡ 13 days in 2025 (YTD)
- ➡ 52 days in 2024

Light duty days

- ➡ 44 days in 2025 (YTD)
- ➡ 152 days in 2024

HIGHWAY DEPARTMENT COST ACCOUNTING


STH 29—Pavement Buckle

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 O—Culvert Replacement

2025 Spring Safety Day—Fire Extinguisher Training

CTH M—ROW Clearing

City of Stanley— Chip Seal

Highway Fund Analysis

2025 ANALYSIS OF HIGHWAY FUNDS

FUND	BALANCE 01/01/25	TRANSFERS & APPROP.	REVENUE	TOTAL AVAILABLE	EXPENDITURE	BALANCE 9/13/2025
ADMINISTRATION	90,025.70	531,033.00	158,092.09	779,150.79	424,224.21	354,926.58
LAND ACQUISITION	371,136.06	0.00	0.00	371,136.06	100.00	371,036.06
TOTAL MACHINERY	1,840,612.48	0.00	4,931,368.22	6,771,980.70	5,954,450.47	817,530.23
MACHINERY	0.00		4,931,368.22	4,931,368.22	5,690,870.42	
BUILDINGS & GROUNDS					263,580.05	
TOTAL MAINTENANCE	857,811.21	1,650,000.00	1,650,514.71	4,158,325.92	2,911,776.35	1,246,549.57
MAINTENANCE-CTHS	(271,442.96)	250,000.00	1,649,304.58	1,627,861.62	1,727,177.32	(99,315.70)
WINTER MAINT-CTHS	1,129,254.17	1,400,000.00	1,210.13	2,530,464.30	1,184,599.03	1,345,865.27
ROAD CONST-CTHS	3,313,606.98	3,184,220.00	1,968,065.45	8,465,892.43	4,656,078.70	3,809,813.73
BRIDGE CONST-CTHS	1,578,077.11	584,520.00	278,106.25	2,440,703.36	1,323,514.17	1,117,189.19
BRIDGE CONST-LOCAL RD	225,740.99	79,179.00	0.00	304,919.99	141,283.93	163,636.06
GRAVEL PITS	(310,556.80)	0.00	364,590.26	54,033.46	233,038.01	(179,004.55)
TOTAL NON-HIGHWAY FLEET	175,488.48	650,000.00	78,863.04	904,351.52	618,460.08	285,891.44
NON-HIGHWAY FLEET - OPERATIONS	79,590.25	350,000.00	37,479.90	467,070.15	349,873.61	117,196.54
NON-HIGHWAY FLEET - VEHICLES	95,898.23	300,000.00	41,383.14	437,281.37	268,586.47	168,694.90
TOTALS	**8,141,942.21**	**6,678,952.00**	**9,429,600.02**	**24,250,494.23**	**16,262,925.92**	**7,987,568.31**

CTH X—Pedestrian Crossing Sign Installation

Hot Mix—Conveyor Installation

CTH E— Culvert Replacement

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.

Town of Bloomer—190th Avenue Bridge Construction

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

2025 County Aid Bridges

9/13/2025

Town	Road	Description	Project Cost	County Aid Requested	Amt. raised by local unit	2025 County Pymts	Remaining Balance
Bloomer	225th Ave	Misc. Costs for Bridge P-09-105	$500.00	$250.00	$250.00		$250.00
Bloomer	190th Ave	Misc. Costs for Bridge P-09-124	$500.00	$250.00	$250.00	$953.58	($703.58)
Colburn	322nd Ave	Replace 48" culvert	$10,500.00	$5,250.00	$5,250.00		$5,250.00
Cooks Valley	148th Ave	Replace culvert	$4,500.00	$2,250.00	$2,250.00		$2,250.00
Eagle Point	130th Ave	Replace existing culvert	$15,738.59	$7,869.30	$7,869.30	$8,040.95	($171.66)
Eagle Point	130th Ave	Replace existing culvert	$4,240.70	$2,120.35	$2,120.35	$2,207.98	($87.63)
Eagle Point	130th Ave	Replace existing culvert	$15,901.48	$7,950.74	$7,950.74	$8,206.43	($255.69)
Eagle Point	140th Ave	Replace existing culvert	$29,653.60	$14,826.80	$14,826.80	$14,550.00	$276.80
Edson	330th St	Replace 7' x 11' x 44' culvert	$23,500.00	$11,750.00	$11,750.00		$11,750.00
Edson	330th St	Replace 48" x 50' culvert	$6,550.00	$3,275.00	$3,275.00		$3,275.00
Edson	370th St	Misc. Costs for Bridge P-09-932	$500.00	$250.00	$250.00	$934.40	($684.40)
Howard	40th St	Rip Rap under Bridge to maintain footing	$5,000.00	$2,500.00	$2,500.00	$1,710.00	$790.00
Howard	60th St/118th A	Replace 36" x 60' culvert	$7,500.00	$3,750.00	$3,750.00	$4,984.33	($1,234.33)
Howard	120th Ave	Replace 16 ft Bridge with box culvert	$140,000.00	$70,000.00	$70,000.00	$64,508.67	$5,491.33
Sampson	160th St	Replace existing 54" culvert	$25,000.00	$12,500.00	$12,500.00		$12,500.00
Sigel	270th St	Replace 50' x 60" culvert	$9,106.00	$4,553.00	$4,553.00	$5,443.52	($890.52)
Sigel	20th Ave	Replace 50' x 48" culvert	$7,256.00	$3,628.00	$3,628.00	$3,555.77	$72.23
Sigel	20th Ave	Replace 36" culvert	$5,520.00	$2,760.00	$2,760.00	$3,007.99	($247.99)
Sigel	20th Ave	Replace 36" culvert	$5,520.00	$2,760.00	$2,760.00	$3,007.99	($247.99)
Wheaton	65th Ave	Pour concrete under bridge abutment	$10,260.00	$5,130.00	$5,130.00		$5,130.00
Woodmohr	145th Ave	Culvert Replacement	$18,610.00	$9,305.00	$9,305.00	$9,985.00	($680.00)
Woodmohr	87th St	Culvert Replacement	$12,500.00	$6,250.00	$6,250.00	$6,962.00	($712.00)
			$358,356.37	$179,178.19	$179,178.19	$138,058.61	$41,119.58

Town Tilden— 90th Ave Culvert Replacement

Town of Edson - 370th St Bridge Bird Netting Installation

BRIDGE CONSTRUCTION

County Trunk Highway System

Chippewa County maintains and has responsibility for 97 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)

2025 HIGHWAY BRIDGE CONSTRUCTION

Job No.	Description	1/1/2025	Appropriations	Transfers/ Revenues	Total Available	Expenditures YTD	Balance 9/13/2025
2152 "G"	Design "G" Yellow River Bridge	$4,995.42		$56,961.96	$61,957.38	$57,713.55	$4,243.83
2361 "H & M"	Design CTH "H" & "M" Bridges	($24,532.69)			($24,532.69)	$42,827.85	($67,360.54)
2366 "Q"	Design CTH "Q" Tilden Creek Bridge	($6,919.88)			($6,919.88)	$27,471.37	($34,391.25)
2367 "M"	Design CTH "M" Mud Creek Bridge	($22,555.28)			($22,555.28)	$18,497.35	($41,052.63)
2468 "K"	Design CTH "K" Yellow River Bridge	$43,741.12		$56,683.55	$100,424.67	$70,994.65	$29,430.02
2469 "Y"	Design "Y" Bridge over Chippewa River B09123	($6,996.23)	$52,000.00	$24,705.94	$69,709.71	$30,882.42	$38,827.29
2574 "O"	Design "O" Bridge over Yellow River B09382	($59.32)	$48,880.00	$7,354.80	$56,175.48	$9,193.50	$46,981.98
2577 "S"	Design "S" Yellow River Bridge B09009				$0.00	$3,320.98	($3,320.98)
2576 "MM"	Design "MM" Hay Creek Bridge P09068				$0.00	$1,776.61	($1,776.61)
2578 "X"	Design "X" Elk Creek Bridge B09372				$0.00	$816.65	($816.65)
2364 "H"	Design "H" Little Otter Creek Bridge P09052		$46,600.00		$46,600.00		$46,600.00
					$0.00		$0.00
2571 "M"	"M" Mud Creek Bridge County-6		$35,000.00	$36,000.00	$71,000.00	$430,875.15	($359,875.15)
2572 "Q"	"Q" Tilden Creek Bridge B09978		$67,740.00		$67,740.00	$35,293.63	$32,446.37
2573 "M"	"M" Big Elk Creek Bridge P09935		$45,150.00	$74,000.00	$119,150.00	$423,347.80	($304,197.80)
2575 "M"	CTH "M" Bridge Replacement B-09-003	$918,000.00			$918,000.00	$79,590.58	$838,409.42
001	Miscellaneous Bridge	$665,574.90	$289,150.00	$22,400.00	$977,124.90	$90,912.08	$886,212.82
		Total Misc. Repairs Expenditures YTD				90,912.08	886,212.82
	Projects Under Review for Closing With State	6,829.07			6,829.07		6,829.07
	TOTALS	**1,578,077.11**	**584,520.00**	**278,106.25**	**2,440,703.36**	**1,323,514.17**	**1,117,189.19**

CTH G—Bridge Demolition

CTH M—Big Elk Creek Bridge Construction

HIGHWAY CONSTRUCTION

County Trunk Highway System

CTH M—Paving

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)

2025 Highway Construction

Job No.	Description	1/1/2025	Appropriations	Transfer	Total Available	Expenditures YTD	Balance 09/13/25
2111 "J"	CTH J (Design) 50th Ave Intersection	($12,621.07)		$2,543.80	($10,077.27)	$3,179.76	($13,257.03)
2317 "OO"	CTH OO (Design) Business 53 - STH 124	$200,852.18		$9,040.31	$209,892.49	$11,300.39	$198,592.10
2318 "CC"	CTH CC (Design) CTH Z - 239th Ave	$12,000.00			$12,000.00	$2,584.14	$9,415.86
2545 "R"	CTH R (Design) STH 64 - STH 178	($14,847.20)	$40,000.00		$25,152.80	$11,826.25	$13,326.55
2546 "D"	CTH D (Design) CTH O - CTH S West	($4,254.79)	$79,380.00		$75,125.21	$51,112.77	$24,012.44
"F"	CTH F (Design) CTH M - 90th Street	$0.00	$37,860.00		$37,860.00		$37,860.00
2654 "MM"	CTH MM (Design) CTH X - STH 27	$0.00			$0.00	$18,111.48	($18,111.48)
					$0.00		$0.00
2534 "J"	CTH J & 50th Avenue Roundabout	$445,246.12		$611,159.46	$1,056,405.58	$769,637.66	$286,767.92
2437 "SS"	City of Bloomer Paving 2 of 2	$0.00	$100,000.00		$100,000.00	$100,000.00	$0.00
2553 "OO"	CTH OO Business 53 - STH 124	$0.00	$458,760.00	$503.54	$459,263.54	$805.42	$458,458.12
2547 "M"	CTH M STH 53 East Ramp - 1,635 ft East	$0.00	$25,000.00		$25,000.00	$74,818.64	($49,818.64)
2548 "E"	CTH E STH 64 - CTH Z	$0.00	$150,000.00	$690,000.00	$840,000.00	$728,344.98	$111,655.02
2549 "M"	CTH M CTH F North - STH 40	$0.00	$100,000.00	$565,000.00	$665,000.00	$568,717.52	$96,282.48
2550 "X"	CTH X STH 27 - 270th Street	$0.00	$160,000.00		$160,000.00	$249.39	$159,750.61
2551 "H"	CTH H STH 64 - Polley Lane	$0.00	$165,000.00		$165,000.00	$255,799.28	($90,799.28)
2552 "F"	CTH F CTH M - 90th St	$0.00			$0.00	$401,234.98	($401,234.98)
2444	Countywide Safety Action SS4A	($11,244.52)		$80,869.91	$69,625.39	$143,112.14	($73,486.75)
555	Rut Wedging	$0.00	$150,000.00		$150,000.00	$129,038.02	$20,961.98
666	Chip Sealing	$0.00	$649,480.00		$649,480.00	$756,850.77	($107,370.77)
444	Miscellaneous Engineering	$0.00	$50,000.00		$50,000.00	$18,500.00	$31,500.00
888	Miscellaneous Road Projects/Culverts	$0.00	$428,740.00		$428,740.00	$189,715.27	$239,024.73
999	Supervision	$0.00	$590,000.00		$590,000.00	$333,447.41	$256,552.59
2419 "T"	CTH T Corridor Expansion	$1,097,372.30			$1,097,372.30	$66,967.54	$1,030,404.76
777	Contingency	$1,584,100.46			$1,584,100.46		$1,584,100.46
	Projects Under Review for Closing With State	$17,003.50		$8,948.43	$25,951.93	$20,724.89	$5,227.04
	TOTALS	**$3,313,606.98**	**$3,184,220.00**	**$1,968,065.45**	**$8,465,892.43**	**$4,656,078.70**	**$3,809,813.73**

Notes: $385,000.00 of bonding funds are anticipated for CTH M, CTH M, CTH X and CTH H.

HIGHWAY IMPROVEMENTS

2026 Capital Improvement Plan

County Highway	Project Limits	Project Type	Project Length	Estimated Cost
	County-Wide	Various Design		$50,000
	County-Wide	SS4A Safety Action Plan		$250,000
CTH MM	CTH X - STH 27	Design Plans		$100,000
CTH T	Corridor Expansion Project	Design & Construction	Various	$500,000
CTH M	Lake Holcombe Bridge B09003	Design & Replacement	Spot	$500,000
CTH CC	CTH Z - 239th Ave	Safety Improvement	Safety	$203,693
CTH Y	Chippewa River Bridge B09123	Bridge Rehabilitation	Spot	$3,930,800
CTH H	Ltl Otter Creek Bridge P09052	Bridge Replacement	Spot	$747,560
CTH R	STH 64 - STH 178	Recondition	2.5 Miles	$1,410,000
CTH J	STH 29 (South) - CTH X	Recondition	0.6 Miles	$295,000
CTH SS	CTH Q - Barron County	Recondition	0.8 Miles	$205,000
CTH O	CTH XX - STH 27	Recondition	2.9 Miles	$635,000
CTH M	Front St. - CTH SS	Recondition	0.1 Miles	$20,000
CTH OO	CTH P - 160th St.	Recondition	2.0 Miles	$505,000
CTH K	CTH O North - CTH O South	Recondition	0.5 Miles	$125,000
	Various	Pavement Preservation		$826,899
	Various Locations	Bridge Repairs	Spot	$180,000
	Various Locations	Maintenance - Drainage		$300,000
	Various Locations	Construction Supervision		$590,000
Highways and Bridges Total			9.4 miles	$ 11,373,952.00

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 2025 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 X—Curb Repair

CTH F—Bridge Chip Seal

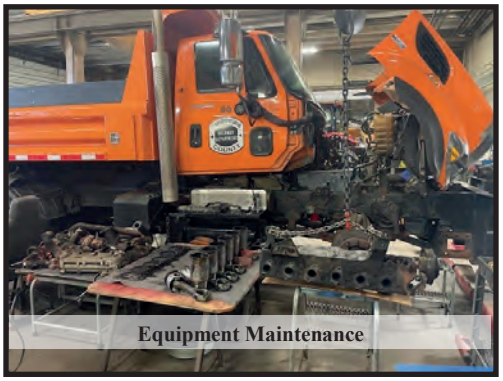
CTH E—Paving

Chippewa Shop—Concrete Replacement

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.


Equipment Maintenance

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


Union Pit—September 2025

HIGHWAY DEPARTMENT MACHINERY

2023 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
77	2023 International Patrol Truck (single)		$268,189
78	2023 International Patrol Truck (single)		$268,189
79	2023 International Patrol Truck (single)		$268,189
222	2023 John Deere Wheel Loader		$484,270
3C	2023 Chevrolet Traverse		$46,076
6C	2023 Chevrolet Traverse		$43,961

2023 Actual Purchase Costs	$1,378,874
Actual Sale Prices	$169,980
Net Purchases	$1,208,894
Available Funds (2021 Equip. Revenues)	$1,246,672

2023 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
48	Patrol Truck		$35,000
49	Patrol Truck		$35,000
50	Patrol Truck		$35,000
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

2024 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
92	2024 International Patrol Truck (single)		$288,783
93	2024 International Patrol Truck (single)		$288,783
94	2024 International Patrol Truck (single)		$288,783
	Rebuild Crusher Generator w/ Trailer		$153,842
	40' Shipping Container		$9,000
919	Boyd Shed 10,000 Gallon Brine Tank		$22,360

2024 Actual Purchase Costs	$1,051,551
Actual Sale Prices	$305,878
Net Purchases	$745,673
Available Funds (2022 Equip. Revenues)	$1,151,290

2024 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
55	Patrol Truck		$40,000
56	Patrol Truck		$35,000
57	Patrol Truck		$40,000
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
26	Quad-Axle Truck		$42,000
27	Quad-Axle Truck		$38,500
43	Quad-Axle Truck		$45,500
44	Quad-Axle Truck		$50,000

2025 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
13	Quad-Axle Truck		$221,898
14	Quad-Axle Truck		$221,898
16	Quad-Axle Truck		$221,898
114	Crew Cab Pickup		$49,199
115	Crew Cab Pickup		$49,199
116	Crew Cab Pickup		$48,419
1C	2025 Ford Explorer		$44,461
230M	Flex Wing Mower		$29,400
571	Mini Excavator		$119,168
223	Mowing Tractor		$217,250
224	Mowing Tractor		$217,250
671	Trailer		$25,704
571B	Mini Excavator Breaker		$18,893
921A	Brine Tank (Bloomer Shed)		$22,248

2025 Actual Purchase Costs	$1,465,744
Actual Sale Prices	$107,601
Net Purchases	$1,358,143
Available Funds (2023 Equip. Revenues)	$1,523,293

2025 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
121	Crew Cab Pickup		$2,475
122	Crew Cab Pickup		$6,001
123	Crew Cab Pickup		$5,800
240M	2004 John Deere Mower		$5,000
206	2006 Komatsu Tractor/Backhoe		$17,500
225	John Deere Tractor		$35,000
508	Generator Trailer		$825
226	John Deere Tractor		$35,000

2026 Equipment & Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
	3 Patrol Trucks	$990,000	
	1 Portable Pressure Washer	$24,000	
	1 Brush Chipper	$95,000	

2026 Estimated Purchase Costs	$1,109,000
Estimated Sale Prices	$73,000
Net Purchases	$1,036,000
Available Funds (2024 Equip. Revenues)	$1,100,000

2026 Equipment & Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
	3 Patrol Trucks (Units 34, 35, 36)	$65,000	
426	Portable Pressure Washer	$3,000	
932	Brush Chipper	$5,000	

2025 Equipment Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
1	FWD Truck	1989	107,991.06	16,199.00
1C	Ford Explorer	2025	48,988.56	48,988.56
3	Freightliner Truck	2017	127,522.13	37,193.66
3C	Chev Traverse	2023	45,906.32	39,407.76
4	Mack Truck	2017	143,954.53	46,518.46
5	Mack Truck	2017	143,244.72	46,289.46
5C	Chev Traverse	2011	29,706.78	4,456.00
6	Freightliner Truck	2009	131,420.42	19,713.00
6C	Chev Traverse	2023	43,790.99	37,592.07
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	21,429.39
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
13	Western Star	2025	223,895.41	223,895.41
14	Western Star	2025	224,473.89	224,473.89
15	Volvo Truck	2006	118,845.00	17,827.00
16	Western Star	2025	224,229.20	224,229.20
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	399,202.56	365,046.55
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
28	Peterbilt Truck	2005	102,130.73	15,320.00
29	Peterbilt Truck	2005	101,494.07	15,224.00
31	Freightliner Truck	2018	140,509.05	67,853.94
32	Freightliner Truck	2018	142,738.01	68,930.53
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	96,825.18
41	Freightliner Truck	2018	144,923.39	69,985.81
42	GMC Truck	2001	21,732.56	3,260.00
45	Ford Truck	1993	40,609.06	6,091.00
46	International	2020	157,894.92	93,274.82
47	IHC Truck-Fuel	2005	106,398.25	15,960.00
54	Freightliner Truck	2014	102,224.50	15,333.50
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	83,463.33
59	Freightliner Truck	2019	167,980.01	93,018.89
60	International	2020	158,667.25	93,731.12
61	IHC Truck	1998	56,270.78	8,441.00
62	Mack Truck	2016	113,687.50	32,353.44
63	Mack Truck	2016	116,947.50	33,281.18
64	Mack Truck	2016	126,237.50	35,924.96
65	2017 Freightliner	2017	123,213.68	49,901.53
66	2017 Freightliner	2017	126,139.57	51,086.52
67	2017 Freightliner	2017	116,169.77	47,048.73
68	Freightliner Truck	2019	166,865.56	92,401.84
69	Freightliner Truck	2021	164,838.80	115,539.74
70	Freightliner Truck	2021	164,209.48	115,098.64
71	Freightliner Truck	2021	169,069.37	118,505.06
72	Sterling Truck/Sweeper	2005	137,041.00	75,308.74
74	Peterbilt Truck	2015	96,103.00	21,025.04
75	Peterbilt Truck	2015	93,202.00	20,390.06
76	Peterbilt Truck	2015	107,507.00	23,519.90
77	International Truck	2025	194,228.84	194,228.84
78	International Truck	2025	193,325.96	193,325.96
79	International Truck	2025	192,286.92	192,286.92
80	Freightliner Truck	2022	175,564.69	139,638.89
81	Freightliner Truck	2022	174,207.31	138,559.28
82	Freightliner Truck	2022	174,163.73	138,524.61
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	16,685.50
95	Freightliner Truck	2014	107,487.50	16,122.50
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	14,245.04
104	Ford Truck	2017	35,159.62	5,274.00
105	Chev Silver	2020	36,700.50	14,170.41
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
114	Chev Silver	2025	63,069.61	63,069.61
115	Chev Silver	2025	58,803.27	58,803.27
116	Chev Silver	2025	58,172.00	58,172.00
117	Ford Truck	1996	35,189.01	5,278.00
118	Ford Truck	2002	66,500.22	9,975.00
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	21,371.02
129	Chev Truck	2021	38,515.59	19,872.96
130	Chev Truck	2021	41,135.89	21,224.96
202	John Deere Wheel Loader	2019	211,933.65	111,353.39
203	Case Wheel Loader	2012	167,817.50	25,173.00
204	Case Wheel Loader	2012	167,817.50	25,173.00
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	12,764.26
215	Case Loader Backhoe	2014	89,665.00	13,449.74
217	Cat Tractor/Dozer	2004	57,022.01	8,553.00
220	Cat Wheeloader	2016	398,713.00	104,994.40
221	Cat Wheeloader	2017	310,410.75	105,927.70
222	John Deere Wheel Loader	2023	462,288.31	405,863.16
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	34,983.09
241	Bobcat CTL	2021	67,275.52	45,831.31
242	Compact Track Loader	2013	57,339.00	30,521.54

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
246	Bobcat Skidster	2022	58,165.80	48,264.43
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	35,929.00
334	NoRam Grader	2021	173,657.82	119,534.42
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
230M	Flex Mower Bushhog	2025	26,553.00	26,553.00
239	John Deere Mower	1988	4,417.15	663.00
241M	Bobcat Mower	2021	12,531.00	1,880.00
241P	Bobcat Planer	2021	11,632.00	7,924.37
241R	Bobcat Rake	2021	7,410.00	4,457.58
242B	Bobcat Breaker	2018	10,727.00	4,876.28
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 Mower	2007	7,924.00	1,189.00
267M	Diamond Side Flail Mower	2007	13,386.84	2,008.00
334M	Maintainer Bonnell	2021	17,200.00	11,717.50
336R	Retreiver Shldr Maintainer	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
571	Mini Excavator	2025	115,010.40	115,010.40
571B	Breaker	2025	18,892.16	18,892.16
572	Komatsu Excavator	2007	206,871.32	31,031.00
574	Cat Excavator	2018	207,824.95	94,473.87
574M	McKenzie Mower/Cutter	2018	34,000.00	5,100.00
581	Trailer Mounted Boom	2021	23,665.60	15,954.61

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	819.38
595	Sweepster Broom	2014	5,462.50	819.38
601	Contrail Trailer	1998	12,865.29	12,045.13
602	Dacco Trailer	2005	15,638.32	7,972.19
603	Trail King Trailer	2005	50,567.57	7,585.00
604	Trailer (Test Shack)	2010	26,404.51	4,720.39
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
611	Storage Container	2024	9,000.00	8,745.00
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	8,268.52
624	Enclosed Trailer	2021	28,403.44	20,975.12
625	Portable Traffic Lights	2019	62,824.50	20,230.83
626	Speed Trailer	2019	8,297.00	4,359.63
627	Loboy Trailer	2021	108,573.72	77,042.07
628	Trailer	2022	20,080.30	16,662.10
671	Trailer	2025	25,534.00	25,534.00
680	Crash Barrier(State)	2021	30,725.82	22,237.80
681	Crash Barrier	2017	28,959.83	9,472.28
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	15,977.73
709	Sullair Air Compressor	2019	30,188.90	15,861.78
710	Sullair Air Compressor	2019	30,194.09	15,864.46
902A	Topcon Laser	2014	4,760.00	714.00
902B	Topcon Laser	2018	4,579.24	1,984.42
904A	Honda Water/Trash Pump	2013	620.94	93.00
908	E-Z liner Striper	1987	2,290.00	344.00
909	John Deere Generator	2001	1,100.00	165.00
909B	Kohler Generator	2012	7,000.00	1,050.00
911	Trafcon Arrowboard	2021	11,154.81	8,152.30
911A	John Deere Generator	2014	2,021.98	494.27
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	21,409.70
920	Calcium tank	1995	10,125.85	0.00
921	Bloomer Hold Tank	2025	22,248.00	22,248.00
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	10,322.54
934A	Carlson Geodimeter	2021	15,143.00	11,278.12
934B	Carlson Geodimeter	2021	13,285.00	9,894.32
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 Lazer	2009	4,220.00	633.00
942A	Laser	2025	2,890.08	2,890.08
963	MudJack	2021	21,322.58	15,432.21
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	1,250.40
977A	Light Tower(State)	2012	9,377.94	1,250.39
978	Homemade Sign Trailer	2023	6,251.35	5,498.59
978A	Homemade Sign Trailer	2023	2,832.21	2,491.16
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	1,098.75
987B	Wacker Plate Compact	2017	2,061.37	382.37
987C	Wacker Tamper	2022	3,695.00	2,811.66
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	2,234.09
1901	Monroe Conveyor	2016	5,300.00	2,234.09
1902	Monroe Conveyor	2016	5,300.00	2,234.09
1903	Monroe Conveyor	2016	5,300.00	2,234.09
2500	Portable Scale	2014	52,478.31	21,005.60
401	Cat Paver	2018	379,760.45	120,839.48
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	253,247.12
423	Rubber Melter	2021	92,205.59	56,283.68
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	38,533.45
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
522	Bomag Roller	2012	72,559.00	10,884.00
524	Bomag Roller	2013	34,800.00	5,220.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
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	7,826.62
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	1,557.26
31L	Monroe Wing	2018	7,004.00	3,382.59
31P	Monroe Plow	2018	7,099.00	3,428.31
31R	Monroe Wing	2018	7,319.00	3,534.56
31S	Monroe Spreader	2018	4,403.50	1,557.26
31U	Monore Underbody	2018	13,314.00	6,429.49
32B	Brine Equip	2018	4,403.50	1,557.26
32L	Monroe Wing	2018	7,004.00	3,382.35
32P	Monroe Plow	2018	7,099.00	3,428.31
32R	Monroe Wing	2018	7,319.00	3,534.56
32S	Monroe Spreader	2018	4,403.50	1,557.26
32U	Monroe Underbody	2018	13,314.00	6,429.49
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
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	3,163.30
40L	Universal Wing	2020	8,079.00	5,049.13
40P	Universal Plow	2020	10,461.00	6,549.30
40R	Universal Wing	2020	7,247.00	4,577.66
40S	Swenson Spreader	2020	5,862.50	3,143.52
40U	Universal Underbody	2020	10,695.00	6,755.56
41B	Brine Equip	2018	4,403.50	1,557.26
41L	Monroe Wing	2018	7,004.00	3,382.59
41P	Monroe Plow	2018	7,099.00	3,428.31
41R	Monroe Wing	2018	7,319.00	3,534.56
41S	Monroe Spreader	2018	4,403.50	1,557.26
41U	Monroe Underbody	2018	13,314.00	6,429.49
46B	Brine Equip	2020	5,862.50	3,163.30
46P	Universal Plow	2020	10,461.00	6,549.30
46S	Swenson Spreader	2020	5,862.50	3,143.51

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
46U	Universal Underbody	2020	10,695.00	6,755.56
46W	Universal Wing	2020	8,079.00	5,049.13
54B	Brine Equip	2014	1,879.50	282.00
54L	Monroe Wing	2014	6,980.00	1,047.00
54P	Monroe Plow	2014	7,125.00	1,069.00
54R	Monroe Wing	2014	9,091.00	1,364.00
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	2,395.12
58L	Universal Left Wing	2019	7,866.00	4,355.85
58P	Universal Plow	2019	10,023.00	5,550.00
58R	Universal Right Wing	2019	7,116.00	3,940.27
58S	Universal Spreader	2019	5,416.50	2,395.12
58U	Universal Underbody	2019	10,470.00	5,797.76
59B	Brine Equip	2019	5,189.50	2,294.78
59L	Universal Left Wing	2019	7,116.00	3,940.27
59P	Universal Plow	2019	9,228.00	5,109.90
59R	Universal Right Wing	2019	7,116.00	3,940.27
59S	Universal Spreader	2019	5,189.50	2,294.78
59U	Universal Underbody	2019	10,470.00	5,797.76
60B	Brine Equip	2020	5,827.00	3,147.04
60P	Universal Plow	2020	10,356.00	6,489.80
60S	Swenson Spreader	2020	5,827.00	3,127.23
60U	Universal Underbody	2020	10,695.00	6,755.56
60W	Universal Wing	2020	7,997.00	5,002.66
61W	Monroe Wing	1998	5,339.00	801.00
62B	Brine Equip	2016	2,258.74	338.81
62P	Monroe Plow	2016	6,358.00	1,809.63
62S	Monroe Spreader	2016	2,258.74	338.81
62W	Monroe Wing	2016	9,164.00	2,608.26
63B	Brine Equip	2016	2,258.74	338.81
63P	Monroe Plow	2016	6,358.00	1,809.63
63S	Monroe Spreader	2016	2,258.74	338.81
63W	Monroe Wing	2016	9,164.00	2,608.26
64B	Brine Equip	2016	2,258.75	338.81
64P	Monroe Plow	2016	6,358.00	1,809.63
64S	Monroe Spreader	2016	2,258.75	338.81
64W	Monroe Wing	2016	9,164.00	2,608.26
65B	Brine Equip	2017	5,390.00	1,381.18
65L	Univerisal Wing	2017	7,170.00	2,903.85
65P	Universal Plow	2017	8,602.00	3,483.81
65R	Universal Right Wing	2017	7,170.00	2,903.85
65S	Universal Spreader	2017	5,390.00	1,381.18
65U	Universal Underbody	2017	12,720.00	5,151.60
66B	Brine Equip	2017	5,390.00	1,381.18
66L	Univerisal Wing	2017	7,170.00	2,903.85
66P	Universal Plow	2017	8,602.00	3,483.81
66R	Universal Right Wing	2017	7,170.00	2,903.85
66S	Universal Spreader	2017	5,390.00	1,381.18
66U	Universal Underbody	2017	12,720.00	5,151.60
67B	Brine Equip	2017	5,390.00	1,381.18
67L	Univerisal Wing	2017	7,170.00	2,903.85
67P	Universal Plow	2017	8,602.00	3,483.81
67R	Universal Right Wing	2017	7,170.00	2,903.85
67S	Universal Spreader	2017	5,390.00	1,381.18
67U	Universal Underbody	2017	12,720.00	5,151.60
68B	Brine Equip	2019	5,189.50	2,301.35
68L	Universal Left Wing	2019	7,116.00	3,940.27
68P	Universal Plow	2019	9,228.00	5,109.90
68R	Universal Right Wing	2019	7,116.00	3,940.27
68S	Universal Spreader	2019	5,189.50	2,301.35
68U	Universal Underbody	2019	10,470.00	5,797.76
69B	Brine Equip	2021	2,828.50	1,876.82
69P	Monroe Plow	2021	9,031.00	6,600.19
69S	Monroe Spreader	2021	2,828.50	2,067.16
69U	Monroe Underbody	2021	13,956.00	10,199.51
69W	Monroe Wing	2021	8,880.00	6,489.80
70B	Brine Equip	2021	2,828.50	1,876.82
70P	Monroe Plow	2021	9,031.00	6,600.16
70S	Monroe Spreader	2021	2,828.50	2,067.16
70U	Monroe Underbody	2021	13,956.00	10,199.51
70W	Monroe Wing	2021	8,880.00	6,486.63
71B	Brine Equip	2021	2,828.50	1,876.82
71P	Monroe Plow	2021	9,031.00	6,600.15
71S	Monroe Spreader	2021	2,828.50	2,067.01
71U	Monroe Underbody	2021	13,956.00	10,199.51
71W	Monroe Wing	2021	8,880.00	6,489.80
74B	Brine Equip	2015	2,129.00	319.50
74L	Universal Left Wing	2015	7,263.00	1,589.01
74P	Universal Plow	2015	7,995.00	1,748.87
74R	Univeral Right Wing	2015	8,951.00	1,958.58
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	1,589.01
75P	Universal Plow	2015	7,995.00	1,748.87
75R	Univeral Right Wing	2015	8,951.00	1,958.59
75S	Swenson Sander	2015	2,129.00	319.50
76B	Brine Equip	2015	2,160.50	324.00
76P	Univeral Plow	2015	8,131.00	1,779.18
76 S	Swenson Sander	2015	2,160.50	324.00
76W	Univeral Wing	2015	8,993.00	1,967.49
77B	Universal Brine	2025	10,372.00	10,372.00
77P	Univeral Plow	2025	14,037.00	14,037.00
77S	Universal Spreader	2025	7,867.00	7,867.00
77U	Universal Underbody	2025	17,358.00	17,358.00
77W	Universal Wing	2025	13,022.00	13,022.00
78B	Universal Brine	2025	10,372.00	10,372.00
78P	Universal Plow	2025	14,037.00	14,037.00
78S	Universal Spreader	2025	7,867.00	7,867.00
78U	Universal Underbody	2025	17,358.00	17,358.00
78W	Universal Wing	2025	13,022.00	13,022.00
79B	Universal Brine	2025	10,372.00	10,372.00
79P	Universal Plow	2025	14,037.00	14,037.00
79S	Universal Spreader	2025	7,867.00	7,867.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
79U	Universal Underbody	2025	17,358.00	17,358.00
79W	Universal Wing	2025	13,022.00	13,022.00
80B	Brine Equip	2022	2,606.50	2,006.46
80P	Univeral Plow	2022	10,464.00	8,536.88
80S	Universal Spreader	2022	2,606.50	2,006.46
80U	Universal Underbody	2022	12,319.00	10,050.25
80W	Universal Wing	2022	9,251.00	7,547.27
81B	Brine Equip	2022	2,606.50	2,006.46
81P	Univeral Plow	2022	10,464.00	8,536.88
81S	Universal Spreader	2022	2,606.50	2,006.49
81U	Universal Underbody	2022	12,319.00	10,050.25
81W	Universal Wing	2022	9,251.00	7,246.62
82B	Brine Equip	2022	2,606.50	2,006.46
82P	Univeral Plow	2022	10,464.00	8,536.88
82S	Universal Spreader	2022	2,606.50	2,006.46
82U	Universal Underbody	2022	12,319.00	10,050.25
82W	Universal Wing	2022	9,251.00	7,547.28
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	Universal 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	927.00
89P	Monroe Plow	2014	6,325.00	949.00
89R	Monore Wing	2014	8,291.00	1,244.00
89S	Swenson Sander	2011	1,678.00	251.50
95P	Monroe Plow	2014	7,125.00	1,069.01
95S	Swenson Sander	2011	3,356.00	503.00
95W	Monroe Wing	2014	9,759.00	1,464.00
96B	Monroe Brine	2014	1,177.14	676.85
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	1,197.67
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
348W	Monroe Wing	2003	13,185.00	1,978.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
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	0.00
2502	PreWet Tank (state pur)	2017	16,498.99	0.00
2503	PreWet Tank (state pur)	2017	16,498.99	0.00
2504	PreWet Tank (state pur)	2017	12,299.00	-0.01
2510	Brine Making Equip	2018	153,047.02	100,212.03
2511	Anti Icing (state pur)	2017	18,766.02	0.01
2512	Anti Icing (state pur)	2017	18,384.67	0.00
	Radio Tower	1999	61,948.23	9,292.00
	Bloomer Fuel System	2016	32,475.76	17,293.34
	Boyd Fuel System	2016	35,611.76	18,963.25
	Cornell Fuel System	2016	31,581.76	16,817.28
	Hot Mix Fuel System	2017	34,119.54	18,974.03
	Fuel Truck Add On	2017	14,579.54	2,444.74
	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 tank	1990	88,130.68	20,540.57
	Tank Boyd	1994	6,688.03	1,003.00
	Fuel System Containment	2020	12,982.00	9,517.84
	Fuel System Dispensers	2020	40,640.00	31,422.17
	100 Ton Press	2012	10,399.76	2,740.00
	JD Riding Mower (236)	2016	4,100.00	2,105.81
	JD Riding Mower (237)	2016	4,100.00	2,105.81
	JD Riding Mower (238)	2012	2,885.00	787.21
	High Lifts/Accessories	2009	84,403.50	12,660.99
	Tire Changer	2021	22,053.79	17,888.08
	Tire Changer H1009	2022	17,111.52	14,364.15
	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	3,215.69
	Forklift 584	2019	23,194.98	15,746.73
	Parts Washer	2001	4,874.00	731.00
	Pressure Washer	2001	2,895.00	434.00
	Compressor-Chippewa #2	2000	2,135.00	320.00
	Compressor-Chippewa #3	2011	9,125.00	1,972.25
	Waste Material Tank	1999	6,832.33	1,025.00
	Tire Balancer	2024	20,419.30	19,455.06
	SCAN TOOL	2024	10,771.39	9,092.85
	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
	Steelcase Furniture	1996	38,679.78	5,802.00
	Springbrook Software	2013	40,540.00	0.00
	TOTAL		**$24,019,711.76**	**$9,186,878.82**

NON-HIGHWAY FLEET

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 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

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

2025 Non-Highway Fleet Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
824	Utility (SD)		$46,611
825	Utility (SD)		$46,611
805	1/2 Ton Pick-Up (Sheriff)		$41,286
807	1/2 Ton Pick-Up (Sheriff)		$41,286
808	1/2 Ton Pick-Up (Sheriff)		$41,286
809	1/2 Ton Pick-Up (Sheriff)		$41,286
795	1/2 Ton Pick-Up (Facilities & Parks)		$39,535
865	Van (Sheriff)		$45,095

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

2025 Actual Purchase Costs	$342,996
Actual Squad Build Costs	$77,841
Estimated & Actual Sale Prices	$41,230
Net Purchases	$379,607
Available Vehicle Purchase Funds	$250,000
Available Squad Build Funds	$50,000

2025 Non-Highway Fleet Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
855	2018 Ford Utility		$4,494
802	2014 Chevy Impala	$6,000	
804	2017 Chevy Impala		$8,375
811	2018 Chevy Impala		$9,575
840	2011 Chevy Traverse		$1,750
756	2007 Ford F-150	$5,000	
842	2018 Dodge Caravan		$1,380
857	2018 Ford Utility		$4,656

2026 Non-Highway Fleet Vehicle Purchases

Unit	Description	Est. Cost	Actual Cost
	Utility (Sheriff)	$46,000	
	Utility (Sheriff)	$46,000	
	Van (Jail)	$40,500	
	Pick-up (SD/EM)	$49,000	
	SUV (Shared)	$30,500	
	SUV (Shared)	$30,500	
	Van (ADRC)	$40,500	

2026 Estimated Purchase Costs	$283,000
Estimated Squad Build Costs	$50,000
Estimated Sale Prices	$33,000
Net Purchases	$300,000
Available Vehicle Purchase Funds	$250,000
Available Squad Build Funds	$50,000

2026 Non-Highway Fleet Vehicle Sales

Unit	Description	Est. Sale	Actual Sale
889	2017 Ford Utility	$4,000	
829	2020 Ford Utility	$4,000	
844	2017 Dodge Caravan	$4,000	
826	2012 Chev Silverado	$8,000	
763	2014 Chev Impala	$6,000	
748	2013 Chev Impala	$4,500	
881	2019 Dodge Caravan	$2,500	

2025 Non-Highway Fleet Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
SHERIFF'S DEPT.				
801	Ford F-250	2023	47,205.50	40,882.65
802	Chev Impala	2014	18,075.50	2,711.33
805	Chev Silverado	2025	53,281.61	53,281.61
807	Chev Silverado	2025	53,626.61	53,626.61
808	Chev Silverado	2025	53,626.61	53,626.61
809	Chev Silverado	2025	53,656.61	53,656.61
812	Chev Silverado	2020	31,818.50	18,588.41
813	Ford Transit Van	2020	43,736.50	12,756.48
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	21,349.67
824	Ford Utility	2025	59,597.16	59,597.16
825	Ford Utility	2025	59,597.16	59,597.16
827	Ford Utility	2019	33,016.50	13,530.54
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	21,311.91
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
834	Ford Utility	2024	51,326.12	51,326.12
835	Ford Utility	2024	51,326.12	51,326.12
836	Ford-150	2023	44,745.50	43,221.11
844	Dodge Caravan	2017	23,735.50	3,560.50
856	Ford Utility	2018	30,287.50	4,675.58
859	Dodge Caravan	2019	23,890.50	3,583.50
865	Chrysler pacifica	2025	47,912.71	47,912.71
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
881	Dodge Caravan	2019	23,890.50	3,583.50
889	Ford Utility	2017	29,133.50	4,370.00

2025 Sheriff Ford Utility Vehicles

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
ZONING/LAND RECORD/SURVEYOR DEPARTMENT				
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	3,962.50
781	Chev Silver	2024	39,678.50	32,371.05
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	4,465.50
779	Chev Silver	2023	39,678.50	32,371.05
795	Chev Silver	2025	40,903.00	40,903.00
CORONER				
844	2017 Dodge Caravan	2017	23,735.50	3,560.50
LAND CONSERVATION & FOREST MANAGEMENT				
780	Ford Truck	2012	21,210.50	11,982.72
782	Chevrolet Truck	2024	41,999.50	34,264.60
783	Chevrolet Truck	2024	41,999.50	34,264.60
796	Chevrolet Truck	2019	27,646.50	4,147.00
SHARED VEHICLES				
740	Ford Escape	2022	24,597.50	13,604.03
741	Ford Escape	2022	24,597.50	13,604.03
742	Ford Escape	2022	24,597.50	13,604.03
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	3,156.45
765	Chev Impala	2019	21,042.94	3,156.44
766	Chev Impala	2020	21,042.95	3,156.44
770	Chrysler Voyager	2021	28,258.50	10,643.83
771	Chrysler Voyager	2021	28,258.50	10,643.83
772	Chev Malibu	2023	21,674.50	15,533.38
DEPARTMENT OF AGING				
794	Dodge Caravan	2020	24,200.50	4,658.52
EMERGENCY GOVT				
826	Chev Truck	2012	25,636.50	8,830.24
TOTALS			$2,508,013.97	$1,613,609.73

2025 Special Projects


CTH Q —Bridge Construction

CTH Q Bridge

This project replaced the deck on CTH Q bridge over Tilden Creek, which had been restricted to a single lane due to limited structural capacity. To restore full functionality, the design team selected press brake tub girders for the new design. The effort was largely funded through the LRIP CHI-S program, which provided 90% of the project cost. County crews completed all approach work, including a new culvert, earthwork, gravel placement, paving, and beam guard installation, while a contractor carried out the deck replacement. By using press brake tub girder technology, the 62.5-foot crossing was spanned with a smaller, lighter girder—delivering both cost efficiency and long-term performance. This project highlights effective collaboration between state funding and county resources, resulting in a durable, improved structure with substantial local savings.

Chippewa Valley Bike Routes

The Chippewa Valley Bike Routes project is a regional, multi-year effort to establish a 211-mile network of 20 color-coded and numbered routes connecting Eau Claire, Altoona, Lake Hallie, and Chippewa Falls. Led by Bike Chippewa Valley in partnership with the West Central Wisconsin Regional Planning Commission, the initiative introduces new wayfinding signage, an online interactive map, and a mix of dedicated trails and designated roadways. Funded through contributions from municipalities, the county, and grants, the system is designed to improve safety, connectivity, and accessibility for cyclists while also supporting recreation, transportation, and tourism. Within Chippewa County, the Highway Department collaborated with towns to place signage along all routes that fall inside county boundaries.

New Bike Route Signs


911 Addressing Marker Installation

911 Addressing Markers

The Highway Department provided valuable assistance to the 911 Database/Public Safety GIS Manager with the installation of new 911 addressing markers across the county. Department staff worked carefully to ensure that each sign was placed in the proper location, securely installed, and thoroughly documented in accordance with established requirements. This effort was an important part of improving emergency response capabilities by making properties easier to identify for first responders. Utilizing GIS and GPS technology provided by Emergency Government, Highway staff were able to accurately locate and record the position of every marker. This helps Emergency Government ensure that the addressing system will serve as a reliable resource for public safety agencies and the community as a whole.

HIGHWAY DEPARTMENT ORGANIZATION CHART

County Administrator
Andy Albarado

County Board of Supervisors

Highway Commissioner
Chris Elstran
Office 715-738-2616

Finance Division
Leah Simington, Finance Director

Deputy Highway Commissioner
Vacant

Paving & Crushing Superintendent
Bryon Rufledt
Office 715-738-2611

Project Engineer II
Eric Goebel
Office 715-738-2612

State Patrol Superintendent
Joe Simon
Office 715-738-2617

County Patrol Superintendent
Kyle Hoel
Office 715-738-2618

Bridge Program Manager
Wayne Krejci
Office 715-738-2614

Facilities/Fleet Superintendent
Paul Mohr
Office 715-738-2615

Project Manager
Fred Anderson, PE
Office 715-738-2610

Fiscal Manager
Joe Gutowski
Office 715-738-2608

Loader Operator
Aaron Mullner

Bit Paver Operators
Jason Anderson
Dan Derks
Vacant

Grader Operator
Wayne Sedlacek

Truck Drivers
Ritch Parkhurst
Dan Webber
Christopher Jensen
Riley Ebner
Lairy Normand
Brice Ramharter
Josiah Jorstad

Roller Operators
Mike Quinn
Jayson Stewart

Bit. Paver Asst
Matt Oberle

Crusher Operators
Brent Wicken
Jacob Volk

Hotmix Operators
Joe Burgess
Charles Anderson
Greg Pavek

Excavator Operators
Tim Woodford
Brady Thornton

Grader Operator
Seth Asselin

Dozer Operators
Shane Hartzell
Dean Scheidecker

Maintenance Patrol
Jeremy Seurer
Adam Boehm
Mitchell Nelson

State Maintenance
Greg Samplawski
Bill Ramseier
Ben Potaczek
Paul Sarauer
Kevin Lueck
Wes Prince
Elijah Prill
Steven Nelson
Jacob Bellefeuille
Roger Weltzin
Jacob Bauer
Riley Fauske
Cody Bellefeuille
Jesse Dickson
John Walsh

County Maintenance
Mark Wellner
Loren Bowe
Matt Heidtke
Cody Hakes
Brian Davidson
Norbert Bowe

Sign Coordinator
Shawn Best

Purchasing Clerk
Mike Nowak

Inventory Clerk
Jim Katz

Mechanic-Welder
Mike Klingbeil
JR Mancl

Mechanic-Lowboy
Scott Palacek

Mechanic-Tire
Rob Lawrence

Mechanic-Fuel
Brad O'Donnell

Mechanics
Jeff Turner
Eric Foiles
Ed LaGesse
Adam Nixdorf
Hunter Welch

Operator/Janitor
Steve Fredrickson

Engineer Tech
(Seasonal)
Vacant

Account Assistant
Rosann Paletta
715-726-7813

Administrative Assistant
Marla Prissel
715-726-7916

Seasonal Workers
Traffic Control Technicians
3 positions
Operator II - CDL
4 positions

KEY
Line of Authority
Line of Coordination

9/3/2025

Highway Department Management Staff

Chris Elstran
Highway
Commissioner
715-738-2616

Vacant
Deputy Highway
Commissioner

CTH Q—Culvert Installation

Fred Anderson
Project Manager
715-738-2610

Joseph Gutowski
Fiscal Manager
715-738-2608

Paul Mohr
Facilities & Fleet
Superintendent
715-738-2615

Joseph Simon
State Patrol
Superintendent
715-738-2617

Wayne Krejci
Bridge Program
Manager
715-738-2614

Bryon Rufledt
Paving and Crushing
Superintendent
715-738-2611

Eric Goebel
Project Engineer II
Bridge & Grade Crew
715-738-2612

Kyle Hoel
County Patrol
Superintendent
715-738-2618

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

Community, Safety, Future…

September 23, 2025

Subject: Island Removal

Dear Chris Elstran, Commissioner

I just wanted to write and thank you and your crew for removing the Island from Cranberry Lake, which has been a problem for several years. The island kept floating against the CTH M bridge and plugging the only inlet/exit to the lake. I tried on different occasions, with the help of several other people, to move the island with boats and was a little successful on one occasion to actually move the island a little ways from the bridge only to have it move back. The Highway Department came in and removed the island, putting an end to years and years of a problem that would have remained for a very very long time. The Highway Department did the removal in a very timely and professional manner with very little disturbance to the lake and those wishing to use the lake.

Thank you very much!

Randy J. Anderson, Chairman
Town of Birch Creek

CHIPPEWA COUNTY HIGHWAY