

CHIPPEWA

OPERATIONS REPORT

2023



CHIPPEWA COUNTY
HIGHWAY DEPARTMENT

C O U N T Y



TABLE OF CONTENTS

Mission Statement	2
Geometrics	3
Operations	4
Performance and Statistics	5
Cost Accounting	6
Fund Analysis	7
Bridge and Culvert Aid	8
Bridge Construction	9
Highway Construction	10
Highway Improvements	11
Highway Maintenance	11
Facilities and Fleet	12
Machinery and Equipment	13
Non-Highway Fleet	19
Special Projects	21
Organization Chart	22
Staff	23



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

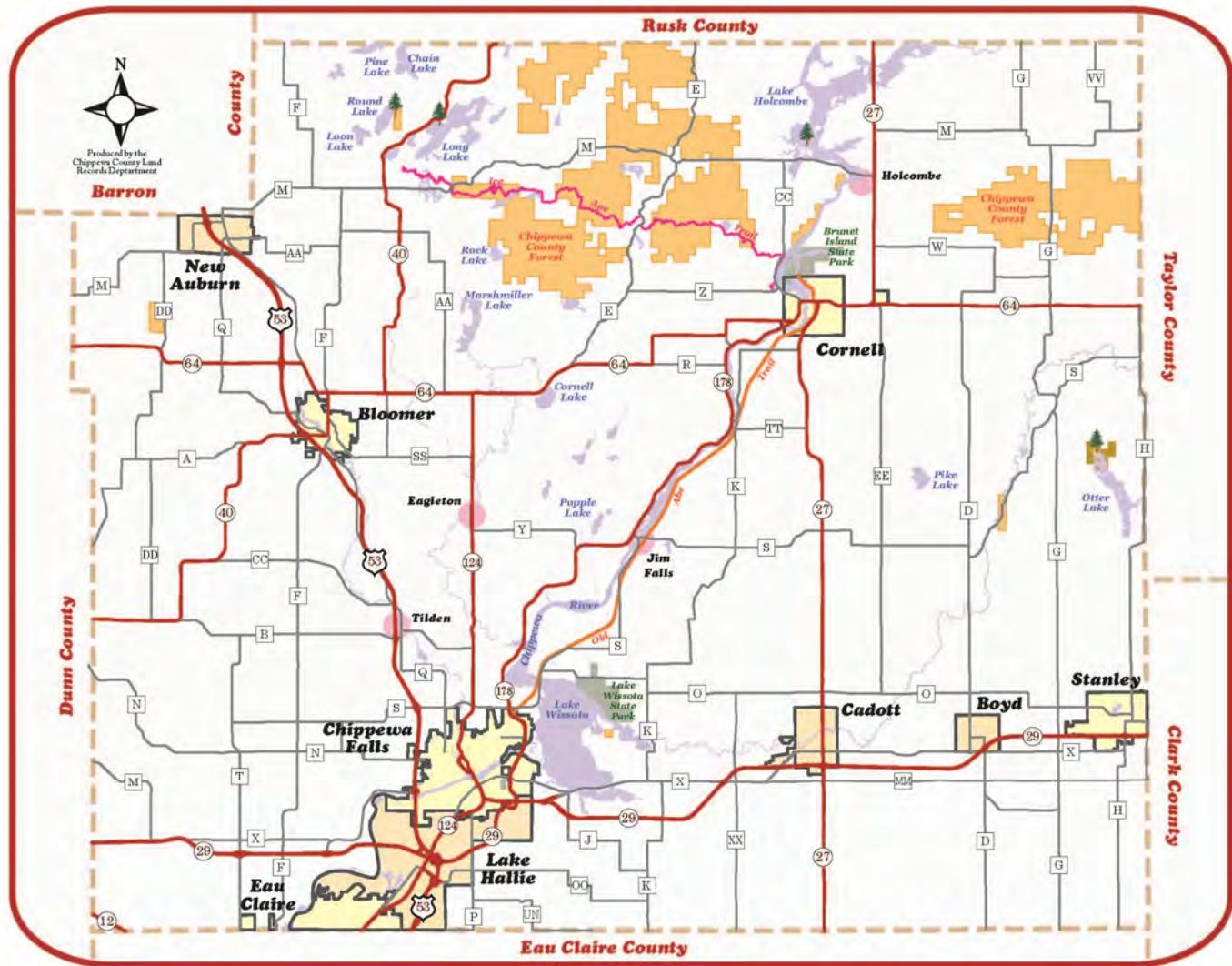
County Land Area - 1,025 square miles
County Bridges - 96
City/Village/Town Bridges - 127

County Trunk Highways - 996 lane miles
State Trunk Highways - 667 lane miles
Local Roads - 1,333 lane miles



Union Gravel Pit - Hot Mix Plant

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 11 seasonal employees each year. The 2022 total annual payroll was \$4,436,944.69.

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 installation. This work includes the asphalt paving and chip sealing operations of the department. The Project Engineer II (Grading) is responsible for the reconstruction of highways. The Project Engineer II (Bridge) is responsible for the repairs and maintenance of bridges and the installation of culverts, along with 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 \$1,974,175.32 in General Transportation Aids in 2023.

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, machinery, 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, machinery, and vehicles for the purpose of maintaining and constructing roads and bridges. The Highway Department also oversees the maintenance and operation of the 83-vehicle non-highway fleet, which is utilized by all other County departments.



HIGHWAY DEPARTMENT OPERATIONS — Cont'd

In Chippewa County, the highway office and main shop are located together. The Highway Commissioner, the 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.

2023 Performance Measures and Statistics

Totals through 10/1/2023

- ⇒ \$936,725.26 in maintenance and construction work for local municipalities
- ⇒ \$91,579.56 in work for other County departments (excluding non-highway fleet)

- ⇒ Resurfaced 26.1 miles of 489 County Highway miles
18.7-year replacement cycle, 25-year cycle recommended
- ⇒ Chip sealed 19.36 miles of 489 County Highways miles
25.2-year maintenance cycle, 7-year cycle recommended
- ⇒ Installed 50 new culverts on County Highways
- ⇒ Hotmix produced 75,651 tons
- ⇒ Gravel produced 122,490 tons



2022/2023 Winter Statistics

- | | | |
|---------------------------|-----------------------|-----------------------|
| ⇒ Hours of snow plowing | County 9,797 hours | State 9,221 hours |
| ⇒ Brine used on roads | County 26,975 gallons | State 124,389 gallons |
| ⇒ Salt used on roads | County 4,609 tons | State 8,402 tons |
| ⇒ Sand/salt used on roads | County 14,819 tons | State 345 tons |

12-month worker's compensation statistics (August 1, 2022 - July 31, 2023)

- ⇒ 7 total claims
- ⇒ Total expense incurred: \$32,669
- ⇒ Average claim amount: \$4,667
- ⇒ 5-year average worker's compensation claims with outlier: \$291,888
- ⇒ 5-year average worker's compensation claims without outlier: \$81,888

Lost days

- ⇒ 6 lost days in 2023 (YTD)
- ⇒ 248 lost days in 2022

Light duty days

- ⇒ 127 days in 2023 (YTD)
- ⇒ 159 days in 2022

HIGHWAY DEPARTMENT COST ACCOUNTING



CTH DD - Regrading Curve

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 ZZ - Paving Project



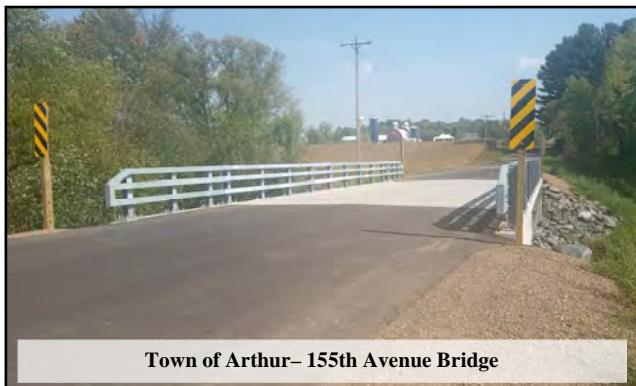
Highway Fund Analysis

2023 ANALYSIS OF HIGHWAY FUNDS

FUND	BALANCE 01/01/23	TRANS FERS & APPROP.	REVENUE	TOTAL AVAILABLE	EXPENDITURE	BALANCE 9/30/2023
ADMINISTRATION	\$ 19,944.00	\$ 446,221.00	\$ 199,632.74	\$ 665,797.74	\$ 425,405.61	\$ 240,392.13
LAND ACQUISITION	\$ 371,026.06	\$ -	\$ 770.00	\$ 371,796.06	\$ 60.00	\$ 371,736.06
TOTAL MACHINERY	\$ 1,182,781.56	\$ -	\$ 7,407,418.68	\$ 8,590,200.24	\$ 7,446,315.02	\$ 1,143,885.22
MACHINERY	\$ -	\$ -	\$ 7,407,418.68	\$ 7,407,418.68	\$ 7,160,965.02	\$ 285,350.00
BUILDINGS & GROUNDS						
TOTAL MAINTENANCE	\$ 588,343.08	\$ 1,600,000.00	\$ 2,040,130.64	\$ 4,228,473.72	\$ 2,837,972.20	\$ 1,390,501.52
MAINTENANCE-CTHS	\$ 21,579.12	\$ 200,000.00	\$ 1,974,175.35	\$ 2,195,754.47	\$ 1,558,800.60	\$ 636,953.87
WINTER MAINT-CTHS	\$ 566,763.96	\$ 1,400,000.00	\$ 65,955.29	\$ 2,032,719.25	\$ 1,279,171.60	\$ 753,547.65
ROAD CONST-CTHS	\$ 629,602.41	\$ 2,778,740.00	\$ 3,580,685.61	\$ 6,989,028.02	\$ 7,150,349.00	\$ (161,320.98)
BRIDGE CONST-CTHS	\$ 152,898.88	\$ 790,000.00	\$ 3,226,889.62	\$ 4,169,788.50	\$ 4,157,566.45	\$ 12,222.05
BRIDGE CONST-LOCAL RD	\$ 205,368.91	\$ 160,574.00	\$ -	\$ 365,942.91	\$ 95,871.68	\$ 270,071.23
GRA VEL PITS	\$ (596,388.05)	\$ -	\$ 594,595.40	\$ (1,792.65)	\$ 468,740.85	\$ (470,533.50)
TOTAL NON-HIGHWAY FLEET	\$ (129,261.87)	\$ 490,000.00	\$ 72,963.23	\$ 433,701.36	\$ 457,191.89	\$ (23,490.53)
NON-HIGHWAY FLEET - OPERATIONS	\$ (196,346.55)	\$ 240,000.00	\$ 57,288.23	\$ 100,941.68	\$ 254,900.39	\$ (153,958.71)
NON-HIGHWAY FLEET - VEHICLES	\$ 67,084.68	\$ 250,000.00	\$ 15,675.00	\$ 332,759.68	\$ 202,291.50	\$ 130,468.18
TOTALS	\$ 2,424,314.98	\$ 6,265,535.00	\$ 17,123,085.92	\$ 25,812,935.90	\$ 23,039,472.70	\$ 2,773,463.20



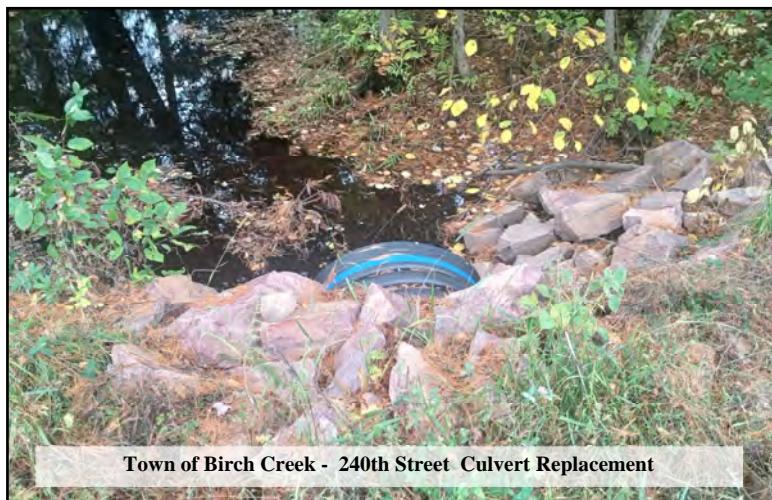
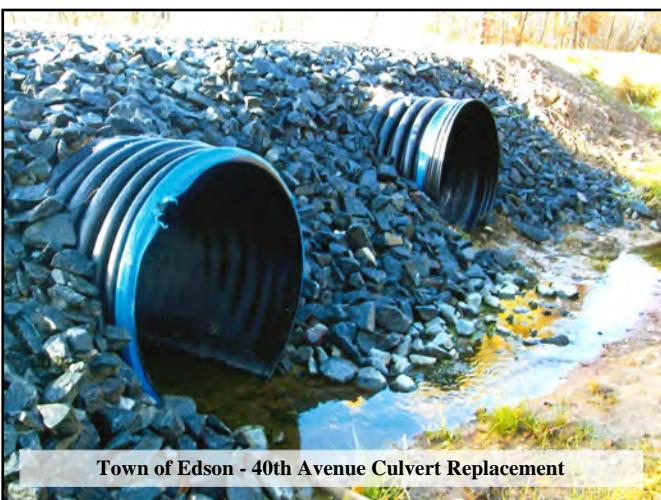
COUNTY BRIDGE AND CULVERT AID FOR TOWNS



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)

County Aid Bridges									9/30/2023
Town	Road	Description	Project Cost	County Aid Requested	Amt. raised by local unit	2023 County Pymts	Remaining Balance		
Arthur	155th Ave	Replace existing Bridge P-09-119	\$ 98,000.00	\$ 49,000.00	\$ 49,000.00	\$ 39,107.92	\$	9,892.08	
Birch Creek	240th St	Replace 36" culvert	\$ 5,236.00	\$ 2,618.00	\$ 2,618.00	\$ 2,617.50	\$	0.50	
Bloomer	225th Ave	Design Fees to Replace existing Bridge P-09-105	\$ 18,940.00	\$ 9,470.00	\$ 9,470.00	\$ 2,272.55	\$	7,197.45	
Bloomer	190th Ave	Design Fees to Replace existing Bridge P-09-124	\$ 22,420.00	\$ 11,210.00	\$ 11,210.00	\$ 2,260.71	\$	8,949.29	
Colburn	130th Ave	Replace 2 existing 6' x 60' culverts	\$ 50,000.00	\$ 25,000.00	\$ 25,000.00		\$	25,000.00	
Colburn	295th St	Replace existing 48" x 80' culvert	\$ 11,000.00	\$ 5,500.00	\$ 5,500.00		\$	5,500.00	
Edson	370th St	Design Fees to Replace existing Bridge P-09-932	\$ 17,740.00	\$ 8,870.00	\$ 8,870.00	\$ 378.35	\$	8,491.65	
Edson	20th Ave	Replace existing 48" x 50' culvert	\$ 7,400.00	\$ 3,700.00	\$ 3,700.00	\$ 3,361.90	\$	338.10	
Edson	30th Ave	Replace 48" x 50' culvert	\$ 6,960.00	\$ 3,480.00	\$ 3,480.00	\$ 4,218.88	\$	(738.88)	
Edson	40th Ave	Replace 48" x 40' culvert	\$ 5,840.00	\$ 2,920.00	\$ 2,920.00	\$ 3,160.16	\$	(240.16)	
Edson	40th Ave	Replace 5' x 7' culvert	\$ 13,920.00	\$ 6,960.00	\$ 6,960.00	\$ 6,222.58	\$	737.42	
Sampson	304th Ave	Replace 36" culvert	\$ 9,772.00	\$ 4,886.00	\$ 4,886.00	\$ 4,836.16	\$	49.84	
Sigel	20th Ave	Replace existing culvert	\$ 8,700.00	\$ 4,350.00	\$ 4,350.00	\$ 4,067.50	\$	282.50	
Sigel	20th Ave	Replace existing culvert	\$ 8,700.00	\$ 4,350.00	\$ 4,350.00	\$ 4,067.50	\$	282.50	
Sigel	20th Ave	Replace existing culvert	\$ 9,560.00	\$ 4,780.00	\$ 4,780.00	\$ 4,467.50	\$	312.50	
Sigel	20th Ave	Replace existing culvert	\$ 9,560.00	\$ 4,780.00	\$ 4,780.00	\$ 4,467.50	\$	312.50	
Sigel	50th Ave	Replace existing culvert	\$ 8,700.00	\$ 4,350.00	\$ 4,350.00	\$ 4,067.50	\$	282.50	
Sigel	50th Ave	Replace existing culvert	\$ 8,700.00	\$ 4,350.00	\$ 4,350.00	\$ 4,067.50	\$	282.50	
Outstanding projects from prior years			\$ 205,368.91			\$ 2,229.97	\$	203,138.94	
									\$ 270,071.23



BRIDGE CONSTRUCTION

County Trunk Highway System

Chippewa County maintains and has responsibility for 99 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.

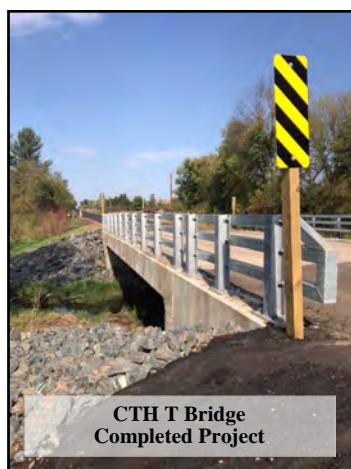
Because of the complexity of the bridge replacement process, the design and construction duration of a typical bridge project is approximately five years. A typical project consists of three years of design & bidding, one year of construction, and one year of project closeout. Larger, more-complex projects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



County Bridge Fund Summary (year-to-date)

2023 HIGHWAY BRIDGE CONSTRUCTION										
Job No.	Description	1/1/2023	Appropriations	Transfers/ Revenues	Total Available	Expenditures YTD	Balance 9/30/2023			
2152 "G"	Design "G" Yellow River Bridge	\$ 24,300.86	\$ -	\$ 20,356.36	\$ 44,657.22	\$ 25,554.13	\$ 19,103.09			
2258 "T & K"	Design CTH "T" & "K" Bridges	\$ 5,268.89	\$ -		\$ 5,268.89	\$ 3,998.95	\$ 1,269.94			
2361 "H & M"	Design CTH "H" & "M" Bridges	\$ (13,385.75)	\$ 35,000.00		\$ 21,614.25	\$ 30,237.23	\$ (8,622.98)			
032 "TT"	"TT" Cobban Bridge	\$ 45,315.30	\$ 200,000.00	\$ 3,106,533.26	\$ 3,351,848.56	\$ 3,173,658.38	\$ 178,190.18			
2360 "K"	"K" Ltl Drywood Crk Bridge P09061		\$ 170,000.00	\$ 100,000.00	\$ 270,000.00	\$ 449,248.26	\$ (179,248.26)			
2362 "T"	"T" Br Elk Creek Bridge P09926		\$ 135,000.00		\$ 135,000.00	\$ 332,682.58	\$ (197,682.58)			
001	Miscellaneous Bridge	\$ 89,988.08	\$ 250,000.00		\$ 339,988.08	\$ 142,186.92	\$ 197,801.16			
Total Misc. Repairs Expenditures YTD								\$ 142,186.92	\$ 197,801.16	
Projects Under Review for Closing With State										
TOTALS		\$ 152,898.88	\$ 790,000.00	\$ 3,226,889.62	\$ 4,169,788.50	\$ 4,157,566.45	\$ 12,222.05			

Note: \$230,000 of bonding funds are anticipated for Cobban Bridge and \$100,000 for CTH T Elk Creek Bridge.



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 up to 80% of the project costs and the State programs can fund up to 50% 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)

2023 HIGHWAY CONSTRUCTION

Job No.	Description	01/01/23	Appropriations	Transfer	Total Available	Expenditures YTD	Balance 9/30/23
2111 "J"	CTH J (Design) 50th Ave Intersection	\$ 10,874.16		\$ 22,013.46	\$ 32,887.62	\$ 27,516.82	\$ 5,370.80
2112 "J"	CTH J (Design) 50th Ave SRTS Path	\$ 1,223.02		\$ 12,658.45	\$ 13,881.47	\$ 17,550.57	\$ (3,669.10)
2113 "X"	CTH X (Design) 197th St - CTH XX	\$ 42,818.30		\$ 9,070.43	\$ 51,888.73	\$ 30,588.03	\$ 21,300.70
2216 "C"	CTH C (Design) STH 40 - CTH F	\$ 20,533.63			\$ 20,533.63	\$ 516.25	\$ 20,017.38
2317 "OO"	CTH OO (Design) Business 53 - STH 124	\$ -	\$ 165,000.00	\$ 14,234.61	\$ 179,234.61	\$ 17,793.26	\$ 161,441.35
2207 "SS"	CTH SS 83rd St - CTH Q	\$ -		\$ 91,496.14	\$ 91,496.14	\$ 156,517.48	\$ (65,021.34)
2322 "K"	CTH K CTH X - CTH O	\$ -	\$ 100,000.00	\$ 580,000.00	\$ 680,000.00	\$ 768,570.27	\$ (88,570.27)
2323 "T"	CTH T CTH S - CTH B	\$ -	\$ 230,000.00		\$ 230,000.00	\$ 14,049.07	\$ 215,950.93
2324 "C"	CTH C STH 40 - CTH F	\$ -	\$ 200,000.00	\$ 886,001.96	\$ 1,086,001.96	\$ 1,107,503.50	\$ (21,501.54)
2325 "S"	CTH S CTH T - CTH F	\$ -	\$ 20,000.00		\$ 20,000.00	\$ 19,104.31	\$ 895.69
2327 "S"	CTH S STH 124 - STH 178	\$ -	\$ 230,000.00		\$ 230,000.00	\$ 287,262.94	\$ (57,262.94)
2326 "ZZ"	CTH ZZ STH 178 - STH 64	\$ -	\$ 150,000.00		\$ 150,000.00	\$ 89,234.33	\$ 60,765.67
2328 "S"	CTH S STH 27 - CTH EE (ARPA)	\$ -			\$ -	\$ 453,922.60	\$ (453,922.60)
2329 "W"	CTH W STH 27 - CTH G (ARPA)	\$ -		\$ 630,000.00	\$ 630,000.00	\$ 1,202,421.96	\$ (572,421.96)
2330 "AA"	CTH AA CTH F - CTH 40 (ARPA)	\$ -		\$ 355,000.00	\$ 355,000.00	\$ 356,308.32	\$ (1,308.32)
2331 "TT"	CTH TT Cobban - STH 27 (ARPA)	\$ -		\$ 670,000.00	\$ 670,000.00	\$ 676,623.08	\$ (6,623.08)
2332 "X" & "H"	CTH X & H City of Stanley (ARPA)	\$ -			\$ -	\$ 277,529.68	\$ (277,529.68)
2333 "D"	CTH D Village of Boyd (ARPA)	\$ -			\$ -	\$ 70,183.15	\$ (70,183.15)
555	Rut Wedging	\$ 21,355.56	\$ 200,000.00		\$ 221,355.56	\$ 44,738.67	\$ 176,616.89
666	Chip Sealing	\$ 10,011.65	\$ 630,000.00	\$ 125,000.00	\$ 765,011.65	\$ 673,073.59	\$ 91,938.06
444	Miscellaneous Engineering	\$ -	\$ 50,000.00		\$ 50,000.00	\$ 10,914.20	\$ 39,085.80
888	Miscellaneous Road Projects/Culverts	\$ -	\$ 254,100.00	\$ 185,000.00	\$ 439,100.00	\$ 432,959.27	\$ 6,140.73
999	Supervision	\$ -	\$ 540,000.00		\$ 540,000.00	\$ 418,069.08	\$ 121,930.92
777	Contingency	\$ 508,515.33	\$ 9,640.00		\$ 518,155.33		\$ 518,155.33
	Projects Under Review for Closing With State	\$ 14,270.76		\$ 210.56	\$ 14,481.32	\$ (2,601.43)	\$ 17,082.75
TOTALS		\$ 629,602.41	\$ 2,778,740.00	\$ 3,580,685.61	\$ 6,989,028.02	\$ 7,150,349.00	\$ (161,320.98)

Notes:

\$1,946,239 of ARPA funds are anticipated for CTH S, CTH W, CTH AA, CTH TT, and Miscellaneous Road Projects/Culverts. \$1,420,000 of bonding funds are anticipated for CTH K, CTH T, and CTH S.

HIGHWAY IMPROVEMENTS

2024 Highway Construction Projects

County Highway	Project Limits	Project Type	Project Length	Estimated Cost
	County-Wide	Various Design		\$50,000
CTH K	Yellow River Bridge B09497	Design Plans and R/W		\$250,000
CTH T	Eau Claire County - STH 29	Preliminary Design		\$30,000
CTH CC	CTH Z - 239th Avenue	Design Plans		\$28,325
CTH OO	Business 53 - STH 124	Design Plans and R/W		\$351,600
CTH OO	172nd St - CTH K	Recondition	3.7 Miles	\$1,130,000
CTH X	197th Street - CTH XX	Recondition	3.1 Miles	\$3,029,300
CTH G	Yellow River Bridge B09379	Bridge Replacement	Spot	\$1,890,000
CTH J	50th Avenue Intersection	Reconstruction	Spot	\$2,100,000
CTH J	50th Avenue SRTS Path	New Construction	Spot	\$1,024,000
CTH SS	City of Bloomer Paving 1 of 2	Reconstruction	0.5 Miles	\$100,000
CTH A	Dunn Co. Line - 170th Ave	Recondition	3.7 Miles	\$910,000
CTH EE	CTH S - 170th Avenue	Recondition	3.0 Miles	\$740,000
CTH DD	CTH A - 186th Avenue	Recondition	1.9 Miles	\$410,000
CTH Q/AA	CTH SS - 83rd St.	Recondition	2.7 Miles	\$640,000
	Various Locations	Bridge Repairs	Spot	\$250,000
	Various Locations	Maintenance - Drainage		\$181,688
	Various Locations	Chip-Seal (includes ARPA Funds)		\$605,000
	Various Locations	HMA Wedging/Rut Wedging		\$200,000
	Various Locations	Construction Supervision		\$590,000
Highways and Bridges Total			18.6 Miles	\$14,509,913

HIGHWAY MAINTENANCE

The County Highway Department is responsible for the repair and maintenance of 996 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 2023 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).



Mastic Application



Crack Filling



Invasive Species Control



STH 29 - Pavement Buckle Repair

FACILITIES AND FLEET



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.

The County Highway department also manages the County's non-highway fleet, which serves all other departments of the County. This fleet consists of 83 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 CTH X
Boyd, WI 54726

Bloomer Shed
8837 200th Avenue
Bloomer, WI 54724

Cornell Shed
20250 CTH K
Cornell, WI 54732

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



HIGHWAY DEPARTMENT MACHINERY

2023 Equipment & Vehicle Purchases

Quantity	Item	Outright	Trade / Sale	Net
3	Patrol truck	\$800,639.10	\$105,000.00	\$695,639.10
1	Wheel loader	\$482,207.00	\$57,000.00	\$425,207.00
2	Traverse	\$65,918.00		\$65,918.00
TOTALS		\$1,348,764.10	\$162,000.00	\$1,186,764.10



2023 Wheel Loader

2024 Projected Equipment & Vehicle Purchases

Quantity	Item	Outright	Trade / Sale	Net
3	Patrol Trucks	\$860,077.44	\$115,000.00	\$745,077.44
1	Generator/Trailer Unit - Crusher	\$450,000.00	\$50,000.00	\$400,000.00
TOTALS		\$1,310,077.44	\$165,000.00	\$1,145,077.44

2023 Equipment Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
1	FWD Truck	1989	107,991.06	16,199.00	63	Mack Truck	2016	116,947.50	53,162.30
2C	Chev Tahoe	2011	36,462.49	5,469.00	64	Mack Truck	2016	126,237.50	57,385.38
3	Freightliner Truck	2017	127,522.13	61,281.29	65	2017 Freightliner	2017	123,213.68	70,847.88
4	Mack Truck	2017	143,954.53	73,709.94	66	2017 Freightliner	2017	126,139.57	72,530.27
4C	Chev Impala	2008	19,201.50	8,132.92	67	2017 Freightliner	2017	116,169.77	66,797.62
5	Mack Truck	2017	143,244.72	73,346.76	68	Freightliner Truck	2019	166,865.56	120,768.99
5C	Chev Traverse	2011	29,706.78	4,456.00	69	Freightliner Truck	2021	164,838.80	146,676.01
6	Freightliner Truck	2009	131,420.42	19,713.00	70	Freightliner Truck	2021	164,209.48	146,116.03
7	Freightliner Truck	2009	131,041.18	19,656.00	71	Freightliner Truck	2021	169,069.37	150,440.43
7C	Chev Tahoe	2014	37,425.73	5,613.78	72	Sterling Truck/Sweeper	2005	137,041.00	75,308.74
8	Peterbilt Truck	2010	138,952.50	20,843.00	74	Peterbilt Truck	2015	96,103.00	37,362.45
8C	Chev Traverse	2016	32,870.69	23,399.70	75	Peterbilt Truck	2015	93,202.00	36,234.37
9	Peterbilt Truck	2010	138,667.50	20,800.00	76	Peterbilt Truck	2015	107,507.00	41,795.99
11	Sterling Truck	2005	109,883.89	16,483.00	80	Freightliner Truck	2022	175,564.69	172,801.17
12	Sterling Truck	2005	110,381.25	16,557.00	81	Freightliner Truck	2022	174,207.31	171,465.16
15	Volvo Truck	2006	118,845.00	17,827.00	82	Freightliner Truck	2022	174,163.73	171,422.26
17	Peterbilt Truck	2014	137,153.50	20,573.00	85	International	2013	91,701.88	13,755.00
18	Peterbilt Truck	2014	137,139.50	20,570.00	86	International	2013	92,057.87	13,808.99
22	Sterling Truck	2008	123,657.62	18,549.00	87	International	2013	90,043.87	13,507.01
23	Sterling Truck	2008	123,999.30	18,600.00	89	Freightliner Truck	2014	111,241.50	34,020.77
24	Ford Truck	2000	86,598.20	12,990.00	95	Freightliner Truck	2014	107,487.50	32,872.75
25	Ford Truck	2000	86,964.48	13,045.00	96	International	2014	99,777.50	19,207.54
26	Peterbilt Truck	2002	87,176.00	13,076.00	97	International	2014	97,777.50	18,822.54
27	Peterbilt Truck	2002	87,752.00	13,163.00	98	International	2014	97,777.50	18,822.54
28	Peterbilt Truck	2005	102,130.73	15,320.00	102	Ford Truck	2005	38,521.91	5,778.00
29	Peterbilt Truck	2005	101,494.07	15,224.00	103	Chev Truck	2019	37,410.30	24,135.17
30	GMC Truck - Sign	1997	50,418.61	7,563.00	104	Ford Truck	2017	35,159.62	6,934.30
31	Freightliner Truck	2018	140,509.05	91,740.57	105	Chev Silver	2020	36,700.50	24,568.92
32	Freightliner Truck	2018	142,738.01	93,196.03	107	Ford Tire Truck	2014	102,177.90	15,326.68
34	IHC Truck	2010	99,995.50	14,999.00	108	Ford Mechanic Truck	2014	148,476.85	22,270.86
35	IHC Truck	2010	100,167.50	15,025.00	113	Chev Silver	2016	91,286.23	13,692.24
36	IHC Truck	2010	100,127.50	15,019.00	117	Ford Truck	1996	35,189.01	5,278.00
37	IHC Truck	2011	104,714.23	15,707.00	118	Ford Truck	2002	66,500.22	9,975.00
38	IHC Truck	2011	104,716.87	15,708.01	121	Ford Truck	2008	28,443.24	4,266.00
39	IHC Truck	2011	104,762.19	15,714.01	122	Chev Truck	2012	32,179.12	4,826.00
40	International	2020	163,904.75	127,785.01	123	Chev Truck	2012	32,535.92	4,880.00
41	Freightliner Truck	2018	144,923.39	94,622.85	124	Chev Truck	2012	30,884.73	4,632.00
42	GMC Truck	2001	21,732.56	3,260.00	125	Chev Truck	2016	35,126.83	5,268.99
43	Peterbilt Truck	2003	94,213.74	14,132.00	126	Chev Truck	2016	35,608.57	5,341.55
44	Peterbilt Truck	2003	91,796.52	13,769.00	127	Chev Truck	2016	36,878.28	5,531.00
45	Ford Truck	1993	40,609.06	6,091.00	128	Chev Truck	2021	41,418.97	33,106.41
46	International	2020	157,894.92	123,099.51	129	Chev Truck	2021	38,515.59	30,785.72
47	IHC Truck-Fuel	2005	106,398.25	15,960.00	130	Chev Truck	2021	41,135.89	32,880.15
48	Sterling Truck	2008	89,777.40	13,467.00	200	Wheel Loader	2008	233,452.83	35,018.00
49	Sterling Truck	2008	88,551.08	13,283.01	202	John Deere Wheelloader	2019	211,933.65	147,382.17
50	Sterling Truck	2008	89,263.82	13,390.01	203	Case Wheel Loader	2012	167,817.50	25,173.00
54	Freightliner Truck	2014	102,224.50	31,263.52	204	Case Wheel Loader	2012	167,817.50	25,173.00
55	Freightliner Truck	2009	99,378.12	14,907.00	206	Komatsu Trac/Backhoe	2006	78,310.96	11,747.00
56	Freightliner Truck	2009	99,312.85	14,897.00	207	Case Wheel Loader	2013	111,989.00	19,971.04
57	Freightliner Truck	2009	99,037.33	14,856.00	208	Komatsu Tractor (Dozer)	2009	107,478.00	16,122.00
58	Freightliner Truck	2019	150,723.47	109,086.26	211	Caterpillar Tractor	1998	185,883.15	27,882.00
59	Freightliner Truck	2019	167,980.01	121,575.53	214	Case Loader Backhoe	2014	85,095.00	23,011.12
60	International	2020	158,667.25	123,701.67	215	Case Loader Backhoe	2014	89,665.00	24,246.91
61	IHC Truck	1998	56,270.78	8,441.00	217	Cat Tractor/Dozer	2004	57,022.01	8,553.00
62	Mack Truck	2016	113,687.50	51,680.36	220	Cat Wheeloader	2016	398,713.00	172,775.67

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
221	Cat Wheeloader	2017	310,410.75	158,697.57	514	Conveyor 42"X55'	2002	33,827.26	5,074.00
222	John Deer Wheeloader	2023	427,270.31	427,270.31	515	Dogleg Conveyor	2005	28,826.42	4,324.00
225	John Deere Tractor	2004	40,701.75	6,105.00	570	Case Excavator	2008	214,539.05	32,181.00
226	John Deere Tractor	2004	40,492.74	6,074.00	572	Komatsu Excavator	2007	206,871.32	31,031.00
240	Bobcat CTL	2021	51,351.16	43,712.73	574	Cat Excavator	2018	207,824.95	129,804.11
241	Bobcat CTL	2021	67,275.52	57,268.23	574M	McKenzie Mower/Cutter	2018	34,000.00	8,471.67
242	Compact Track Loader	2013	57,339.00	40,264.48	577	American Crane	1988	72,663.49	10,900.00
246	Bobcat Skidster	2022	58,165.80	58,152.51	581	Trailer Mounted Boom	2021	23,665.50	19,977.64
259	John Deere Tractor	2009	53,257.79	7,989.00	591	MB Broom	1993	6,150.00	923.00
260	John Deere Tractor	2009	53,150.04	7,973.00	592	MB Broom	2010	8,850.00	1,328.00
265	John Deere Tractor	2007	51,022.58	7,653.00	593	Sweepster Broom	2000	6,727.84	1,009.00
266	John Deere Tractor	2007	50,870.58	7,631.00	594	Sweepster Broom	2014	5,462.50	1,399.77
330	John Deere Mtr Grader	1998	128,996.00	19,349.00	595	Sweepster Broom	2014	5,462.50	1,399.77
331	Cat Motor Grader	2012	251,643.24	37,746.00	600	Crane Products Trailer	1993	39,210.19	5,882.00
333	Cat Motor Grader	2014	239,526.00	69,861.83	601	Contrail Trailer	1998	7,641.00	1,146.00
334	NoRam Grader	2021	173,657.82	149,056.30	602	Dacco Trailer	2005	15,638.32	2,346.00
348	John Deere Mtr Grader	2003	168,371.57	25,256.00	603	Trail King Trailer	2005	50,567.57	7,585.00
349	Cat Motor Grader	2004	153,429.03	23,014.00	604	Trailer (Test Shack)	2010	26,404.51	7,757.98
25B	Boom Mower	2012	33,474.01	5,021.00	605	John Deere Trailer	1965	1,710.00	257.00
25M	Mower	2012	11,590.01	1,738.00	606	Redi-Haul Trailer	2010	7,769.50	1,165.00
26B	Boom Mower	2012	33,474.01	5,021.00	607	Dakota Trailer	1981	4,957.15	744.00
26M	Mower	2012	11,590.01	1,738.00	608	Cargo Trailer	2001	8,587.70	1,288.00
216R	Cat Ripper	1995	20,933.01	3,140.00	609	Tanker Trailer	1976	17,191.89	2,579.00
239	John Deere Mower	1988	4,417.15	663.00	610	Trailmobile Used Trailer	1983	3,360.55	504.00
240M	John Deere Mower	2004	14,352.90	2,153.00	612	Dacco Trailer	1991	8,268.00	1,240.00
241M	Bobcat Mower	2021	12,531.00	6,317.92	613	Shop-Made Trailer	1993	1,928.92	289.00
241P	Bobcat Planer	2021	11,632.00	9,901.77	614	Load Trail Trailer	2013	4,695.00	737.26
241R	Bobcat Rake	2021	7,410.00	6,032.21	615	Dacco Trailer	1994	5,480.50	822.00
242B	Bobcat Breaker	2018	10,727.00	6,699.88	618	Interstate Trailer	1999	9,775.00	1,466.00
244A	Bobcat Auger	1997	1,671.00	251.00	619	Office Trailer	2009	6,636.89	996.00
244B	Hyd Breaker	1996	9,664.00	1,450.00	620	Shop-Made Trailer	2002	4,060.96	609.00
258M	Diamond Rotary Mower	2009	13,750.00	2,063.00	621	Road Trailer	2005	750.23	113.00
259M	Diamond Rotary Mower	2009	13,750.00	2,063.00	622	Cargo Trailer (state)	2006	5,119.00	0.00
260M	Diamond Flail Mower	2009	7,065.00	1,060.00	623	Shop-Made Trailer	2020	12,532.25	10,398.97
265M	Diamond Boom Mower	2007	42,726.00	6,409.00	624	Enclosed Trailer	2021	28,403.44	25,927.95
266M	Diamond Rear Flail Mower	2007	7,924.00	1,189.00	625	Portable Traffic Lights	2019	62,824.50	35,488.28
267M	Diamond Side Flail Mower	2007	13,386.84	2,008.00	626	Speed Trailer	2019	8,297.00	5,770.03
334M	Maintainer Bonnell	2021	17,200.00	14,641.50	627	Loboy Trailer	2021	108,573.72	95,499.63
336R	Retreiver Shldr Maintainer	1994	7,000.00	1,050.00	628	Trailer	2022	20,080.30	20,075.71
409	Fastvac Road Widener	2013	144,005.00	24,660.13	680	Crash Barrier(State)	2021	30,725.82	27,461.20
419	LAB Hot Air Lance	2008	3,065.00	460.00	681	Crash Barrier	2017	28,959.83	14,395.45
425	Pavement Cutter	2008	6,965.00	1,045.00	699	Retro-Reflexometer	2010	12,600.00	1,890.00
426	Pressure Washer	2004	12,538.75	1,881.00	707	Post Driver	2011	68,450.00	10,268.00
498	Truck Scale/Pit	1994	22,680.90	3,402.00	708	Sullair Air Compressor	2019	30,410.10	21,147.54
501	Fabtec/Crusher	2013	417,719.08	75,323.01	709	Sullair Air Compressor	2019	30,188.99	20,993.98
502	Cedar Rapids Crusher	1997	330,189.70	49,258.00	710	Sullair Air Compressor	2019	30,194.09	20,997.46
504	Superior Surge Bin	1991	43,103.75	6,466.00	900	Mps Eq Prewet System	1989	6,400.00	960.00
505	Superior Conveyor	1991	14,527.60	2,179.00	902A	Topcon Laser	2014	4,760.00	1,320.90
506	Superior Conveyor	1991	14,616.27	2,192.00	902B	Topcon Laser	2018	4,579.24	2,762.87
507	Superior Conveyor	1991	57,343.05	8,600.00	904A	Honda Water/Trash Pump	2013	620.94	93.00
508	Cummins Generator	1991	83,653.60	17,398.64	908	E-Z liner Stripper	1987	2,290.00	344.00
509	Screen Plant	2002	136,265.37	20,440.00	909	John Deere Generator	2001	1,100.00	165.00
510	Swift Conveyor	1991	15,184.53	2,278.00	909B	Kohler Generator	2012	7,000.00	2,041.67
512	Conveyor 36"X30'	2002	25,982.84	3,897.00	911	Trafcon Arrowboard	2021	11,154.81	10,048.62
513	Conveyor 42"X50'	2002	36,551.52	5,483.00	911A	John Deere Generator	2014	2,021.98	780.71

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
914	Trafcon Arrowboard	2005	5,224.00	784.00	427	Patching Trailer	1999	8,114.00	1,217.00
915	Graco Stripe Painter	2005	4,250.00	638.00	428	Patching Trailer	1999	8,114.00	1,217.00
917	Pipe Laser	2008	5,495.00	824.00	429	Patching Trailer	2004	9,750.00	1,463.00
919B	Wacker Rammer	2013	2,995.00	449.00	430	Patching Trailer	2004	9,750.00	1,463.00
920	Calcium tank	1995	10,125.85	0.00	431	Patching Trailer	2021	49,676.09	45,570.92
921	Calcium Tank	1995	9,217.22	0.00	442	Cat Dryermixer	1987	320,091.78	48,014.00
922	Calcium Tank	1995	7,781.61	0.00	443	Cat Dust Collector	1987	91,447.41	13,717.00
923	Portable Generator	2003	1,110.00	167.00	444	Cat Gen Set	1987	140,506.17	21,076.00
926	Stihl Cutoff Saw	2004	1,457.32	219.00	445	Astic Silo	1988	180,174.03	128,141.64
928	Signal Arrowboard	1989	3,248.29	487.00	446	Heater St Tank	1989	86,478.21	12,972.00
929	US Motors Corp Gen	1987	592.55	89.00	447	CMI Mixer	1991	47,025.35	7,054.00
930	Royal Ind. Arrowboard	1978	2,310.00	347.00	448	Cold Feeder 4 Bin	2005	167,949.69	25,192.00
931	Honda Generator	1999	1,927.50	289.00	450	Homemade St Tank	1951	5,394.10	539.00
932	Brush Chipper	2004	31,917.00	4,788.00	470	Patcher/Trailer	2011	45,700.00	9,282.78
933	Concrete Saw	2017	31,559.80	15,687.75	520	Bomag Roller	2003	83,969.22	12,595.00
934A	Carlson Geodimeter	2021	15,143.00	13,852.40	522	Bomag Roller	2012	72,559.00	10,883.98
934B	Carlson Geodimeter	2021	13,285.00	12,152.75	524	Bomag Roller	2013	34,800.00	6,206.00
938	ArrowBoard(state)	2007	4,378.00	0.00	525	Bomag Roller	1993	24,089.00	3,613.00
941	Stihl Cutoff Saw	2007	1,502.88	225.00	526	Cat Roller	2007	71,733.32	10,760.00
941B	Stihl Cutoff Saw	2013	1,682.84	252.00	527	WRT Roller	2017	22,469.20	11,646.43
942	Topcon Dual Slope Lazer	2009	4,220.00	633.00	530	Hamm Roller	2013	104,378.00	15,657.00
953	Message Board(state)	2004	5,767.40	0.00	1V	Falls Wing	1972	3,307.02	496.00
963	MudJack	2021	21,322.58	19,057.06	1W	Frink Plow	1971	5,441.00	816.00
971	MessageBoard (Solar)	2009	13,150.00	1,973.00	3P	Frink Plow	1971	1,625.00	244.00
976	ArrowBoard	2000	6,431.79	965.00	3V	Frink Plow	1967	2,270.00	341.00
976A	ArrowBoard	2011	4,575.00	686.00	31L	Monroe Wing	2018	7,004.00	4,573.20
977	Light Tower(State)	2012	9,377.94	2,500.81	31P	Monroe Plow	2018	7,099.00	4,635.12
977A	Light Tower(State)	2012	9,377.94	2,500.80	31R	Monroe Wing	2018	7,319.00	4,778.76
978	Homemade Sign Trailer	2023	6,251.35	6,251.35	31S	Monroe Spreader	2018	8,807.00	4,986.02
978A	Homemade Sign Trailer	2023	2,832.21	2,832.21	31U	Monore Underbody	2018	13,314.00	8,692.90
986	Pipestone Boat	2004	2,576.32	386.00	32L	Monroe Wing	2018	7,004.00	4,573.03
987	Wacker Tamper	2001	1,573.98	236.00	32P	Monroe Plow	2018	7,099.00	4,635.12
987A	Wacker Tamper	2021	1,800.00	1,481.25	32R	Monroe Wing	2018	7,319.00	4,778.76
987B	Wacker Plate Compact	2017	2,061.37	820.37	32S	Monroe Spreader	2018	8,807.00	4,986.02
987C	Wacker Tamper	2022	3,695.00	3,596.85	32U	Monroe Underbody	2018	13,314.00	8,692.90
996	Cutoff Saw 14"	2006	1,602.60	239.99	34P	Monroe Plow	2010	8,970.00	1,346.00
997	Finn Hydro-Seed	2001	25,995.00	3,899.00	34S	Monroe Spreader	2010	3,694.00	554.00
998	Pontoon Sylvan	1994	3,426.06	514.00	34W	Monroe Wing	2010	6,686.00	1,003.00
999	Robotic Total Station	2010	27,253.61	4,088.00	35P	Monroe Plow	2010	8,970.00	1,346.00
1900	Monroe Conveyor	2016	5,300.00	2,984.93	35S	Monroe Spreader	2010	3,694.00	554.00
1901	Monroe Conveyor	2016	5,300.00	2,984.93	35W	Monroe Wing	2010	6,686.00	1,003.00
1902	Monroe Conveyor	2016	5,300.00	2,984.93	36P	Monroe Plow	2010	8,970.00	1,346.00
1903	Monroe Conveyor	2016	5,300.00	2,984.93	36S	Monroe Spreader	2010	3,694.00	554.00
2500	Portable Scale	2014	52,478.31	26,953.20	36W	Monroe Wing	2010	6,686.00	1,003.00
401	Cat Paver	2018	379,760.45	201,542.18	37L	Universal Wing	2011	4,925.00	739.00
403	Stand Tar Kettle	1944	295.00	30.00	37P	Universal Plow	2011	6,925.00	1,039.00
404	Homemade Tar Kettle	1955	1,841.57	276.00	37R	Universal Wing	2011	6,425.00	964.00
405	Homemade Tar Kettle	1958	2,413.96	362.00	37S	Swenson Sander	2011	4,100.00	615.00
406	Etnyre oil Dist	2009	43,942.28	6,591.00	37V	Monroe Plow	1991	3,320.00	498.00
407	Homemade Rut Wedger	2010	10,193.91	1,529.00	38P	Universal Plow	2011	6,925.00	1,039.00
414	Rosco Bit. Dist	1985	13,160.10	1,974.00	38S	Swenson Sander	2011	4,100.00	615.00
420	Etnyre oil Dist	1995	17,950.00	2,693.00	38W	Universal Wing	2011	6,425.00	964.00
421	Asphalt Zipper	2010	140,348.05	21,052.00	39P	Swenson Plow	2011	6,925.00	1,039.00
422	Button House	2022	313,134.11	306,480.01	39S	Swenson Sander	2011	4,100.00	615.00
423	Rubber Melter	2021	92,205.59	75,877.47	39W	Swenson Wing	2011	6,425.00	964.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
40L	Universal Wing	2020	8,079.00	6,447.53	62S	Monroe Spreader	2016	4,517.49	1,437.60
40P	Universal Plow	2020	10,461.00	8,354.70	62W	Monroe Wing	2016	9,164.00	4,166.06
40R	Universal Wing	2020	7,247.00	5,809.67	63P	Monroe Plow	2016	6,358.00	2,890.43
40S	Swenson Spreader	2020	11,725.00	8,795.20	63S	Monroe Spreader	2016	4,517.48	1,437.60
40U	Universal Underbody	2020	10,695.00	8,573.77	63W	Monroe Wing	2016	9,164.00	4,166.06
41L	Monroe Wing	2018	7,004.00	4,573.20	64P	Monroe Plow	2016	6,358.00	2,890.43
41P	Monroe Plow	2018	7,099.00	4,635.12	64S	Monroe Spreader	2016	4,517.49	1,437.59
41R	Monroe Wing	2018	7,319.00	4,778.76	64W	Monroe Wing	2016	9,164.00	4,166.06
41S	Monroe Spreader	2018	8,807.00	4,986.02	65L	Universal Wing	2017	7,170.00	4,122.75
41U	Monroe Underbody	2018	13,314.00	8,692.89	65P	Universal Plow	2017	8,602.00	4,946.15
46P	Universal Plow	2020	10,461.00	8,354.70	65R	Universal Right Wing	2017	7,170.00	4,122.75
46S	Swenson Spreader	2020	11,725.00	8,795.20	65S	Universal Spreader	2017	10,780.00	5,053.12
46U	Universal Underbody	2020	10,695.00	8,573.77	65U	Universal Underbody	2017	12,720.00	7,314.00
46W	Universal Wing	2020	8,079.00	6,447.53	66L	Universal Wing	2017	7,170.00	4,122.75
48L	Universal Left Wing	2008	7,440.00	1,116.00	66P	Universal Plow	2017	8,602.00	4,946.15
48P	Universal Plow	2008	7,311.00	1,097.00	66R	Universal Right Wing	2017	7,170.00	4,122.75
48R	Universal Right Wing	2008	6,741.00	1,011.00	66S	Universal Spreader	2017	10,780.00	5,053.12
48Z	Henderson Sander	2011	3,622.42	543.00	66U	Universal Underbody	2017	12,720.00	7,314.00
49P	Universal Plow	2008	7,314.00	1,097.00	67L	Universal Wing	2017	7,170.00	4,122.75
49S	Henderson Sander	2008	5,963.00	894.00	67P	Universal Plow	2017	8,602.00	4,946.15
49W	Universal Wing	2008	6,742.00	1,011.00	67R	Universal Right Wing	2017	7,170.00	4,122.75
50P	Universal Plow	2008	7,314.00	1,097.00	67S	Universal Spreader	2017	10,780.00	5,053.12
50S	Henderson Sander	2008	5,963.00	894.00	67U	Universal Underbody	2017	12,720.00	7,314.00
50W	Universal Wing	2008	6,742.00	1,011.00	68L	Universal Left Wing	2019	7,116.00	5,150.07
54L	Monroe Wing	2014	6,980.00	2,134.72	68P	Universal Plow	2019	9,228.00	6,678.70
54P	Monroe Plow	2014	7,125.00	2,179.27	68R	Universal Right Wing	2019	7,116.00	5,150.07
54R	Monroe Wing	2014	9,091.00	2,780.62	68S	Universal Spreader	2019	10,379.00	6,803.19
54S	Monroe Spreader	2014	3,759.00	564.00	68U	Universal Underbody	2019	10,470.00	7,577.66
55P	Universal Plow	2009	6,850.00	1,028.00	69P	Monroe Plow	2021	9,031.00	8,135.42
55S	Henderson Sander	2009	4,250.00	638.00	69S	Monroe Spreader	2021	5,657.00	5,096.01
55W	Universal Wing	2009	6,350.00	953.00	69U	Monroe Underbody	2021	13,956.00	12,572.04
56P	Universal Plow	2009	6,850.00	1,028.00	69W	Monroe Wing	2021	8,880.00	7,999.40
56S	Henderson Sander	2009	4,250.00	638.00	70P	Monroe Plow	2021	9,031.00	8,135.42
56W	Universal Wing	2009	6,350.00	953.00	70S	Monroe Spreader	2021	5,657.00	5,096.01
57L	Universal Left Wing	2009	7,920.00	1,188.00	70U	Monroe Underbody	2021	13,956.00	12,572.03
57P	Universal Plow	2009	6,850.00	1,028.00	70W	Monroe Wing	2021	8,880.00	7,998.23
57R	Universal Right Wing	2009	6,350.00	953.00	71P	Monroe Plow	2021	9,031.00	8,135.42
57S	Henderson Sander	2009	4,250.00	638.00	71S	Monroe Spreader	2021	5,657.00	5,096.01
58L	Universal Left Wing	2019	7,866.00	5,693.05	71U	Monroe Underbody	2021	13,956.00	12,572.03
58P	Universal Plow	2019	10,023.00	7,254.00	71W	Monroe Wing	2021	8,880.00	7,999.40
58R	Universal Right Wing	2019	7,116.00	5,150.07	74L	Universal Left Wing	2015	7,263.00	2,823.71
58S	Universal Spreader	2019	10,833.00	7,092.25	74P	Universal Plow	2015	7,995.00	3,108.07
58U	Universal Underbody	2019	10,470.00	7,577.66	74R	Universal Right Wing	2015	8,951.00	3,480.17
59L	Universal Left Wing	2019	7,116.00	5,150.07	74S	Swenson Sander	2015	4,258.00	1,005.03
59P	Universal Plow	2019	9,228.00	6,678.70	75L	Universal Left Wing	2015	7,263.00	2,823.71
59R	Universal Right Wing	2019	7,116.00	5,150.07	75P	Universal Plow	2015	7,995.00	3,108.07
59S	Universal Spreader	2019	10,379.00	6,795.06	75R	Universal Right Wing	2015	8,951.00	3,480.18
59U	Universal Underbody	2019	10,470.00	7,577.66	75S	Swenson Sander	2015	4,258.00	1,005.03
60P	Universal Plow	2020	10,356.00	8,274.20	76P	Universal Plow	2015	8,131.00	3,161.38
60S	Swenson Spreader	2020	11,654.00	8,744.92	76S	Swenson Sander	2015	4,321.00	1,019.49
60U	Universal Underbody	2020	10,695.00	8,573.77	76W	Universal Wing	2015	8,993.00	3,496.29
60W	Universal Wing	2020	7,997.00	6,384.67	80P	Universal Plow	2022	10,464.00	10,315.76
61P	Monroe Plow	1998	5,412.00	812.00	80S	Universal Spreader	2022	5,213.00	5,120.69
61W	Monroe Wing	1998	5,339.00	801.00	80U	Universal Underbody	2022	12,319.00	12,144.48
62P	Monroe Plow	2016	6,358.00	2,890.43	80W	Universal Wing	2022	9,251.00	9,119.94

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
81P	Univeral Plow	2022	10,464.00	10,315.76	2511	Anti Icing (state pur)	2017	18,766.02	4,691.51
81S	Universal Spreader	2022	5,213.00	5,120.69	2512	Anti Icing (state pur)	2017	18,384.67	4,596.17
81U	Universal Underbody	2022	12,319.00	12,144.48		Radio Tower	1999	61,948.23	9,292.00
81W	Universal Wing	2022	9,251.00	9,096.82		Bloomer Fuel System	2016	32,475.76	20,973.92
82P	Univeral Plow	2022	10,464.00	10,315.76		Boyd Fuel System	2016	35,611.76	22,999.26
82S	Universal Spreader	2022	5,213.00	5,120.69		Cornell Fuel System	2016	31,581.76	20,396.56
82U	Universal Underbody	2022	12,319.00	12,144.48		Hot Mix Fuel System	2017	34,119.54	22,840.98
82W	Universal Wing	2022	9,251.00	9,119.95		Fuel Truck Add On	2017	14,579.54	5,542.97
85L	Universal Left Wing	2012	5,975.00	896.00		Petrovend Fuel System	2007	15,569.15	2,335.00
85P	Universal Plow	2012	7,802.00	1,170.00		Used Oil Tank-Hot Mix	2007	92,337.52	13,851.00
85S	Swenson Sander	2011	3,356.00	503.00		Tank & Pipe -Bloomer	1998	11,014.54	1,652.00
85W	Universal Right Wing	2012	7,276.00	1,091.00		Tank & Pipe -Cornell	1998	11,954.04	1,793.00
86P	Universal Plow	2012	7,793.00	1,169.00		1800 Gals 5 Comp Tank	1968	5,985.00	898.00
86S	Swenson Sander	2011	3,356.00	503.00		20000 gls und diesel tank	1990	88,130.68	27,861.14
86W	Universal Wing	2012	7,276.00	1,091.00		Tank Boyd	1994	6,688.03	1,003.00
87P	Universal Plow	2012	7,664.00	1,150.00		Fuel System Containment	2020	12,982.00	11,248.77
87S	Swenson Sander	2011	3,356.00	503.00		Fuel System Dispensers	2020	40,640.00	36,028.00
87W	Universal Wing	2012	7,105.00	1,065.00		100 Ton Press	2012	10,399.76	3,920.00
89L	Monroe Wing	2014	6,180.00	1,890.05		JD Riding Mower (236)	2016	4,100.00	2,570.48
89P	Monroe Plow	2014	6,325.00	1,934.60		JD Riding Mower (237)	2016	4,100.00	2,570.48
89R	Monore Wing	2014	8,291.00	2,535.95		JD Riding Mower (238)	2012	2,885.00	1,114.17
89S	Swenson Sander	2011	3,356.00	503.00		High Lifts/Accessories	2009	84,403.50	20,234.07
95P	Monroe Plow	2014	7,125.00	2,179.27		Tire Balancer	2007	12,782.28	1,917.00
95S	Swenson Sander	2011	3,356.00	503.00		Tire Changer	2021	22,053.79	20,387.51
95W	Monroe Wing	2014	9,759.00	2,984.75		Tire Changer H1009	2022	17,111.52	16,303.47
96P	Monroe Plow	2014	7,929.00	1,526.00		4 Post Hoist	2005	15,854.02	2,378.00
96S	Swenson Sander	2011	3,356.00	503.00		Scale	2005	54,376.44	8,155.98
96W	Monroe Wing	2014	8,175.00	1,489.85		Iron Worker	2002	5,000.00	750.00
97P	Monroe Plow	2014	7,929.00	1,526.00		Crane (#582)	2001	84,573.00	12,686.00
97S	Swenson Sander	2011	3,356.00	503.00		Aerial Lift(583	2016	6,500.00	3,952.35
97W	Monroe Wing	2014	8,175.00	1,508.85		Forklift 584	2019	23,194.98	18,375.53
98P	Monroe Plow	2014	7,929.00	1,526.00		Parts Washer	2001	4,874.00	731.00
98S	Swenson Sander	2011	3,356.00	503.00		Pressure Washer	2001	2,895.00	434.00
98W	Monroe Wing	2014	8,175.00	1,508.85		Compressor-Chippewa #2	2000	2,135.00	320.00
245	Wausau Snowblower	2006	97,218.00	14,583.00		Compressor-Chippewa #3	2011	9,125.00	3,006.38
330W	Falls Wing	1998	14,000.00	2,100.00		Waste Material Tank	1999	6,832.33	1,025.00
331V	Omaha Plow	1967	2,324.50	349.00		Tire Balancer	1997	8,360.02	1,254.00
331W	Cat Wing	2012	15,000.00	2,250.00		Bobcat Pallet Forks	1996	2,121.00	318.00
333V	Frink Plow	1971	2,451.00	368.00		Miller Welder (925)	1996	5,675.00	851.00
333W	HYD Wing	2014	15,924.00	4,644.83		American Radial Drill	1989	6,500.00	975.00
336V	Wabco Plow	1975	4,291.00	644.00		Air Prod Gas Weld (924)	1976	2,644.00	397.00
338V	Falls V-Plow	1979	8,756.00	1,313.00					
343V	Henke Plow	1992	7,735.39	1,160.00		TOTALS		\$22,906,921.76	\$8,755,058.88
348V	Frink Plow	1967	2,202.00	330.00					
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	5,124.75					
2502	PreWet Tank (state pur)	2017	16,498.99	4,124.75					
2503	PreWet Tank (state pur)	2017	16,498.99	4,124.75					
2504	PreWet Tank (state pur)	2017	12,299.00	3,074.74					
2510	Brine Making Equip	2018	153,047.02	117,540.29					

NON-HIGHWAY FLEET

2023 Non-Highway Fleet Vehicle Purchases

Item	Actual	Outright Cost (est)	Trade values (est)	Net cost
Escape (Shared)	\$29,713.00	\$26,000.00	\$6,500.00	\$23,213.00
Pick-up 3/4 ton (Facilities/Parks)	\$49,316.00	\$35,000.00	\$4,000.00	\$45,316.00
Pick-up 1/2 ton (Sheriff Dept. - Patrol)	\$43,481.00	\$35,000.00	\$4,000.00	\$39,481.00
Pick-up 3/4 ton (Sheriff Dept - Rec)	\$48,800.00	\$33,000.00	\$13,500.00	\$35,300.00
Utility (Sheriff Department)	\$39,563.00	\$38,000.00	\$5,000.00	\$34,563.00
Utility (Sheriff Department)	\$39,563.00	\$38,000.00	\$5,000.00	\$34,563.00
Van (Sheriff Department - Jail Transport)	\$37,866.00	\$31,000.00	\$6,000.00	\$31,866.00
Van (Sheriff Department - Jail Transport)	\$37,866.00	\$31,000.00	\$6,000.00	\$31,866.00
TOTALS	\$326,168.00	\$267,000.00	\$50,000.00	\$276,168.00



2023 Ford F250 (Sheriff Department)

2024 Projected Non-Highway Fleet Vehicle Purchases

Purchase	Actual	Outright Cost (est)	Trade values (est)	Net cost
Utility (Sheriff Department)	\$47,461.00	\$42,000.00	\$5,000.00	\$37,000.00
Utility (Sheriff Department)	\$47,461.00	\$42,000.00	\$5,000.00	\$37,000.00
Utility (Sheriff Department)	\$47,461.00	\$42,000.00	\$5,000.00	\$37,000.00
Utility (Sheriff Department)	\$47,461.00	\$42,000.00	\$5,000.00	\$37,000.00
Pick-up ext (Facilities/Parks)	\$39,509.00	\$49,000.00	\$4,000.00	\$45,000.00
Pick-up crew (LCFM)	\$41,830.00	\$51,000.00	\$4,000.00	\$47,000.00
Pick-up crew (LCFM)	\$41,830.00	\$49,000.00	\$3,000.00	\$46,000.00
TOTALS	\$313,013.00	\$317,000.00	\$31,000.00	\$282,013.00

2023 Non-Highway Fleet Inventory

NO.	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE	NO.	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE					
SHERIFF'S DEPARTMENT														
801	Ford F-250	2023	47,721.50	47,721.50	752	Ford Truck	2012	21,210.50	3,182.50					
802	Chev Impala	2014	18,075.50	2,711.33	753	Ford Truck	2012	21,210.50	3,182.50					
804	Chev Impala	2017	20,973.50	3,146.00	754	Ford Truck	2012	21,210.50	7,806.12					
810	2014 Chev Silver	2013	32,237.10	4,836.00	761	Ford Truck	2017	25,962.50	3,894.50					
811	2018 Chev Impala	2018	21,052.50	4,649.21	762	Ford Truck	2017	25,962.50	3,894.50					
812	Chev Silverado	2020	31,818.50	22,524.14	773	Chev Silver	2019	26,415.50	9,949.60					
813	Ford Transit Van	2020	43,736.50	27,626.90	774	Chev Silver	2019	26,419.50	9,951.03					
815	Ford Utility	2020	35,111.50	16,330.04	FACILITIES/PARKS									
816	Ford Utility	2020	35,111.50	19,193.67	756	Ford F-150	2007	20,701.33	3,105.00					
817	Ford Utility	2020	35,111.50	21,936.73	757	Ford F-150	2007	20,203.71	3,031.00					
818	Ford Utility	2020	35,111.50	24,799.16	758	F-250	2023	47,721.50	47,721.50					
819	Ford Utility	2020	35,111.50	29,599.43	759	Chev Silver	2019	29,771.50	11,213.77					
820	Ford Utility	2015	26,668.50	4,000.01	846	Ford Crew Cab	2000	24,096.00	0.00					
822	Ford Utility	2015	26,672.50	3,999.98	CORONER									
827	Ford Utility	2019	33,016.50	17,447.98	842	Dodge Caravan	2018	24,003.50	4,620.17					
828	Ford Utility	2019	33,016.50	25,726.87	843	Dodge Caravan	2015	22,002.50	3,300.50					
829	Ford Utility	2019	33,111.50	9,167.99	LAND CONSERVATION & FOREST MANAGEMENT									
830	Ford Utility	2021	35,021.50	28,415.87	780	Ford Truck	2012	21,210.50	13,187.40					
831	Ford Utility	2021	35,021.50	27,903.85	796	Chevrolet Truck	2019	27,646.50	10,021.87					
832	Ford Utility	2021	35,021.50	33,242.83	799	Ford Truck	2007	19,893.31	2984.00					
833	Ford Utility	2021	35,021.50	34,719.95	877	Chevrolet Truck	2005	15,334.00	0.00					
836	Ford-150	2023	44,745.50	44,443.95	SHARED VEHICLES									
840	Chev Traverse	2011	27,010.50	4,052.00	740	Ford Escape	2022	24,597.50	\$21,967.16					
844	Dodge Caravan	2017	23,735.50	3,560.50	741	Ford Escape	2022	24,597.50	21,967.16					
855	Ford Utility	2018	30,287.50	4,543.01	742	Ford Escape	2022	24,597.50	21,967.16					
856	Ford Utility	2018	30,287.50	7,806.89	743	Ford Fusion	2018	17,570.50	3,631.25					
857	Ford Utility	2018	30,287.50	4,543.01	744	Ford Fusion	2018	17,570.50	3,631.25					
858	Ford Utility	2018	30,287.50	4,543.00	745	Ford Fusion	2018	17,570.50	3,631.25					
859	Dodge Caravan	2019	23,890.50	8,321.80	748	Chev Impala	2013	18,001.50	2,700.00					
860	Ford Utility	2014	26,676.50	4,001.48	763	Chev Impala	2017	21,042.94	3,156.44					
861	Ford Utility	2014	26,676.50	4,001.48	764	Chev Impala	2018	21,042.94	3,156.44					
867	Ford Utility	2022	35,771.50	35,771.50	765	Chev Impala	2019	21,042.94	3,156.44					
868	Ford Utility	2022	35,771.50	35,771.50	766	Chev Impala	2020	21,042.95	3,156.44					
869	Ford Utility	2022	35,771.50	35,771.50	770	Chrysler Voyager	2021	28,258.50	20,251.83					
870	Ford Utility	2022	36,249.50	36,249.50	771	Chrysler Voyager	2021	28,258.50	20,251.83					
880	Chrysler pacifica	2023	40,948.50	40,948.50	772	Chev Malibu	2023	21,674.50	21,674.50					
881	Dodge Caravan	2019	23,890.50	8,998.70	DEPARTMENT OF AGING									
882	Ford Utility	2016	27,755.50	4,163.50	794	Dodge Caravan	2020	24,200.50	12,886.72					
883	Ford Utility	2016	27,755.50	4,163.50	795	Chev Truck	2009	17,634.50	2,645.00					
885	Ford Utility	2016	27,755.50	4,163.50	EMERGENCY GOVERNMENT									
886	Ford Utility	2016	27,755.50	4,163.51	826	Chev Truck	2012	25,636.50	11,402.50					
889	Ford Utility	2017	29,133.50	4,369.99	TOTALS									
890	Ford Utility	2017	33,218.95	4,983.00										

2023 Special Projects



Ultraviolet Pipe Installation

Ultraviolet Cured-in-Place Pipe (UVCIPP)

The segment of CTH OO between 172nd Street and CTH K will be resurfaced in 2024, which meant that the culverts would all be replaced in 2023. This area is well known for its apple orchards, which become very popular destinations in the fall months. Some of the pipes were unusually deep, ranging in depths from 7 to 15 feet deep. In lieu of traditional excavation methods that would require inconvenient closures and detours, the Highway Department opted to work with Subsurface, Inc to place an ultraviolet cured-in-place pipe inside 5 of the deepest pipes. This trenchless work was successfully completed under traffic on October 5th and 6th, 2023.

Green Lights

In April 2022, Wisconsin law was changed to allow for the use of green colored lights on county and municipal highway maintenance vehicles. Green lights have been proven in other states to make maintenance vehicles more visible to drivers, especially during winter weather events. In 2022, the County installed green lights in several of the patrol trucks used to plow snow on state highways. By the end of 2023, 33 of the County's 47 plow trucks will have green strobe lights on top of them. The remaining trucks are scheduled for replacement in the next several years and the new trucks will have green lights on them at purchase. The feedback has been very positive and the green lights have demonstrated greater contrast and created safer conditions for Chippewa County highway users.



Green Lights



Boyd Shed Roof Upgrade

Boyd Shed Roof Upgrade

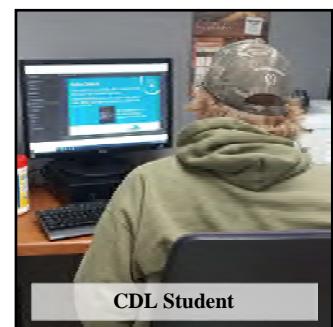
The facility in Boyd was built in 1994 and the building's roof needed replacement. The old roof had begun to leak onto the shop area. In 2023, the County hired Bauman Construction for the roof replacement project at a cost of \$197,445. The scope of the project was to add new purlins and insulation above the existing roof steel and cap it with a new standing-seam steel roof. The original roof had an R-19 insulation value. The added insulation has an R-25 insulation value, which brings the completed roof system to an R-34. Work began on the first week of May and was completed in two weeks.

CTH O - Ditch Project

A segment of ditch along CTH O to the west of the City of Stanley had experienced severe erosion that was continuing to worsen. Land Conservation and Highway Department staff performed a detailed analysis of the stormwater runoff in the area to determine the cause prior to repairing the ditch. It was discovered that a 36" pipe beneath 345th Street was under-sized due to the amount of stormwater runoff coming from a neighboring dairy farm. Highway Department staff worked with the Town of Delmar and the dairy farm to obtain the funds necessary to remove the existing 36" pipe and replace it with a 68" elliptical pipe. The County also performed the necessary downstream repairs. The end result is a fully-restored drainage system within the County's right-of-way that will not erode during future flood events.



CTH O - Ditch Project



CDL Student

In-House CDL Training

Like many employers, the Highway Department has experienced difficulty in finding new employees who have a commercial driver's license (CDL). There has also been a shortage of seasonal employees available to perform the necessary traffic control on road construction projects. In order to address these issues, the department hired three graduating high school students who were willing to perform flagging for the construction season and in return, the County would provide them with the necessary training to be able to obtain a CDL at the end of the season. The three employees were put through the County's online training modules and obtained their Commercial Driver Learner Permits in September. During the remainder of their terms at the County, they were able to get behind-the-wheel driving time with the County's trainer, making them eligible to take the CDL test. Once they receive their CDL, they can then seek full-time employment at jobs that require a CDL, including the Chippewa County Highway Department.

Career Fairs and Recruitment

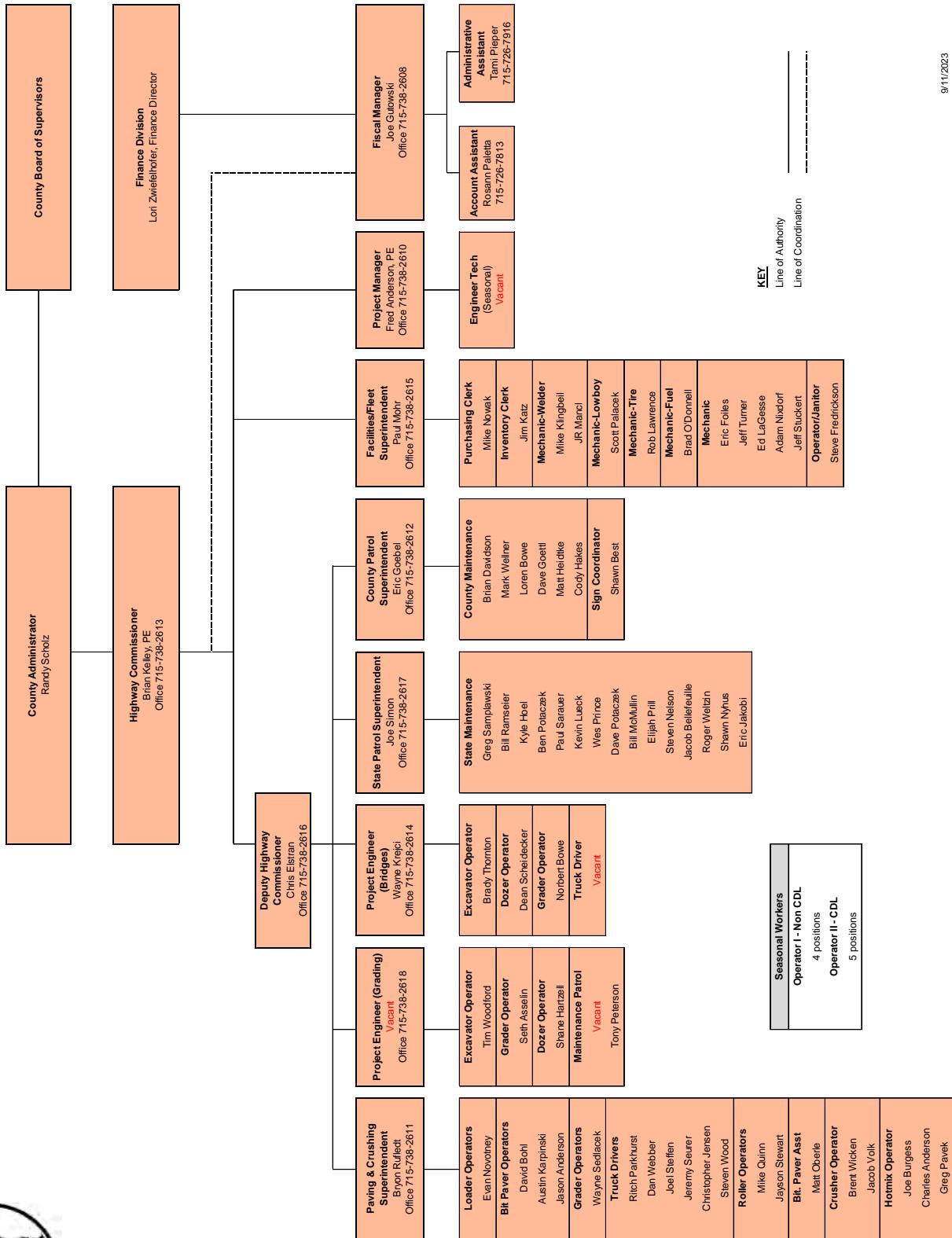
The Chippewa County Highway Department participated in four local high school career fairs. Highway Department staff helped students at Altoona, Bloomer, New Auburn, and Stanley High Schools explore future career opportunities at Chippewa County Highway Department.



Career Fair Display



HIGHWAY DEPARTMENT ORGANIZATION CHART



Line of Authority
Line of Coordination

9/11/2023

Highway Department Management Staff



Brian Kelley
Highway
Commissioner
715-738-2613



Chris Elstran
Deputy Highway
Commissioner
715-738-2616



Finished Product Leaving Conveyor Belt - Koch Pit



Fred Anderson
Project Manager
715-738-2610



Joseph Gutowski
Fiscal Manager
715-738-2608



Paul Mohr
Facilities & Fleet
715-738-2615



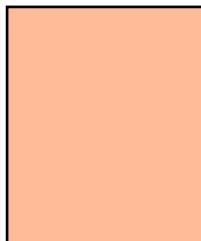
Joseph Simon
State Patrol
715-738-2617



Wayne Krejci
Bridge Crew
715-738-2614



Bryon Rufleldt
Paving and Crushing
715-738-2611



Vacant
Grade Crew
715-738-2618



Eric Goebel
County Patrol
715-738-2612



Highway Committee 2022 Road Tour—Cobban Bridge Construction

Highway Committee Members

Glen Sikorski, Chair (District 2) ----- 715-289-4825

Roger Calkins, Vice Chair (District 11) - 715-215-1641

James Flater (District 1) ----- 715-579-3947

Dave Bischel (District 4) ----- 715-579-5613

George Rohmeyer, Jr. (District 17) ----- 715-210-9985

August 28, 2023

Good Morning All,

Hope everyone was able to enjoy the beautiful weekend.

The City Of Stanley would like to thank everyone involved in the milling and resurface project that took place in the City the last week and a half. It really makes our entrances to the City look great. We have had a lot of great feedback from residents. The process was very smooth and had a minimum impact on the residents, as well as our City staff.

Please keep us informed of any future project that will involve the City and we will try to accommodate these with the resources that the City has to help make these projects more impactful for everyone.

Thank you again for everything you do for the City of Stanley.

Mark Fitzsimmons
Alderman



October 6, 2023

To: Brian Kelley, Chippewa County Highway Commissioner

The Town of Lake Holcombe would like to thank everyone at the Chippewa County Highway Department who was involved in the paving project that took place in the town this past summer. The project involved repaving a portion of 270th Ave which was complicated by the existence of the sanitary sewer running down the middle of the roadway.

Coordination of the project, along with timely and responsive communication was great between all parties involved during the process of paving the first lift, cutting out around the manholes, and paving the second lift to assure the correct height was established for the manholes. The paving, intersections and driveways all transition well. Many residents have made positive compliments about how the road and project were completed.

Thank you again for everything you do for the Town of Lake Holcombe. We look forward to working with you in the future.

Brian Guthman
Chairman Town of Lake Holcombe

