CHIPPEWA

OPERATIONS REPORT

2022

CHIPPEWA COUNTY HIGHWAY DEPARTMENT

COUNTY

Loading Aggregate Feeder Bins - Hot Mix Plant

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

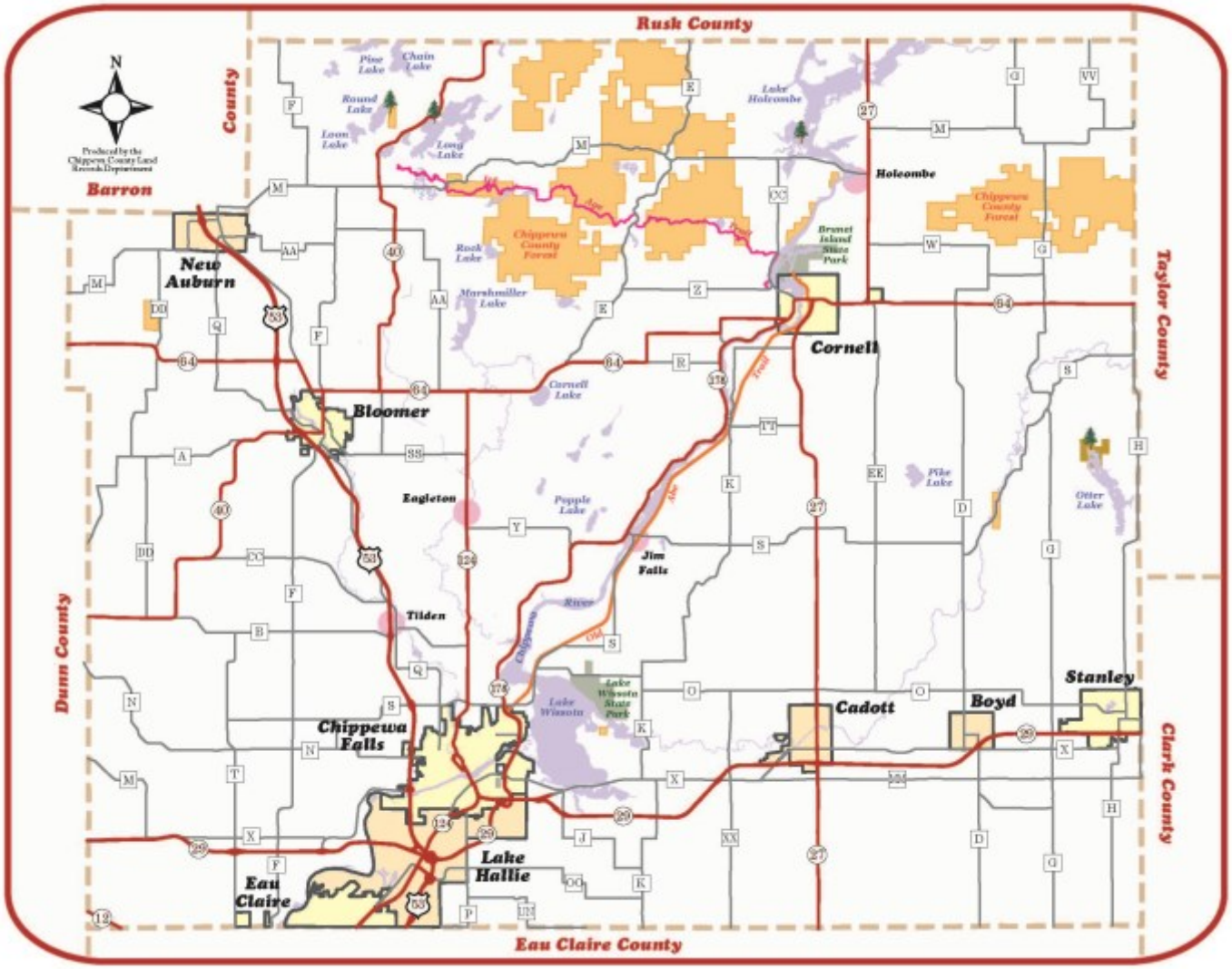
The Mission of the Chippewa County Highway Department is to provide its residents and motorists with a safe and usable County Trunk Highway System thru maintenance, design and construction services that are provided in a cost effective and efficient manner. To maintain under contract with the Wisconsin 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 Trunk Highways - 996 lane miles
Local Roads - 1,333 lane miles
State Trunk Highways - 667 lane miles
County, City and Town Bridges - 223

Union Pit

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 2021 total annual payroll was $4,367,064.77.

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, and keeps financial track of those activities 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 $1,940,483.32 in General Transportation Aids in 2022.

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.

Culverts - CTH W

HIGHWAY DEPARTMENT OPERATIONS — Cont'd


Highway Equipment

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.


Engineering Intern

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.

2022 Performance Measures and Statistics


Milling - CTH S

Totals Thru 10/1/2022

⇒ $132,432.44 in maintenance and construction work for local municipalities
⇒ $97,531.39 in work for other County departments (excluding non-highway fleet)

Projected Year End Totals

⇒ Resurfaced 19.8 miles of 489 County Highway miles
24.7-year replacement cycle, 25-year cycle recommended
⇒ Chip sealed 17.4 miles of 489 County Highways miles
28.1-year maintenance cycle, 7-year cycle recommended
⇒ Installed 58 new culverts on County Highways
⇒ Hotmix produced 58,132 tons
⇒ Gravel produced 138,221 tons


Winter County Maintenance - CTH C

2021/2022 Winter Statistics

⇒ Hours of snow plowing	County 7,304 hours	State 6,171 hours
⇒ Brine used on roads	County 21,277 gallons	State 89,980 gallons
⇒ Salt used on roads	County 3,273 tons	State 6,709 tons
⇒ Sand/salt used on roads	County 11,719 tons	State 1,412 tons

12-month worker's compensation statistics (August 1, 2021—July 31, 2022)

⇒ 10 total claims
⇒ Total expense incurred: $1,073,720
⇒ Average claim amount with outlier: $107,372
⇒ Average claim amount without outlier: $2,636
⇒ 5-year average worker's compensation claims with outlier: $292,634
⇒ 5-year average worker's compensation claims without outlier: $82,634

Lost days

⇒ 215 lost days in 2022 (YTD)
⇒ 42 lost days in 2021

Light duty days

⇒ 145 days in 2022 (YTD)
⇒ 298 days in 2021

HIGHWAY DEPARTMENT COST ACCOUNTING


Chip Seal - Town of Cleveland

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.


Drag Line - Koch Pit

Bridge Construction - CTH T

Paving - CTH S

36” Pipe Install - CTH S

Highway Fund Analysis

2022 ANALYSIS OF HIGHWAY FUNDS

FUND	BALANCE 01/01/22	TRANSFERS & APPROP.	REVENUE	TOTAL AVAILABLE	EXPENDITURE	BALANCE 10/1/2022
ADMINISTRATION	$ (22,254.34)	$ 435,758.00	$ 194,605.82	$ 608,109.48	$ 424,842.16	$ 183,267.32
LAND ACQUISITION	$ 368,266.06	$ -	$ 100.00	$ 368,366.06	$ 1,030.00	$ 367,336.06
TOTAL MACHINERY	$ 1,454,591.46	$ -	$ 5,339,291.84	$ 6,793,883.30	$ 6,783,373.15	$ 10,510.15
MACHINERY	$ -		$ 5,339,291.84	$ 5,339,291.84	$ 6,522,835.48	
BUILDINGS & GROUNDS					$ 260,537.67	
TOTAL MAINTENANCE	$ 561,036.04	$ 1,600,000.00	$ 1,955,971.63	$ 4,117,007.67	$ 2,469,407.32	$ 1,647,600.35
MAINTENANCE-CTHS	$ (227,777.89)	$ 200,000.00	$ 1,940,483.35	$ 1,912,705.46	$ 1,541,261.58	$ 371,443.88
WINTER MAINT-CTHS	$ 788,813.93	$ 1,400,000.00	$ 15,488.28	$ 2,204,302.21	$ 928,145.74	$ 1,276,156.47
ROAD CONST-CTHS	$ 1,331,947.55	$ 2,823,900.00	$ 554,228.82	$ 4,710,076.37	$ 5,266,837.13	$ (556,760.76)
BRIDGE CONST-CTHS	$ 161,518.73	$ 744,840.00	$ 139,699.78	$ 1,046,058.51	$ 704,106.92	$ 341,951.59
BRIDGE CONST-LOCAL RD	$ 159,895.92	$ 269,150.00	$ -	$ 429,045.92	$ 214,262.74	$ 214,783.18
GRAVEL PITS	$ (151,182.99)	$ -	$ 807,191.75	$ 656,008.76	$ 958,283.58	$ (302,274.82)
TOTAL NON-HIGHWAY FLEET	$ (55,992.42)	$ 475,000.00	$ 82,126.61	$ 501,134.19	$ 450,074.19	$ 51,060.00
NON-HIGHWAY FLEET - OPERATIONS	$ (27,784.60)	$ 200,000.00	$ 44,477.61	$ 216,693.01	$ 268,967.19	$ (52,274.18)
NON-HIGHWAY FLEET - VEHICLES	$ (28,207.82)	$ 275,000.00	$ 37,649.00	$ 284,441.18	$ 181,107.00	$ 103,334.18
TOTALS	**$ 3,807,826.01**	**$ 6,348,648.00**	**$ 9,073,216.25**	**$ 19,229,690.26**	**$ 17,272,217.19**	**$ 1,957,473.07**

Guard Rail - STH 29

Brushing - County Maintenance

Shouldering - CTH N

Rut Paving - CTH G

Crushing Operations - Koch Pit

COUNTY BRIDGE AND CULVERT AID FOR TOWNS

Town of Sampson - 167th Street Culvert

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

10/1/2022

Town	Road	Description	Project Cost	County Aid Requested	Amt. raised by local unit	2022 County Payments	Remaining Balance
Arthur	155th Ave	Design Fees to Replace existing Bridge P-09-119	$ 14,600.00	$ 7,300.00	$ 7,300.00	$ 6,906.43	$ 393.57
Colburn	160th Ave	Replace 36" culvert	$ 2,500.00	$ 1,250.00	$ 1,250.00		$ 1,250.00
Colburn	160th Ave	Replace 36" culvert	$ 2,500.00	$ 1,250.00	$ 1,250.00		$ 1,250.00
Colburn	355th St	Replace 36" culvert	$ 2,000.00	$ 1,000.00	$ 1,000.00	$ 1,145.15	$ (145.15)
Cooks Valley	10th St	Replace 36" culvert	$ 3,200.00	$ 1,600.00	$ 1,600.00	$ 2,038.23	$ (438.23)
Eagle Point	155th Ave	Replace 36" culvert	$ 5,000.00	$ 2,500.00	$ 2,500.00		$ 2,500.00
Eagle Point	155th Ave	Replace 48" steel culvert	$ 6,000.00	$ 3,000.00	$ 3,000.00		$ 3,000.00
Eagle Point	133rd St	Replace existing bridge P-09-142	$ 400,000.00	$ 200,000.00	$ 200,000.00	$ 160,321.84	$ 39,678.16
Eagle Point	185th St	Replace 36" x 50' culvert	$ 4,000.00	$ 2,000.00	$ 2,000.00		$ 2,000.00
Estella	240th Ave	Replace 60" cement culvert	$ 17,000.00	$ 8,500.00	$ 8,500.00	$ 7,236.20	$ 1,263.80
Estella	240th Ave	Repair Fisher River Bridge	$ 18,000.00	$ 9,000.00	$ 9,000.00	$ 10,001.91	$ (1,001.91)
Sampson	290th Ave	Replace 72" culvert	$ 25,000.00	$ 12,500.00	$ 12,500.00	$ 10,614.21	$ 1,885.79
Sigel	240th St	Design Fees to Replace existing Bridge P-09-176	$ 14,500.00	$ 7,250.00	$ 7,250.00	$ 4,353.33	$ 2,896.67
Sigel	10th Ave	Repair undermining of existing culvert	$ 8,500.00	$ 4,250.00	$ 4,250.00	$ 2,921.34	$ 1,328.66
Woodmohr	120th St	Replace 36" culvert	$ 3,500.00	$ 1,750.00	$ 1,750.00	$ 2,888.60	$ (1,138.60)
Woodmohr	145th Ave	Replace 60" culvert	$ 12,000.00	$ 6,000.00	$ 6,000.00	$ 5,835.50	$ 164.50
		Outstanding projects from prior years	$ 159,895.92				$ 159,895.92
			$ 698,195.92	**$ 269,150.00**	**$ 269,150.00**	**$ 214,262.74**	**$ 214,783.18**

Town of Goetz - 48" Culvert Replacement

Town of Goetz - 48" Culvert Replacement

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.


Setting Beams - CTH T Bridge

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)

2022 HIGHWAY BRIDGE CONSTRUCTION

Job No.	Description	1/1/2022	Appropriations	Transfers/ Revenues	Total Available	Expenditures YTD	Balance 10/1/2022
2152 "G"	Design "G" Yellow River Bridge		$ 34,840.00	$ 46,811.59	$ 81,651.59	$ 54,426.94	$ 27,224.65
2258 "T & K"	Design CTH "T" & "K" Bridges		$ 60,000.00		$ 60,000.00	$ 43,111.86	$ 16,888.14
2361 "H & M	Design CTH "H" & "M" Bridges		$ -		$ -	$ 2,235.00	$ (2,235.00)
032 "TT"	"TT" Cobban Bridge	$ (23,587.03)		$ 92,888.19	$ 69,301.16	$ 124,868.58	$ (55,567.42)
2151 "S"	CTH "S" Trout Creek Bridge B-09-39	$ 14,000.00			$ 14,000.00	$ 9,155.60	$ 4,844.40
2256 "T"	CTH "T" Elk Creek Bridge P-09-927	$ (643.74)	$ 400,000.00		$ 399,356.26	$ 206,612.05	$ 192,744.21
					$ -		$ -
001	Miscellaneous Bridge	$ 169,549.50	$ 250,000.00		$ 419,549.50	$ 263,696.89	$ 155,852.61
		Total Misc. Repairs Expenditures YTD				$ 263,696.89	$ 155,852.61
	Projects Under Review for Closing With State	$ 2,200.00			$ 2,200.00	$ -	$ 2,200.00
TOTALS		**$ 161,518.73**	**$ 744,840.00**	**$ 139,699.78**	**$ 1,046,058.51**	**$ 704,106.92**	**$ 341,951.59**

Note: $100,000 of bonding funds are anticipated for Cobban Bridge.


Bottomless Arch Bridge - CTH T


Culvert Replacement - CTH S


Cobban Bridge Construction - CTH TT

Finished Paving Project - CTH X

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)

2022 HIGHWAY CONSTRUCTION

Job No.	Description	1/1/2022	Appropriations	Transfer	Total Available	Expenditures YTD	Balance 10/01/22
2004 "SS"	83rd to Q (Design) (STPR)	$ 2,000.00		$ 918.94	$ 2,918.94	$ 1,148.68	$ 1,770.26
2111 "J"	CTH J (Design) 50th Ave Intersection	$ 27,275.57		$ 45,982.73	$ 73,258.30	$ 57,541.85	$ 15,716.45
2112 "J"	CTH J (Design) 50th Ave SRTS Path	$ 2,004.50		$ 30,192.68	$ 32,197.18	$ 51,947.81	$ (19,750.63)
2113 "X"	CTH X (Design) 197th St - CTH XX	$ (11,645.47)	$ 77,240.00	$ 59,491.33	$ 125,085.86	$ 74,403.92	$ 50,681.94
2214 "O"	CTH O (Design) CTH XX - CTH EE	$ -			$ -	$ 6,850.00	$ (6,850.00)
2215 "ZZ"	CTH ZZ (Design) STH 178 - STH 64	$ -			$ -	$ 5,250.00	$ (5,250.00)
2216 "C"	CTH C (Design) STH 40 - CTH F	$ -			$ -	$ 36,339.78	$ (36,339.78)
					$ -		$ -
1905 "S"	US 53 east ramps to the east about 1640 feet	$ 9,175.70			$ 9,175.70		$ 9,175.70
2105 "F"	CTH F STH 64 - CTH M	$ 473,047.16			$ 473,047.16	$ 598,202.68	$ (125,155.52)
2106 "M"	CTH M Lake Holcombe - STH 27	$ 20,000.00			$ 20,000.00	$ 11,692.88	$ 8,307.12
2207 "SS"	CTH SS 83rd St - CTH Q	$ -	$ 555,804.00	$ 417,643.14	$ 973,447.14	$ 572,098.32	$ 401,348.82
2208 "XX"	CTH XX CTH X - CTH O	$ -	$ 660,000.00		$ 660,000.00	$ 600,529.57	$ 59,470.43
2209 "X"	CTH X CTH XX - 250th St	$ -	$ 115,000.00		$ 115,000.00	$ 582,740.89	$ (467,740.89)
2210 "S"	CTH S CTH Q - STH 124	$ -			$ -	$ 183,673.05	$ (183,673.05)
2220 "N"	CTH N 40th St - CTH T	$ -			$ -	$ 382,568.69	$ (382,568.69)
2221 "D"	CTH D Cty Line - CTH V South (ARPA)	$ -			$ -	$ 454,811.54	$ (454,811.54)
					$ -		$ -
555	Rut Wedging	$ -	$ 150,000.00		$ 150,000.00	$ 110,570.39	$ 39,429.61
666	Chip Sealing	$ -	$ 580,000.00		$ 580,000.00	$ 569,988.35	$ 10,011.65
444	Miscellaneous Engineering	$ 32,000.00	$ 50,000.00		$ 82,000.00	$ 5,000.00	$ 77,000.00
888	Miscellaneous Road Projects/Culverts	$ 164,725.36	$ 145,856.00		$ 310,581.36	$ 503,166.77	$ (192,585.41)
999	Supervision	$ -	$ 490,000.00		$ 490,000.00	$ 458,311.96	$ 31,688.04
777	Contingency	$ 602,869.49			$ 602,869.49		$ 602,869.49
	Projects Under Review for Closing With State	$ 10,495.24			$ 10,495.24		$ 10,495.24
TOTALS		**$ 1,331,947.55**	**$ 2,823,900.00**	**$ 554,228.82**	**$ 4,710,076.37**	**$ 5,266,837.13**	**$ (556,760.76)**

Notes: $1,476,000 of ARPA funds are anticipated for CTH D and Miscellaneous Road Projects/Culverts.
$1,200,000 of bonding funds are anticipated for CTH X, CTH S, and CTH N.

HIGHWAY IMPROVEMENTS

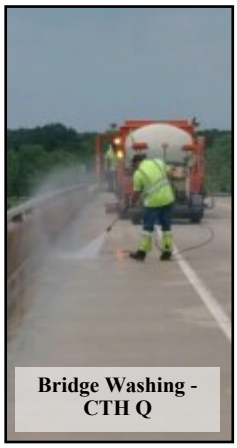
2023 Highway Construction Projects

County Highway	Project Limits	Project Type	Project Length	Estimated Cost
	County-Wide	Various Design		$ 50,000.00
CTH J	STH 29 (South) - CTH X	Design Plans		$ 48,200.00
	CTH H & CTH M Bridges	Design Plans		$ 70,000.00
CTH OO	Business 53 - STH 124	Design Plans & R/W		$ 446,280.00
CTH K	Ltl Drywood Crk Bridge P09061	Bridge Replacement	Spot	$ 540,000.00
CTH T	Br. Elk Creek Bridge P09926	Bridge Replacement	Spot	$ 470,000.00
CTH K	CTH X - CTH O	Recondition	3.3 Miles	$ 900,000.00
CTH T	CTH S - CTH B	Recondition	3.5 Miles	$ 880,000.00
CTH TT	Cobban Bridge - Pt. 2 of 2	Bridge Replacement	Bridge	$ 5,000,000.00
CTH C	STH 40 - CTH F	Recondition	2.9 Miles	$ 1,000,000.00
CTH S	CTH T - CTH F	Recondition	2.3 Miles	$ 570,000.00
CTH S	STH 124 - STH 178	Recondition	1.1 Miles	$ 230,000.00
CTH ZZ	STH 178 - STH 64	Recondition	0.4 Miles	$ 150,000.00
CTH S	STH 27 - CTH EE	Recondition	2.5 Miles	$ 580,000.00
CTH W	STH 27 - CTH G	Recondition	7.0 Miles	$ 1,410,000.00
CTH AA	CTH F - STH 40	Recondition	2.0 Miles	$ 430,000.00
	Various Locations	Bridge Repairs	Spot	$ 250,000.00
	Various Locations	Maintenance - Drainage (includes ARPA funds)		$ 622,100.00
	Various Locations	Chip-Seal (includes ARPA funds)		$ 692,000.00
	Various Locations	HMA Wedging/Rut Wedging		$ 200,000.00
	Various Locations	Construction Supervision		$ 540,000.00
Highways and Bridges Total			**25.0 Miles**	**$ 15,078,580.00**

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 2022 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 service (7 days per week) and six receive 18-hour winter service (7 days per week).



Bridge Washing - CTH Q

Shoulder Maintenance - CTH X

State Maintenance Rock and Oil - STH 124

Invasive Species Control - CTH F

Equipment Washing

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.

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 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

PITS

Salisbury Pit
10697 270th Avenue
New Auburn, WI 54757

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

Lancour Pit
22266 67th Avenue
Cadott, WI 54727

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

Quinn Pit
20250 CTH K
Cornell, WI 54732

Lane Pit
6854 52nd Street
Chippewa Falls, WI 54729

124 Pit - 2022

HIGHWAY DEPARTMENT MACHINERY

2022 Equipment & Vehicle Purchases

Quantity	Item	Outright	Trade/Sale	Net
3	Patrol Truck	$ 651,314.00	$ 69,300.00	$ 582,014.00
1	Sign Truck	$ 376,645.00	$ 15,000.00	$ 361,645.00
1	Hotmix Plant Updrades	$ 285,852.00	$ -	$ 285,852.00
1	Tire Changer	$ 17,111.52		$ 17,111.52
TOTALS		**$ 1,330,922.52**	**$ 84,300.00**	**$ 1,229,511.00**

2022 Patrol Trucks

2023 Projected Equipment & Vehicle Purchases

Quantity	Item	Outright	Trade/Sale	Net
3	Patrol Trucks	$ 820,000.00	$ 70,000.00	$ 750,000.00
1	Wheel Loader	$ 520,000.00	$ 70,000.00	$ 450,000.00
2	Traverse	$ 65,918.00	$ -	$ 65,918.00
TOTALS		**$ 1,405,918.00**	**$ 140,000.00**	**$ 1,265,918.00**

2022 Equipment Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
1	FWD Truck	1989	107991.06	16199.00
2C	Chev Tahoe	2011	36462.49	5469.00
3	Freightliner Truck	2017	127522.13	73325.07
4	Mack Truck	2017	143954.53	87305.66
4C	Chev Impala	2008	19201.50	8463.93
5	Mack Truck	2017	143244.72	86875.40
5C	Chev Traverse	2011	29706.78	5049.91
6	Freightliner Truck	2009	131420.42	19713.00
7	Freightliner Truck	2009	131041.18	19656.00
7C	Chev Tahoe	2014	37425.73	6609.48
8	Peterbilt Truck	2010	138952.50	20843.00
8C	Chev Traverse	2016	32870.69	24513.93
9	Peterbilt Truck	2010	138667.50	20800.00
11	Sterling Truck	2005	109883.89	16483.00
12	Sterling Truck	2005	110381.25	16557.00
15	Volvo Truck	2006	118845.00	17827.00
17	Peterbilt Truck	2014	137153.50	27049.70
18	Peterbilt Truck	2014	137139.50	27046.09
22	Sterling Truck	2008	123657.62	18549.00
23	Sterling Truck	2008	123999.30	18600.00
24	Ford Truck	2000	86598.20	12990.00
25	Ford Truck	2000	86964.48	13045.00
26	Peterbilt Truck	2002	87176.00	13076.00
27	Peterbilt Truck	2002	87752.00	13163.00
28	Peterbilt Truck	2005	102130.73	15320.00
29	Peterbilt Truck	2005	101494.07	15224.00
30	GMC Truck - Sign	1997	50418.61	7563.00
31	Freightliner Truck	2018	140509.05	103683.87
32	Freightliner Truck	2018	142738.01	105328.76
34	IHC Truck	2010	99995.50	14998.99
35	IHC Truck	2010	100167.50	15025.00
36	IHC Truck	2010	100127.50	15019.00
37	IHC Truck	2011	104714.23	15707.00
38	IHC Truck	2011	104716.87	15708.01
39	IHC Truck	2011	104762.19	15714.01
40	International	2020	163904.75	143264.90
41	Freightliner Truck	2018	144923.39	106941.35
42	GMC Truck	2001	21732.56	3260.00
43	Peterbilt Truck	2003	94213.74	14132.00
44	Peterbilt Truck	2003	91796.52	13769.00
45	Ford Truck	1993	40609.06	6091.00
46	International	2020	157894.92	138011.83
47	IHC Truck-Fuel	2005	106398.25	15960.00
48	Sterling Truck	2008	89777.40	13467.00
49	Sterling Truck	2008	88551.08	13283.01
50	Sterling Truck	2008	89263.82	13390.01
54	Freightliner Truck	2014	102224.50	39952.62
55	Freightliner Truck	2009	99378.12	14907.00
56	Freightliner Truck	2009	99312.85	14897.00
57	Freightliner Truck	2009	99037.33	14856.00
58	Freightliner Truck	2019	150723.47	121897.71
59	Freightliner Truck	2019	167980.01	135853.83
60	International	2020	158667.25	138686.92
61	IHC Truck	1998	56270.78	8441.00
62	Mack Truck	2016	113687.50	61343.81
63	Mack Truck	2016	116947.50	63102.85
64	Mack Truck	2016	126237.50	68115.58
65	2017 Freightliner	2017	123213.68	81321.04
66	2017 Freightliner	2017	126139.57	83252.13
67	2017 Freightliner	2017	116169.77	76672.05
68	Freightliner Truck	2019	166865.56	134952.55
69	Freightliner Truck	2021	164838.80	162244.12
70	Freightliner Truck	2021	164209.48	161624.70
71	Freightliner Truck	2021	169069.37	166408.09
72	Sterling Truck/Sweeper	2005	137041.00	75308.74
74	Peterbilt Truck	2015	96103.00	45531.20
75	Peterbilt Truck	2015	93202.00	44156.57
76	Peterbilt Truck	2015	107507.00	50934.09
85	International	2013	91701.88	18301.90
86	International	2013	92057.87	18373.48
87	International	2013	90043.87	17971.61
89	Freightliner Truck	2014	111241.50	43476.37
95	Freightliner Truck	2014	107487.50	42009.25
96	International	2014	99777.50	27688.59
97	International	2014	97777.50	27133.59
98	International	2014	97777.50	27133.59
102	Ford Truck	2005	38521.91	5778.00
103	Chev Truck	2019	37410.30	29564.85
104	Ford Truck	2017	35159.62	11915.24
105	Chev Silver	2020	36700.50	29768.17
107	Ford Tire Truck	2014	102177.90	15326.68
108	Ford Mechanic Truck	2014	148476.85	22270.86
113	Chev Silver	2016	91286.23	15847.63
117	Ford Truck	1996	35189.01	5278.00
118	Ford Truck	2002	66500.22	9975.00
121	Ford Truck	2008	28443.24	4266.00
122	Chev Truck	2012	32179.12	4826.00
123	Chev Truck	2012	32535.92	4880.00
124	Chev Truck	2012	30884.73	4632.00
125	Chev Truck	2016	35126.83	6098.37
126	Chev Truck	2016	35608.57	6182.30
127	Chev Truck	2016	36878.28	6401.74
128	Chev Truck	2021	41418.97	38974.10
129	Chev Truck	2021	38515.59	36242.10
130	Chev Truck	2021	41135.89	38707.73
200	Wheel Loader	2008	233452.83	35018.00
202	John Deere Wheelloader	2019	211933.65	165396.54
203	Case Wheel Loader	2012	167817.50	28739.08
204	Case Wheel Loader	2012	167817.50	28739.08
206	Komatsu Trac/Backhoe	2006	78310.96	11747.00
207	Case Wheel Loader	2013	111989.00	29490.15
208	Komatsu Tractor (Dozer)	2009	107478.00	16122.00
211	Caterpillar Tractor	1998	185883.15	27882.00
214	Case Loader Backhoe	2014	85095.00	30244.18
215	Case Loader Backhoe	2014	89665.00	31868.43
217	Cat Tractor/Dozer	2004	57022.01	8553.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
220	Cat Wheeloader	2016	398713.00	206666.27
221	Cat Wheeloader	2017	310410.75	185082.47
225	John Deere Tractor	2004	40701.75	6105.00
226	John Deere Tractor	2004	40492.74	6074.00
240	Bobcat CTL	2021	51351.16	48077.55
241	Bobcat CTL	2021	67275.52	62986.68
242	Compact Track Loader	2013	57339.00	14286.22
259	John Deere Tractor	2009	53257.79	7989.00
260	John Deere Tractor	2009	53150.04	7973.00
265	John Deere Tractor	2007	51022.58	7653.00
266	John Deere Tractor	2007	50870.58	7631.00
330	John Deere Mtr Grader	1998	128996.00	19349.00
331	Cat Motor Grader	2012	251643.24	53788.32
333	Cat Motor Grader	2014	239526.00	90221.53
334	NoRam Grader	2021	173657.82	163817.21
348	John Deere Mtr Grader	2003	168371.57	25256.00
349	Cat Motor Grader	2004	153429.03	23014.00
25B	Boom Mower	2012	33474.01	5732.32
25M	Mower	2012	11590.01	1984.30
26B	Boom Mower	2012	33474.01	5732.32
26M	Mower	2012	11590.01	1984.30
216R	Cat Ripper	1995	20933.01	3140.00
239	John Deere Mower	1988	4417.15	663.00
240M	John Deere Mower	2004	14352.90	2153.00
241M	Bobcat Mower	2021	12531.00	9868.25
241P	Bobcat Planer	2021	11632.00	10890.47
241R	Bobcat Rake	2021	7410.00	6819.52
242B	Bobcat Breaker	2018	10727.00	7611.68
244A	Bobcat Auger	1997	1671.00	251.00
244B	Hyd Breaker	1996	9664.00	1450.00
258M	Diamond Rotary Mower	2009	13750.00	2063.00
259M	Diamond Rotary Mower	2009	13750.00	2063.00
260M	Diamond Flail Mower	2009	7065.00	1060.00
265M	Diamond Boom Mower	2007	42726.00	6409.00
266M	Diamond Rear Flail Mower	2007	7924.00	1189.00
267M	Diamond Side Flail Mower	2007	13386.84	2008.00
334M	Maintainer Bonnell	2021	17200.00	16103.50
336R	Retreiver Shldr Maintainer	1994	7000.00	1050.00
409	Fastvac Road Widener	2013	144005.00	36900.65
419	LAB Hot Air Lance	2008	3065.00	460.00
425	Pavement Cutter	2008	6965.00	1045.00
426	Pressure Washer	2004	12538.75	1881.00
498	Truck Scale/Pit	1994	22680.90	3402.00
501	Fabtec/Crusher	2013	417719.08	114757.28
502	Cedar Rapids Crusher	1997	330189.70	49258.00
504	Superior Surge Bin	1991	43103.75	6466.00
505	Superior Conveyor	1991	14527.60	2179.00
506	Superior Conveyor	1991	14616.27	2192.00
507	Superior Conveyor	1991	57343.05	8600.00
508	Cummins Generator	1991	83653.60	17398.64
509	Screen Plant	2002	136265.37	20440.00
510	Swift Conveyor	1991	15184.53	2278.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
512	Conveyor 36"X30'	2002	25982.84	3897.00
513	Conveyor 42"X50'	2002	36551.52	5483.00
514	Conveyor 42"X55'	2002	33827.26	5074.00
515	Dogleg Conveyor	2005	28826.42	4324.00
570	Case Excavator	2008	214539.05	32181.00
572	Komatsu Excavator	2007	206871.32	31031.00
574	Cat Excavator	2018	207824.95	147469.20
574M	McKenzie Mower/Cutter	2018	34000.00	14251.67
577	American Crane	1988	72663.49	10900.00
581	Trailer Mounted Boom	2021	23665.50	21989.20
591	MB Broom	1993	6150.00	923.00
592	MB Broom	2010	8850.00	1328.00
593	Sweepster Broom	2000	6727.84	1009.00
594	Sweepster Broom	2014	5462.50	1864.09
595	Sweepster Broom	2014	5462.50	1864.09
600	Crane Products Trailer	1993	39210.19	5882.00
601	Contrail Trailer	1998	7641.00	1146.00
602	Dacco Trailer	2005	15638.32	2346.00
603	Trail King Trailer	2005	50567.57	7585.00
604	Trailer (Test Shack)	2010	26404.51	9276.77
605	John Deere Trailer	1965	1710.00	257.00
606	Redi-Haul Trailer	2010	7769.50	1165.00
607	Dakota Trailer	1981	4957.15	744.00
608	Cargo Trailer	2001	8587.70	1288.00
609	Tanker Trailer	1976	17191.89	2579.00
610	Trailmobile Used Trailer	1983	3360.55	504.00
612	Dacco Trailer	1991	8268.00	1240.00
613	Shop-Made Trailer	1993	1928.92	289.00
614	Load Trail Trailer	2013	4695.00	1136.36
615	Dacco Trailer	1994	5480.50	822.00
618	Interstate Trailer	1999	9775.00	1466.00
619	Office Trailer	2009	6636.89	996.00
620	Shop-Made Trailer	2002	4060.96	609.00
621	Road Trailer	2005	750.23	113.00
622	Cargo Trailer (state)	2006	5119.00	0.00
623	Shop-Made Trailer	2020	12532.24	11464.17
624	Enclosed Trailer	2021	13494.50	13211.34
625	Portable Traffic Lights	2019	62824.50	43117.00
626	Speed Trailer	2019	8297.00	6475.23
627	Loboy Trailer	2021	108573.72	104728.40
680	Crash Barrier(State)	2021	30725.82	30072.90
681	Crash Barrier	2017	28959.83	16857.03
699	Retro-Reflexometer	2010	12600.00	1890.00
707	Post Driver	2011	68450.00	10268.00
708	Sullair Air Compressor	2019	30410.10	23732.44
709	Sullair Air Compressor	2019	30188.99	23560.03
710	Sullair Air Compressor	2019	30194.09	23563.96
900	Mps Eq Prewet System	1989	6400.00	960.00
902A	Topcon Laser	2014	4760.00	1725.50
902B	Topcon Laser	2018	4579.24	3152.09
904A	Honda Water/Trash Pump	2013	620.94	93.00
908	E-Z liner Striper	1987	2290.00	344.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
909	John Deere Generator	2001	1100.00	165.00
909B	Kohler Generator	2012	7000.00	2537.51
911	Trafcon Arrowboard	2021	11154.81	10996.78
911A	John Deere Generator	2014	2021.98	923.94
914	Trafcon Arrowboard	2005	5224.00	784.00
915	Graco Stripe Painter	2005	4250.00	638.00
917	Pipe Laser	2008	5495.00	824.00
919B	Wacker Rammer	2013	2995.00	449.00
920	Calcium tank	1995	10125.85	0.00
921	Calcium Tank	1995	9217.22	0.00
922	Calcium Tank	1995	7781.61	0.00
923	Portable Generator	2003	1110.00	167.00
926	Stihl Cutoff Saw	2004	1457.32	219.00
928	Signal Arrowboard	1989	3248.29	487.00
929	US Motors Corp Gen	1987	592.55	89.00
930	Royal Ind. Arrowboard	1978	2310.00	347.00
931	Honda Generator	1999	1927.50	289.00
932	Brush Chipper	2004	31917.00	4788.00
933	Concrete Saw	2017	31559.80	18370.35
934A	Carlson Geodimeter	2021	15143.00	15143.00
934B	Carlson Geodimeter	2021	13285.00	13285.00
938	ArrowBoard(state)	2007	4378.00	0.00
941	Stihl Cutoff Saw	2007	1502.88	225.00
941B	Stihl Cutoff Saw	2013	1682.84	252.00
942	Topcon Dual Slope Lazer	2009	4220.00	633.00
953	Message Board(state)	2004	5767.40	0.00
963	MudJack	2021	21322.58	20869.48
971	MessageBoard (Solar)	2009	13150.00	1973.00
976	ArrowBoard	2000	6431.79	965.00
976A	ArrowBoard	2011	4575.00	686.00
977	Light Tower(State)	2012	9377.94	3126.01
977A	Light Tower(State)	2012	9377.94	3126.02
986	Pipestone Boat	2004	2576.32	386.00
987	Wacker Tamper	2001	1573.98	236.00
987A	Wacker Tamper	2021	1800.00	1672.50
987B	Wacker Plate Compact	2017	2061.37	1039.37
996	Cutoff Saw 14"	2006	1602.60	239.99
997	Finn Hydro-Seed	2001	25995.00	3899.00
998	Pontoon Sylvan	1994	3426.06	514.00
999	Robotic Total Station	2010	27253.61	4088.00
1900	Monroe Conveyor	2016	5300.00	3360.34
1901	Monroe Conveyor	2016	5300.00	3360.34
1902	Monroe Conveyor	2016	5300.00	3360.34
1903	Monroe Conveyor	2016	5300.00	3360.33
2500	Portable Scale	2014	52478.31	29926.99
401	Cat Paver	2018	379760.45	241893.48
403	Stand Tar Kettle	1944	295.00	30.00
404	Homemade Tar Kettle	1955	1841.57	276.00
405	Homemade Tar Kettle	1958	2413.96	362.00
406	Etnyre oil Dist	2009	43942.28	6591.00
407	Homemade Rut Wedger	2010	10193.91	1529.00
414	Rosco Bit. Dist	1985	13160.10	1974.00
420	Etnyre oil Dist	1995	17950.00	2693.00
421	Asphalt Zipper	2010	140348.05	21052.00
423	Rubber Melter	2021	92205.59	85674.34
427	Patching Trailer	1999	8114.00	1217.00
428	Patching Trailer	1999	8114.00	1217.00
429	Patching Trailer	2004	9750.00	1463.00
430	Patching Trailer	2004	9750.00	1463.00
431	Patching Trailer	2021	49676.09	49089.64
442	Cat Dryermixer	1987	320091.78	48014.00
443	Cat Dust Collector	1987	91447.41	13717.00
444	Cat Gen Set	1987	140506.17	21075.98
445	Astic Silo	1988	180174.03	128141.64
446	Heater St Tank	1989	86478.21	12972.00
447	CMI Mixer	1991	47025.35	7054.00
448	Cold Feeder 4 Bin	2005	167949.69	25192.00
450	Homemade St Tank	1951	5394.10	539.00
470	Patcher/Trailer	2011	45700.00	12519.83
520	Bomag Roller	2003	83969.22	12595.00
522	Bomag Roller	2012	72559.00	10883.98
524	Bomag Roller	2013	34800.00	9164.01
525	Bomag Roller	1993	24089.00	3613.00
526	Cat Roller	2007	71733.32	10759.99
527	WRT ROLLER	2017	22469.20	13556.33
530	Hamm Roller	2013	104378.00	15657.00
1V	Falls Wing	1972	3307.02	496.00
1W	Frink Plow	1971	5441.00	816.00
3P	Frink Plow	1971	1625.00	244.00
3V	Frink Plow	1967	2270.00	341.00
31L	Monroe Wing	2018	7004.00	5168.49
31P	Monroe Plow	2018	7099.00	5238.52
31R	Monroe Wing	2018	7319.00	5400.86
31S	Monroe Spreader	2018	8807.00	5921.77
31U	Monore Underbody	2018	13314.00	9824.59
32L	Monroe Wing	2018	7004.00	5168.37
32P	Monroe Plow	2018	7099.00	5238.52
32R	Monroe Wing	2018	7319.00	5400.86
32S	Monroe Spreader	2018	8807.00	5921.77
32U	Monroe Underbody	2018	13314.00	9824.59
34P	Monroe Plow	2010	8970.00	1346.00
34S	Monroe Spreader	2010	3694.00	554.00
34W	Monroe Wing	2010	6686.00	1003.00
35P	Monroe Plow	2010	8970.00	1346.00
35S	Monroe Spreader	2010	3694.00	554.00
35W	Monroe Wing	2010	6686.00	1003.00
36P	Monroe Plow	2010	8970.00	1346.00
36S	Monroe Spreader	2010	3694.00	554.00
36W	Monroe Wing	2010	6686.00	1003.00
37L	Universal Wing	2011	4925.00	739.00
37P	Universal Plow	2011	6925.00	1039.00
37R	Universal Wing	2011	6425.00	964.00
37S	Swenson Sander	2011	4100.00	615.00
37V	Monroe Plow	1991	3320.00	498.00

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
38P	Universal Plow	2011	6925.00	1039.00
38S	Swenson Sander	2011	4100.00	615.00
38W	Universal Wing	2011	6425.00	964.00
39P	Swenson Plow	2011	6925.00	1039.00
39S	Swenson Sander	2011	4100.00	615.00
39W	Swenson Wing	2011	6425.00	964.00
40L	Universal Wing	2020	8079.00	7146.73
40P	Universal Plow	2020	10461.00	9257.40
40R	Universal Wing	2020	7247.00	6425.67
40S	Swenson Spreader	2020	11725.00	10050.83
40U	Universal Underbody	2020	10695.00	9482.87
41L	Monroe Wing	2018	7004.00	5168.49
41P	Monroe Plow	2018	7099.00	5238.52
41R	Monroe Wing	2018	7319.00	5400.86
41S	Monroe Spreader	2018	8807.00	5921.77
41U	Monroe Underbody	2018	13314.00	9824.59
46P	Universal Plow	2020	10461.00	9257.40
46S	Swenson Spreader	2020	11725.00	10050.83
46U	Universal Underbody	2020	10695.00	9482.87
46W	Universal Wing	2020	8079.00	7146.73
48L	Universal Left Wing	2008	7440.00	1116.00
48P	Universal Plow	2008	7311.00	1097.00
48R	Universal Right Wing	2008	6741.00	1011.00
48Z	Henderson Sander	2011	3622.42	543.00
49P	Universal Plow	2008	7314.00	1097.00
49S	Henderson Sander	2008	5963.00	894.00
49W	Universal Wing	2008	6742.00	1011.00
50P	Universal Plow	2008	7314.00	1097.00
50S	Henderson Sander	2008	5963.00	894.00
50W	Universal Wing	2008	6742.00	1011.00
54L	Monroe Wing	2014	6980.00	2728.02
54P	Monroe Plow	2014	7125.00	2784.87
54R	Monroe Wing	2014	9091.00	3553.32
54S	Monroe Spreader	2014	3759.00	896.79
55P	Universal Plow	2009	6850.00	1028.00
55S	Henderson Sander	2009	4250.00	638.00
55W	Universal Wing	2009	6350.00	953.00
56P	Universal Plow	2009	6850.00	1028.00
56S	Henderson Sander	2009	4250.00	638.00
56W	Universal Wing	2009	6350.00	953.00
57L	Universal Left Wing	2009	7920.00	1188.00
57P	Universal Plow	2009	6850.00	1028.00
57R	Universal Right Wing	2009	6350.00	953.00
57S	Henderson Sander	2009	4250.00	638.00
58L	Universal Left Wing	2019	7866.00	6361.65
58P	Universal Plow	2019	10023.00	8106.00
58R	Universal Right Wing	2019	7116.00	5754.97
58S	Universal Spreader	2019	10833.00	8243.25
58U	Universal Underbody	2019	10470.00	8467.61
59L	Universal Left Wing	2019	7116.00	5754.97
59P	Universal Plow	2019	9228.00	7463.10
59R	Universal Right Wing	2019	7116.00	5754.97
59S	Universal Spreader	2019	10379.00	7897.81
59U	Universal Underbody	2019	10470.00	8467.61
60P	Universal Plow	2020	10356.00	9166.40
60S	Swenson Spreader	2020	11654.00	9991.67
60U	Universal Underbody	2020	10695.00	9482.87
60W	Universal Wing	2020	7997.00	7075.67
61P	Monroe Plow	1998	5412.00	812.00
61W	Monroe Wing	1998	5339.00	801.00
62P	Monroe Plow	2016	6358.00	3430.83
62S	Monroe Spreader	2016	4517.49	1917.58
62W	Monroe Wing	2016	9164.00	4944.96
63P	Monroe Plow	2016	6358.00	3430.83
63S	Monroe Spreader	2016	4517.48	1917.58
63W	Monroe Wing	2016	9164.00	4944.96
64P	Monroe Plow	2016	6358.00	3430.83
64S	Monroe Spreader	2016	4517.49	1917.58
64W	Monroe Wing	2016	9164.00	4944.96
65L	Univerisal Wing	2017	7170.00	4732.20
65P	Universal Plow	2017	8602.00	5677.32
65R	Universal Right Wing	2017	7170.00	4732.20
65S	Universal Spreader	2017	10780.00	6198.48
65U	Universal Underbody	2017	12720.00	8395.20
66L	Univerisal Wing	2017	7170.00	4732.20
66P	Universal Plow	2017	8602.00	5677.32
66R	Universal Right Wing	2017	7170.00	4732.20
66S	Universal Spreader	2017	10780.00	6198.48
66U	Universal Underbody	2017	12720.00	8395.20
67L	Univerisal Wing	2017	7170.00	4732.20
67P	Universal Plow	2017	8602.00	5677.32
67R	Universal Right Wing	2017	7170.00	4732.20
67S	Universal Spreader	2017	10780.00	6198.48
67U	Universal Underbody	2017	12720.00	8395.19
68L	Universal Left Wing	2019	7116.00	5754.97
68P	Universal Plow	2019	9228.00	7463.10
68R	Universal Right Wing	2019	7116.00	5754.97
68S	Universal Spreader	2019	10379.00	7903.44
68U	Universal Underbody	2019	10470.00	8467.61
69P	Monroe Plow	2021	9031.00	8903.06
69S	Monroe Spreader	2021	5657.00	5576.86
69U	Monroe Underbody	2021	13956.00	13758.29
69W	Monroe Wing	2021	8880.00	8754.20
70P	Monroe Plow	2021	9031.00	8903.06
70S	Monroe Spreader	2021	5657.00	5576.86
70U	Monroe Underbody	2021	13956.00	13758.29
70W	Monroe Wing	2021	8880.00	8754.03
71P	Monroe Plow	2021	9031.00	8903.06
71S	Monroe Spreader	2021	5657.00	5576.86
71U	Monroe Underbody	2021	13956.00	13758.29
71W	Monroe Wing	2021	8880.00	8754.20
74L	Universal Left Wing	2015	7263.00	3441.06
74P	Universal Plow	2015	7995.00	3787.69
74R	Univeral Right Wing	2015	8951.00	4240.98

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
74S	Swenson Sander	2015	4258.00	1457.40
75L	Universal Left Wing	2015	7263.00	3441.07
75P	Universal Plow	2015	7995.00	3787.69
75R	Univeral Right Wing	2015	8951.00	4240.99
75S	Swenson Sander	2015	4258.00	1457.40
76P	Univeral Plow	2015	8131.00	3852.49
76 S	Swenson Sander	2015	4321.00	1478.61
76W	Univeral Wing	2015	8993.00	4260.70
85L	Universal Left Wing	2012	5975.00	1192.26
85P	Universal Plow	2012	7802.00	1556.87
85S	Swenson Sander	2011	3356.00	503.00
85W	Universal Right Wing	2012	7276.00	1451.77
86P	Universal Plow	2012	7793.00	1555.40
86S	Swenson Sander	2011	3356.00	503.00
86W	Universal Wing	2012	7276.00	1451.77
87P	Universal Plow	2012	7664.00	1529.95
87S	Swenson Sander	2011	3356.00	503.00
87W	Universal Wing	2012	7105.00	1417.29
89L	Monroe Wing	2014	6180.00	2415.35
89P	Monroe Plow	2014	6325.00	2472.20
89R	Monore Wing	2014	8291.00	3240.65
89S	Swenson Sander	2011	3356.00	503.00
95P	Monroe Plow	2014	7125.00	2784.87
95S	Swenson Sander	2011	3356.00	503.00
95W	Monroe Wing	2014	9759.00	3814.25
96P	Monroe Plow	2014	7929.00	2200.00
96S	Swenson Sander	2011	3356.00	503.00
96W	Monroe Wing	2014	8175.00	2193.55
97P	Monroe Plow	2014	7929.00	2200.00
97S	Swenson Sander	2011	3356.00	503.00
97W	Monroe Wing	2014	8175.00	2210.55
98P	Monroe Plow	2014	7929.00	2200.00
98S	Swenson Sander	2011	3356.00	503.00
98W	Monroe Wing	2014	8175.00	2210.55
245	Wausau Snowblower	2006	97218.00	14583.00
330W	Falls Wing	1998	14000.00	2100.00
331V	Omaha Plow	1967	2324.50	349.00
331W	Cat Wing	2012	15000.00	3206.25
333V	Frink Plow	1971	2451.00	368.00
333W	HYD Wing	2014	15924.00	5998.34
336V	Wabco Plow	1975	4291.00	644.00
338V	Falls V-Plow	1979	8756.00	1313.00
343V	Henke Plow	1992	7735.39	1160.00
348V	Frink Plow	1967	2202.00	330.00
348W	Monroe Wing	2003	13185.00	1978.00
349V	Frink Plow	1967	2202.00	330.00
349W	Cat Wing	2004	15045.00	2257.00
2501	PreWet Tank (state pur)	2017	20498.99	7687.14
2502	PreWet Tank (state pur)	2017	16498.99	6187.14
2503	PreWet Tank (state pur)	2017	16498.99	6187.14
2504	PreWet Tank (state pur)	2017	12299.00	4612.09
2510	Brine Making Equip	2018	153047.02	126204.42
2511	Anti Icing (state pur)	2017	18766.02	7037.27
2512	Anti Icing (state pur)	2017	18384.67	6894.27
	Radio Tower	1999	61948.23	9292.00
	Bloomer Fuel System	2016	32475.76	22814.23
	Boyd Fuel System	2016	35611.76	25017.26
	Cornell Fuel System	2016	31581.76	22186.20
	Hot Mix Fuel System	2017	34119.54	24774.45
	Fuel Truck Add On	2017	14579.54	7092.08
	Petrovend Fuel System	2007	15569.15	2629.00
	Used Oil Tank-Hot Mix	2007	92337.52	13851.01
	2000 Gals Aboveground			
	Tank & Pipe -Bloomer	1998	11014.54	1652.00
	2000 Gals Aboveground			
	Tank & Pipe -Cornell	1998	11954.04	1793.00
	1800 Gals 5 Comp Tank	1968	5985.00	898.00
	20000 gls und diesel tank	1990	88130.68	31521.42
	12000 Gals Und unl tank			
	2000 Gals Aboveground			
	Tank Boyd	1994	6688.03	1003.00
	Fuel System Containment	2020	12982.00	12114.22
	Fuel System Dispensers	2020	40640.00	38330.91
	100 Ton Press	2012	10399.76	4510.00
	JD Riding Mower (236)	2016	4100.00	2802.81
	JD Riding Mower (237)	2016	4100.00	2802.81
	JD Riding Mower (238)	2012	2885.00	1277.66
	High Lifts/Accessories	2009	84403.50	25017.07
	Tire Balancer	2007	12782.28	2037.67
	Tire Changer	2021	22053.79	21637.22
	4 Post Hoist	2005	15854.02	2378.00
	Scale	2005	54376.44	8155.98
	Iron Worker	2002	5000.00	750.00
	Crane (#582)	2001	84573.00	12686.00
	Aerial Lift(583	2016	6500.00	4320.71
	Forklift 584	2019	23194.98	19689.91
	Parts Washer	2001	4874.00	730.99
	Pressure Washer	2001	2895.00	434.00
	Compressor-Chippewa #2	2000	2135.00	320.00
	Compressor-Chippewa #3	2011	9125.00	3523.44
	Waste Material Tank	1999	6832.33	1025.00
	Tire Balancer	1997	8360.02	1254.00
	Bobcat Pallet Forks	1996	2121.00	318.00
	Miller Welder (925)	1996	5675.00	851.00
	American Radial Drill	1989	6500.00	975.00
	Air Prod Gas Weld (924)	1976	2644.00	397.00
	Design Jet Plotter	2009	5685.00	853.00
	Steelcase Furniture	1996	38679.78	5802.00
	Springbrook Software	2013	40540.00	0.00
TOTALS			**$21,492,700.26**	**$8,172,794.95**

NON-HIGHWAY FLEET

2022 Non-Highway Fleet Vehicle Purchases

Quantity	Item	Outright	Trade/Sale	Net
3	Escape (Shared)	$ 73,792.50	$ 24,599.00	$ 49,193.50
3	Utility (Sheriff)	$ 107,314.50	$ 13,050.00	$ 94,264.50
TOTALS		**$ 181,107.00**	**$ 37,649.00**	**$ 143,458.00**

2022 Ford Escapes

2023 Projected Non-Highway Fleet Vehicle Purchases

Quantity	Item	Outright	Trade/Sale	Net
1	Malibu (Shared)	$ 21,429.00	$ 6,500.00	$ 14,929.00
1	Pick Up (Facilites/Parks)	$ 49,316.00	$ 4,000.00	$ 45,316.00
2	Pick Up (Sheriff)	$ 94,471.00	$ 17,000.00	$ 77,471.00
2	Utility (Sheriff)	$ 81,188.00	$ 10,000.00	$ 71,188.00
1	Van (Sheriff-Jail)	$ 38,264.00	$ 6,000.00	$ 32,264.00
TOTALS		**$ 284,668.00**	**$ 43,500.00**	**$ 241,168.00**

2022 Non-Highway Fleet Inventory

UNIT	ITEM	ACQUIRED	ORIG. COST	BOOK VALUE
SHERIFF'S DEPT.				
802	Chev Impala	2014	18,075.50	2,711.33
804	Chev Impala	2017	20,973.50	3,740.25
805	Ford Explorer (Drug Car)	2002	0.00	0.00
809	Ford Explorer	2013	25,879.50	3,382.00
810	2014 Chev Silver	2013	32,237.10	4,836.00
811	2018 Chev Impala	2018	21,052.50	8,228.11
812	Chev Silverado	2020	31,818.50	26,746.83
813	Ford Transit Van	2020	43,736.50	35,062.10
815	Ford Utility	2020	35,111.50	26,822.65
816	Ford Utility	2020	35,111.50	30,019.05
817	Ford Utility	2020	35,111.50	30,702.80
818	Ford Utility	2020	35,111.50	33,507.63
819	Ford Utility	2020	35,111.50	35,111.50
820	Ford Utility	2015	26,668.50	4,000.01
822	Ford Utility	2015	26,672.50	4,774.70
824	Chev Tahoe	2012	30,274.50	4,541.00
825	Chev Tahoe	2012	30,274.50	4,541.00
827	Ford Utility	2019	33,016.50	23,109.89
828	Ford Utility	2019	33,016.50	28,347.77
829	Ford Utility	2019	33,111.50	18,920.23
830	Ford Utility	2021	35,021.50	35,021.50
831	Ford Utility	2021	35,021.50	35,021.50
832	Ford Utility	2021	35,021.50	35,021.50
833	Ford Utility	2021	35,021.50	35,021.50
840	Chev Traverse	2011	27,010.50	4,052.00
844	Dodge Caravan	2017	23,735.50	4,905.50
855	Ford Utility	2018	30,287.50	4,979.12
856	Ford Utility	2018	30,287.50	14,255.11
857	Ford Utility	2018	30,287.50	9,987.71
858	Ford Utility	2018	30,287.50	9,961.96
859	Dodge Caravan	2019	23,890.50	12,383.20
860	Ford Utility	2014	26,676.50	4,001.48
861	Ford Utility	2014	26,676.50	4,001.48
881	Dodge Caravan	2019	23,890.50	13,060.10
882	Ford Utility	2016	27,755.50	4,163.50
883	Ford Utility	2016	27,755.50	4,163.50
884	Ford Utility	2016	27,755.50	4,163.51
885	Ford Utility	2016	27,755.50	4,163.50
886	Ford Utility	2016	27,755.50	4,163.51
889	Ford Utility	2017	29,133.50	4,919.00
890	Ford Utility	2017	33,218.95	4,983.00

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	8,258.47
761	Ford Truck	2017	25,962.50	5,365.70
762	Ford Truck	2017	25,962.50	5,365.70
773	Chev Silver	2019	26,415.50	14,440.30
774	Chev Silver	2019	26,419.50	14,442.43
FACILITIES/PARKS				
756	Ford F-150	2007	20,701.33	3,105.00
757	Ford F-150	2007	20,203.71	3,031.00
759	Chev Silver	2019	29,771.50	16,274.97
846	Ford Crew Cab	2000	24,096.00	0.00
CORONER				
842	Dodge Caravan	2018	24,003.50	8,700.87
843	Dodge Caravan	2015	22,002.50	3,300.50
LAND CONSERVATION & FOREST MANAGEMENT				
780	Ford Truck	2012	21,210.50	14,054.95
796	Chevrolet Truck	2019	27,646.50	14,721.77
799	Ford Truck	2007	19,893.31	2,984.00
877	Chevrolet Truck	2005	15,334.00	0.00
SHARED VEHICLES				
740	Ford Escape	2022	24,597.50	24,597.50
741	Ford Escape	2022	24,597.50	24,597.50
742	Ford Escape	2022	24,597.50	24,597.50
743	Ford Fusion	2018	17,570.50	6,618.23
744	Ford Fusion	2018	17,570.50	6,618.23
745	Ford Fusion	2018	17,570.50	6,618.23
748	Chev Impala	2013	18,001.50	2,700.00
749	Chev Impala	2013	18,001.50	2,700.00
763	Chev Impala	2017	21,042.94	3,752.66
764	Chev Impala	2018	21,042.94	3,752.66
765	Chev Impala	2019	21,042.94	3,752.66
766	Chev Impala	2020	21,042.95	3,752.66
770	Chrysler Voyager	2021	28,258.50	25,055.83
771	Chrysler Voyager	2021	28,258.50	25,055.83
DEPARTMENT OF AGING				
794	Dodge Caravan	2020	24,200.50	17,000.82
795	Chev Truck	2009	17,634.50	2,645.00
EMERGENCY GOVERNMENT				
826	Chev Truck	2012	25,636.50	12,906.55
TOTALS			**$1,960,532.67**	**$898,630.55**

2022 Special Projects


Bottomless Arch Bridge - CTH T

Bottomless Arch Pipe

Over the past few years, the department has been looking for the right situation to install our first aluminum bottomless arch pipe. The chosen location was on County T in the Town of Howard, where three 71" x 47" steel arch pipes were in need of replacement. The County worked closely with the Wisconsin DNR, who also felt that a bottomless arch culvert would be beneficial due to promoting aquatic species migration. The former pipes were under-sized and frequently caused water to top the highway. The new pipe has increased the drainage opening by 18 square feet and improved the drainage in the stream channel and adjacent ag land enough that farmers on each side of the highway can now plant crops in areas that were previously too wet. The County will continue to look for locations that are well-suited for bottomless arch pipes with future bridge and culvert replacements.

Hotmix Plant: Button House Upgrades

The control center for the hotmix asphalt plant is a 9' x 15' elevated shack known as the button house. The plant operators inside the button house control all functions of the entire drum plant's operation. In recent years, the previous computer systems became increasingly obsolete and it was apparent that upgrades were necessary in order to prevent downtime during the busy paving season. As a result, the button house was taken to St. Cloud, MN during the winter and spring months for a complete overhaul. The vast improvements will help ensure that the plant remains efficient and reliable for many years to come.


Button House - Hot Mix Plant


Office Security Remodel

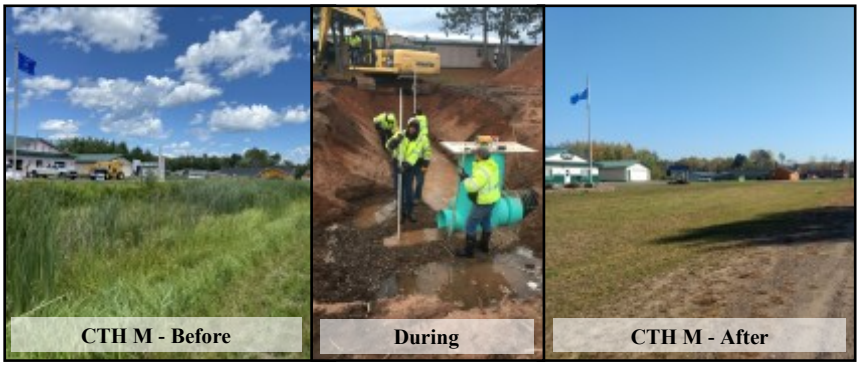
Building Security Improvements and Office Remodel

The Chippewa County Board approved a resolution in 2013 to adopt an Integrated Security Plan. Part of the recommendations of that plan were to make security improvements in each of the Highway Department facilities. In 2022, the Highway Department contracted with H&R Electric for the installation of 13 security cameras and 37 card readers at external entrances in each of the four facility locations. The department also contracted with Dell Construction for security improvements at the front reception area and other much-needed office updates.

Spring Milk Haulers Work Group

Chippewa County has experienced significant road damage from heavy loads during the recent spring thaw seasons. Efforts have been made to educate the public of this issue and additional enforcement has been implemented. The need to haul heavy loads of milk at all times of the year is a major concern for the local dairy farms and their haulers. State law does not exempt over-sized loads of milk to haul overweight in the spring, so it is up to individual counties to determine how they will handle these loads. The Highway Department reached out to local milk haulers, the Wisconsin Farm Bureau, and law enforcement to bring together a group of stakeholders. The end result will be that loads of milk may be permitted in the spring in a manner that minimizes road damage, while still allowing for the efficient movement of milk from farm to dairy.


Training by WI State Patrol


CTH M - Before

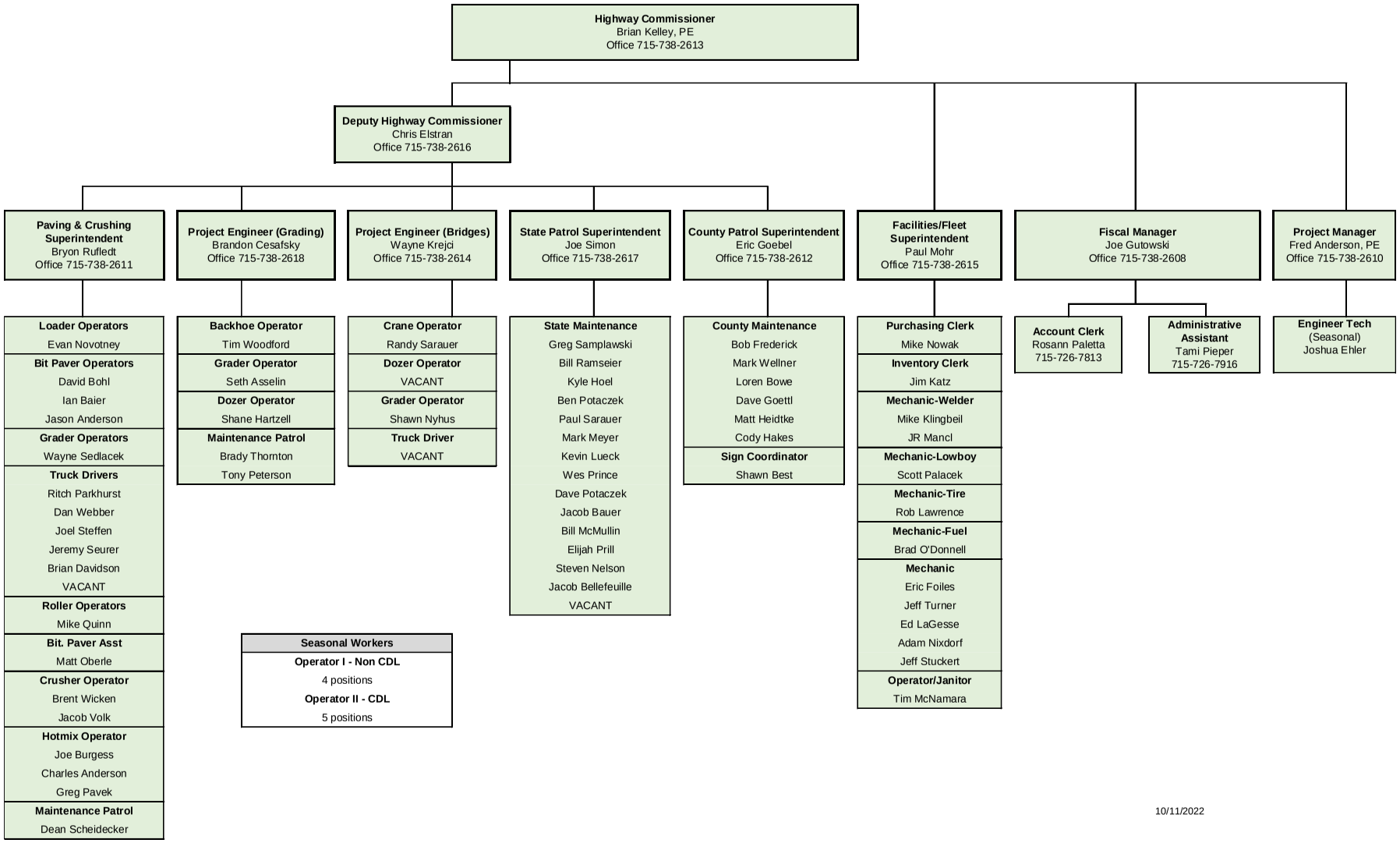
During

CTH M - After

CTH M: Drainage Improvements - Town of Lake Holcombe

In 2020, local officials, business owners, and residents expressed concerns with the lack of drainage along a ¼ mile segment of County M to the west of State Highway 27. This area is adjacent to the Lake Holcombe Lions Park and the United Methodist Church. The area is relatively flat, so simply re-shaping the ditches was not an adequate solution. In 2021 and 2022, the department installed storm sewer and re-graded the ditches to promote proper drainage. These improvements have been well-received by the community and will allow the adjacent property owners to maintain lawn areas through the County's ditches that were previously wet.

HIGHWAY DEPARTMENT ORGANIZATION CHART



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
Business 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 Rufledt
Paving and Crushing
715-738-2611

Brandon Cesafsky
Grade Crew
715-738-2618

Eric Goebel
County Patrol
715-738-2612

Highway Committee 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

Safety , Quality, Professionalism...

On August 15, 2022, Mine Safety & Health Inspector Richard Galarno with the US Department of Labor's Mine Safety & Health Administration (MSHA) completed an on-site mine inspection in Chippewa County's Koch Pit. MSHA inspects Chippewa County's active mining operations annually for compliance with industry health and safety regulations. For the 5th straight year, the annual MSHA inspection resulted in no violations being found. This is an amazing achievement by the crushing crew and a credit to the hard work that goes into keeping our mines safe.

I am proud of the culture of safety that we've built in our department. Employees and managers are going above and beyond each and every day to be safe. In 2022, the department's professionalism was validated in three very different State/Federal agency inspections. The second and third examples are highlighted below.

I'm extremely proud of the accomplishments of our staff in 2022 and it is my privilege to work with such true professionals!

Brian Kelley, PE
Chippewa County Highway Commissioner

The one main thing that I noted during my inspection was how the department had implemented numerous (non-required) best management practices to ensure the safe and effective use of pesticides.

Many invasive plants can be spread from place to place by mowing and oftentimes the difficulty in controlling these types of plants leads to no action being taken by private landowners. By using not only selective herbicides, but also plant growth regulators, the highway department has implemented additional safeguards that allow for successful control of invasive plants, while protecting adjacent non-target properties.

I appreciate the cooperation that I received during the inspection. The employees were knowledgeable regarding pesticide use and were genuinely concerned about keeping themselves and others safe.

Matt Zoschke
Environmental Enforcement Specialist
WI Department of Agriculture, Trade and Consumer Protection

Recently, an occupational safety inspection was conducted at the Chippewa County Highway Department. The intent of this inspection is to ensure the safety of employees under WI SPS 332. Part of the DSPS Occupational Safety Inspector's responsibility is to conduct random safety audits of public employers.

Compliance with WI SPS 332 (incorporates OSHA standards) is the foundation of a safety program. The Highway Department is going beyond compliance with best practices, such as monthly Toolbox Talks and the Safety Rodeo. Providing employees an opportunity to learn facilitates change of unsafe behavior, reduces job-related injuries, minimizes lost production hours, and improves workplace morale. These are essential ingredients for creating a strong safety culture.

Thank you for supporting safety in your organization!

Jane Dienger
Occupational Safety Inspector – District 1
WI Department of Safety and Professional Services

CHIPPEWA COUNTY HIGHWAY