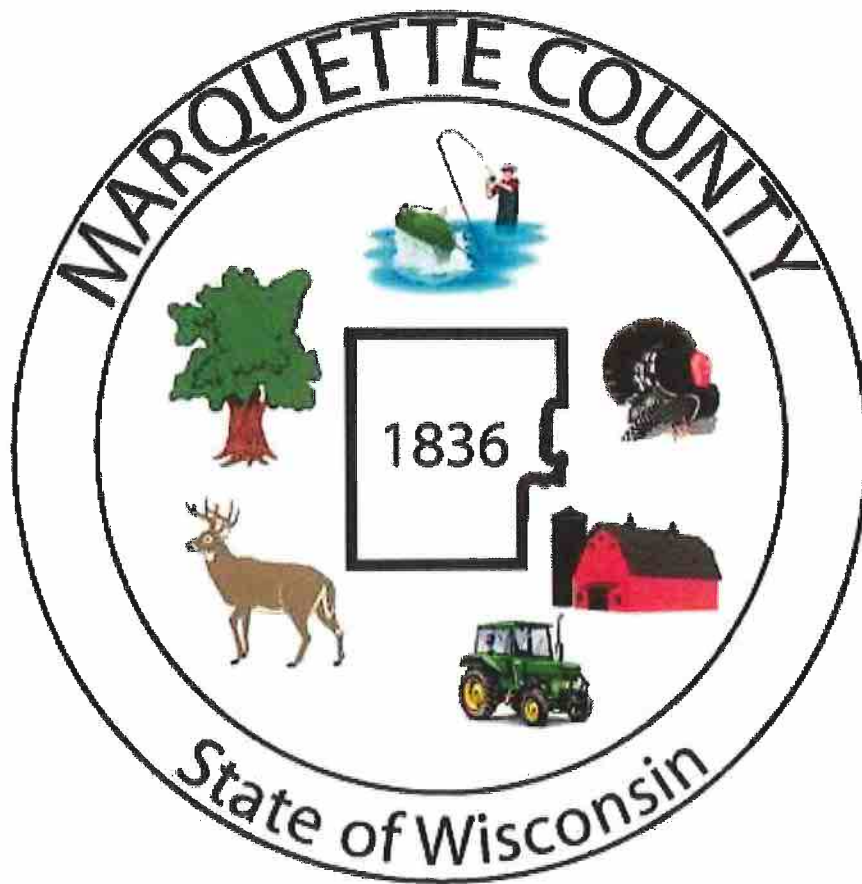


Marquette County Highway Dept. Annual Report

Jan 1st 2024 to Dec. 31st 2024



2024 Highway Department Annual Report

MISSION STATEMENT:

We strive to safely and efficiently provide Marquette County with a safe and reliable, yet cost effective, county trunk highway system through collaboration in all levels of government.

SUMMARY OF RESPONSIBILITIES:

Communities depend on their local transportation system. It directly affects their quality of life by connecting people to their jobs and activities, the system allows for the shipping of freight and more importantly local produce to and from the area; as well as allowing tourists access to the many festivals, plentiful wildlife, and the natural beauty that Marquette County has to offer.

The primary responsibilities of the Highway Department are the maintenance of the 238-mile system of County Trunk Highways, 114 miles of State Trunk and Interstate, along with partnerships with local towns adding 500 miles of township roads. This equates to 1,792.50 lane-miles of maintenance responsibility.

LOOKING BACK - GOALS ACHIEVED IN 2024:

- **CTH CH from Village of Westfield to North County Line** – 7.25 miles, work included cold in place recycling, milling, and 3" of new asphalt surface, shouldering and pavement marking. This project received over \$463,000 in reimbursements through the LRIP Program.
- **CTH D Causeway Project Design and Development** - The CTH D Project was selected in early 2020 and we were awarded the highest eligible LRIP/MLS award for the counties amounting to \$1 million. What began as a proposed \$1.625 million project has evolved to a \$2.47 million project based on inflation, geotechnical needs, and material costs. The project included sheet piling, culvert replacement, roadbed excavation, lightweight fill and base aggregate placement and initial paving. \$1.67 million was expended in 2024 towards this project.
- **Chip seal** – We chip sealed 4.5 miles of County Roads. Chip seal replaces the wear surface that is lost as the road surface ages with degradation from sunlight, moisture, traffic, and the freeze and thaw cycles.
- **Complete approved maintenance projects for 14 townships as well as other municipalities** –The department completed over \$2.18 million worth of town projects, when including other municipalities, we surpassed \$2.27 million in projects. Balancing our workload from year-to-year is a challenge for our department due to the many variables involved. We will continue to strive for greater efficiency during the short construction season in Wisconsin.
- **Complete PBM, RMA, DMA, and LFA projects for WI DOT** –Throughout the year we completed general routine maintenance work as well as several special projects for a total of \$756,403 along with \$67,315 in DMA projects. Projects consisted of snow removal, crack-filling, shouldering, mowing, drainage work, sign replacement, and bridge work.

- **Liquid Only Pilot Route on STH 23/82** – Based on DOT reporting Marquette County was the 2nd lowest of the 72 counties for salt used per lane mile using only 4.3 tons per lane mile over the 2023/2024 winter season. As far as brine usage we were the second highest user of brine in the state using 1503 gallons per lane mile or computing to 2.72 tons of salt per lane mile. When combined with the salt usage puts us at 7.02 tons per lane mile, in the top 20 lowest users in the state. All state roads other than the interstate received only brine through the winter season and will be liquid only routes going forward. Since 2018 when we began incorporating additional liquid capabilities onto additional trucks our salt usage (including salt used for brine) has reduced by an average of 2773 tons per year when comparing 2017 and 2018 to 2023 and 2024. That amounts to \$291,969 in savings each year.

CREW SNAPSHOT as of Dec 31, 2024:

Commissioner- Brian Trebiatowski
 Superintendent- Justin Bartz
 Operations Manager- Matt Holmes
 Highway Accountant- Brenda Petersen

Shop Manager- Matt Groskreutz
 Mechanics- 2 positions
 General Laborer- 24 positions

MAINTENANCE EXPENSES: Past and Present

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
General Maintenance -	\$798,764	\$716,015	\$1,150,040	\$1,162,392	\$865,174
Winter Maintenance -	\$258,375	\$329,820	\$382,219	\$392,541	\$467,182
Road Construction -	\$68,594	\$131,109	\$267,460	\$101,770	\$25,257
Town and Village Work -	\$2,003,746	\$1,954,461	\$2,200,102	\$2,055,529	\$2,277,214
State Work -	\$639,667	\$782,978	\$891,026	\$805,183	\$756,403
State DMA/TMA Work -	\$31,080	\$37,099	\$8765	\$178,538	\$67,315
CTH Overlay Projects -	\$1,203,469	\$2,208,110	\$899,700	\$807,047	\$1,781,538
Special (FEMA/Causeway)	\$0	\$0	\$0	\$0	\$1,676,006
Other County Departments -	\$164,163	\$178,454	\$199,841	\$185,954	\$220,072
TOTAL WORK COMPLETED-	\$5,167,858	\$6,338,046	\$5,999,153	\$5,688,954	\$8,137,026

Total Revenue for 2024: \$11,142,096

Total Expenses for 2024: \$8,854,636

Net Over-Recovery for 2024 pending auditor approval \$2,287,460 which first offsets any project budget overages, funds the completion of the asphalt plant and causeway, the remainder will roll into Fund 29.

LOOKING AHEAD - PRIMARY GOALS FOR 2025:

- CTH J Cold in Place Recycling/Paving and Mill/Pave, from STH 22 to Green Lake County – 7.25 miles. CHI-S funded project, \$281,000 reimbursement.
- Drainage Work on CTH J, CTH P, CTH N, CTH Y and various other segments in preparation for future projects.
- Causeway Reconstruction Project - Final Paving, Shouldering, Pavement Marking, and Fishing Platforms in Spring of 2025. \$1 million grant from LRIP-S program.
- Complete all RMA, DMA, and TMA projects for the Wisconsin DOT.
- Complete all projects agreed upon with municipalities throughout Marquette County.
- Complete all projects given to our department from other county departments.
- Improve upon the operation of the High Capacity Brine Maker System
- Improve upon material recycling and asphalt plant efficiency in an effort to control project costs.
- Capitalize on available funding from other sources, when applicable and beneficial to the county.

Challenges to anticipate:

Once again, the primary concern at the department is combatting the rising costs of materials needed to complete the maintenance activities that have been identified. The global oil market has a great impact on our operations. Whether it be the petroleum-based products, or the trucking of materials to the worksite. We are exploring new alternatives as well as taking various approaches to prioritize the needed maintenance activities based on traffic counts, geography, and other variables. At this time Marquette County is not in a position financially to maintain 238 miles of asphalt surfaced roads. There are other lower cost options that need to be utilized for low traffic roads throughout the county.

Material availability within Marquette County is very limited, prior to 2025 the majority asphalt and gravel used on projects originated outside of the county. Based on the benefits realized in 2023 when a contractor's plant was located at the county pit, we were able to secure our own plant as part of the borrowing package in 2023. The plant was in production in October 2024 and is set up at Richards Pit. While hauling from the portable plant in 2023 we saw a decrease of \$13,000 per mile based on the reduction in trucking costs, accounting for an 11% decrease in overall paving costs. We're projecting even greater savings being realized in the future based on utilizing our own material for asphalt production.

Another challenge is balancing the personnel needs with the uncertainty of state and town work. We've become very efficient over the past several years with our operations to regain the trust of the townships. However, that doesn't guarantee us the summer work to keep the entire crew busy. We've seen a progressive increase in town work and a decrease in state work that has allowed some shifting of

personnel. Three positions were added with the passing of the 2022 budget to assist with town work and afford us the ability to have another smaller crew working on various projects while the majority of the crew are paving. Recent vacancies have seen from zero to three qualified applicants over month long application periods. We keep application periods open in an effort to establish an eligibility list to draw from in the event of an opening, however at this time we have no qualified applicants on the eligibility list.

Along with the rising materials costs and balancing town work and personnel, the department must maintain an aging fleet of equipment. New technology can be blamed for some of the increases in equipment costs, but delayed replacement and prolonged service issues are also to blame. Through careful management of the equipment budget and the trade in or surplus auction of equipment that was no longer feasible to own we were able to add several efficient and cost-effective additions to the fleet.

The fleet numbers at the end of 2024 sit at 11 single axle plow trucks, 18 triaxle trucks, 14 of which can plow, and 7 quad axle trucks, 5 of which can plow. 2024 equipment budget funds were used to replace a semi tractor, sign truck, and single axle with used pre-emission units. We also purchased a 7-ton trailer to haul skid steers, as well as new ½ ton pickup, and 1 ton foreman truck, service truck, and dump truck. Equipment Funds were also used to purchase the asphalt plant.

The costs associated with the items mentioned above are largely out of our control. A consequence of these high costs is being required to keep equipment longer, and in some cases, this is not cost effective. As equipment gets older repairs become more frequent and it also becomes increasingly difficult to find replacement parts for the aging equipment. Long term planning is essential in maintaining fiscal responsibility. This is not just a departmental concern but a county wide concern. Safe and efficient travel is expected of the department, unfortunately that comes at an increasing cost.

Single Axle Plow Truck

Dry salt only, no liquid capability.
Minimal construction season use.



Tri-Axle or Quad Axle Plow Truck

10-14 ton salt and 900-2100 gallon brine capacity
capable of – dry salt, prewet salt, or direct brine.
17-20 ton material capacity in construction season.



The following is a breakdown of some approximate costs of maintenance on our county highways:

Crack Sealing – \$5000 per mile with a longevity of about 5 years. The simplest and cheapest; yet most commonly overlooked aspect of pavement maintenance. Early prevention of water intrusion is key to maximizing pavement life. Recently paved roads should be crack sealed in the first 3-5 years.

Chip Sealing/Fog Seal - \$25,000 per mile with longevity of 7-10 years. Chip sealing is typically performed in the first half of the pavements life and can extend the functional life by 5-7 years. Currently the county is on a 30 year cycle for chip sealing roads, by sealing an average of 8 miles/year.

Pulverize and Double Chip Seal - \$60,000-\$70,000 per mile with a longevity of 7-10 years. This can be used as an alternative to paving for low traffic roads. If needed a gravel lift or recycled pavement can be added to strengthen the base prior to pulverizing. This was first used on Marquette County on CTH P west of CTH A in 2019. Not the ideal surface treatment but with the amount of roads that need attention we are forced to look at alternative methods to maintain budgeted levels.

2" Overlay - \$120,000 per mile with longevity of 10-15 years. Currently the county is on a 34+ year cycle for placing a 2" overlay on the county road system, by paving an average of 7 miles/year.

Pavement Recycling and 3" Overlay- \$230,000 per mile with longevity of 20-25 years. The last project of this nature was CTH CH from Westfield to Waushara County in 2024.

Pulverize and Fine Grade and 4" Overlay - \$280,000 per mile with longevity of 20 years. The last project of this nature was done on CTH "X" south of Briggsville, which was approx... 2 miles in length.

Reconstruction - \$500,000 to 1,000,000 per mile depending on complexity with longevity of 20 to 40 years. Typically performed when the pavement has aged and deteriorated along with the drainage course, water can be our worst enemy when lying stagnant in a ditch. The base becomes saturated which causes the road to fail. When performing this task, we are starting over with the road from the subgrade up to the surface. The last project performed by Marquette County of this fashion was on County "M" west of Westfield, back in 1986. A partial reconstruction took place on CTH J south of Westfield in 2022.

The longevity of these tasks is determined more by the vehicle weights than average daily traffic (ADT), so some may last longer than others with similar treatment. In some cases, our climate plays a big part in the implementation of our programs. There are specific steps that lead to these treatments, failure to complete the entire process will have an adverse effect on the life span of the treatment. No single treatment is better than another. They are all maintenance tools meant to extend the service life of the road if done properly at the correct intervals. Based on many factors not every road will be a candidate for every treatment.

As you read through this document it is important to remember that Marquette County is responsible for 238 miles of county highway, we need to capitalize on every dollar spent and do everything in our power to extend the lifespan of our maintenance activities. When instituted in 2015 the \$800,000 project budget funded 12 miles worth of paving, impacted by inflation now funds less than 7 miles. The increase to \$1 million should get us back up to 9 miles each year, a 26.5 year average cycle.

Our family, friends, residents, tourists, and employees rely on us to provide safe and reliable transportation, and we take that very seriously. The following pages show data that will provide information from labor hours, town work, long term project plan, and the breakdown of the activities that the Highway Department performs on a yearly basis.

Marquette County Highway Department
Costs of County Road Work
For Year Ending December 31st, 2024

53311	County Maintenance	January	February	March	April	May	June	July	August	September	October	November	December	Total
	Causeway													\$0.00
	Assisting Fire Department								\$1,138.02					\$1,138.02
	Guardrail												\$800.00	\$0.00
	Scale	\$436.20												\$1,236.20
	Crackfill													\$0.00
	Sealcoating					\$273.67	\$127,918.29	\$432.58	\$17,538.13	\$1,310.29	\$7,527.09	\$2,171.34		\$157,171.39
	Milling/Bump Removal							\$192.88	\$421.46	\$2,078.45				\$2,692.79
	Patching		\$6,636.37	\$7,151.43	\$11,282.35	\$4,131.31	\$8,429.75	\$2,060.58	\$6,558.28	\$4,884.71	\$7,157.42	\$306.75	\$3,990.52	\$62,589.47
	Paving/Oiling						\$7,638.03	\$5,124.97	\$7,747.13	\$13,949.93	\$8,766.55	\$14,898.83	\$518.13	\$58,643.57
	Grading Gravel													\$0.00
	Striping										\$5,050.13			\$5,050.13
	Shouldering						\$2,414.51	\$93.57	\$274.56	\$8,671.45	\$3,658.16	\$2,763.85	\$88.96	\$55,800.89
	Signing	\$3,782.79	\$3,170.92	\$2,186.28	\$4,895.73	\$1,259.62	\$1,985.41	\$872.00	\$2,553.96	\$2,274.19	\$2,598.65	\$3,284.32	\$2,907.80	\$31,771.67
	Emergency Signing	\$138.62	\$159.54					\$427.28	\$300.02					\$1,025.46
	County Maintenance	\$257.26		\$369.26	\$244.08	\$326.04	\$235.52	\$50.67	\$113.04	\$501.42	\$128.78	\$745.03	\$116.21	\$3,087.31
	Sweeping						\$197.19							\$197.19
	Spray Vegetation					\$31,190.21								\$31,190.21
	Mowing				\$1,527.14		\$2,561.85		\$44,992.49	\$11,340.26	\$35,488.19	\$1,373.23		\$97,283.16
	Litter Pickup	\$76.86	\$369.19	\$1,249.55	\$974.10	\$718.92	\$479.14	\$572.50	\$182.39	\$210.41	\$162.63	\$759.60	\$815.47	\$6,570.76
	Brushing	\$38,724.18	\$21,826.72	\$33,585.06	\$14,770.87	\$2,483.45	\$2,844.80	\$233.45	\$1,992.65	\$54.35	\$591.14	\$967.66	\$1,702.03	\$119,776.36
	ER Brushing	\$190.71	\$333.63	\$467.71	\$2,840.87	\$2,877.37	\$978.41	\$933.58	\$2,354.49	\$608.47	\$1,613.27	\$327.06		\$13,525.57
	Drainage				\$1,671.50	\$1,230.59	\$1,893.82	\$208.07	\$3,867.24	\$21,910.46	\$33,125.76	\$4,190.97		\$68,098.41
	Safety						\$192.37			\$716.02				\$908.39
	Drug Screen	\$520.18	\$407.00		\$430.28	\$282.00	\$262.49	\$120.00	\$514.28	\$357.54	\$401.25	\$180.00	\$625.67	\$4,100.69
	Training	\$1,285.33	\$10,459.43	\$3,685.41	\$4,570.80	\$11,286.36	\$2,601.30	\$1,043.00		\$2,206.13	\$1,348.34	\$2,292.72	\$11,593.20	\$52,372.02
	Prep Work													\$0.00
	Claims/Damage				\$435.58				\$204.58					\$640.16
	Fairgrounds Work													\$0.00
	County Parks			\$1,602.12						\$2,015.12	\$2,725.70			\$6,342.94
	Speed Study													\$0.00
	Light Duty													\$0.00
	On Call				\$151.25	\$603.09	\$568.37	\$734.64	\$1,005.23	\$685.40	\$838.42	\$380.92		\$4,967.32
	Community Events													\$0.00
	Adjustments	(\$6,332.16)	-\$1,115.33	-\$110.48	-\$1,971.16	-\$2,305.39	-\$6,610.95				-\$305.88			-\$18,751.35
	Driveway Culverts				\$2,072.40	\$3,799.63	\$1,331.60	\$156.17	\$1,523.33	\$160.01	\$3,629.46	\$4,531.45		\$17,204.05
D07	#823 Accident					\$651.55				\$2,240.80				\$2,892.35
D09	CTH K Accident	\$143.92	-\$143.92											\$0.00
D17	CTH Y Accident									\$113.82				\$113.82
K02	CTH F Brushing	\$26,162.27	\$46,503.03	\$4,869.44										\$77,534.74
	Total	\$65,386.16	\$88,606.58	\$55,055.78	\$82,231.62	\$58,808.42	\$155,921.90	\$13,255.94	\$92,143.26	\$76,818.78	\$113,500.26	\$39,959.94	\$23,485.05	\$865,173.69

Marquette County Highway Department

Labor Percentages by Job Type

Through December 31st, 2024

		2022	2023	Regular	OT	2024	Total		
COUNTY	53210 Time off			221,441.86	0.00	\$221,441.86			Time off
	53230 Shop			7,393.81	8.95	\$7,402.76			Shop
	53232 Fuel Handling Cost Pool			0.00	0.00	\$0.00			Fuel Handling
	53240 Machinery			145,395.12	3,499.35	\$148,894.47			Machinery
	53260 Bituminous Operations			11,550.39	347.40	\$11,897.79			
	53270 Buildings			48,025.70	662.34	\$48,688.04			Buildings
	53280 Hot Mix Plant Acquisition			24,648.88	227.01	\$24,875.89			Building Acquisition
	53281 Machinery Acquisition			12,382.98	64.80	\$12,447.78			Machinery Acquisition
	53282 Stockpiles			30,671.08	117.10	\$30,788.18			Stockpiles
	53290 Salt Brine Cost Pool			11,640.55	1,890.59	\$13,531.14			Salt Brine Cost Pool
	53311 County Maint			207,113.17	6,537.91	\$213,651.08		14.28%	County Maint
	53312 Winter Maint	56.18%	59.52%	47,179.16	28,456.17	\$75,635.33	62.59%	5.06%	Winter Maint
	53313 Causeway Project			12,937.20	1,330.56	\$14,267.76		0.95%	Causeway Project
	53314 Bridges			950.30	0.00	\$950.30		0.06%	Bridges
	53318 Construction			0.00	0.00	\$0.00		0.00%	Construction
	53319 Overlay			95,674.83	16,401.56	\$112,076.39		7.49%	Overlay
STATE	53321 State RMA			165,451.93	24,376.93	\$189,828.86			State RMA
	53325 State Other	17.24%	17.83%	29,770.41	580.39	\$30,350.80	14.72%		State Other
TOWNSHIP	53331 Township	24.51%	21.17%	273,148.54	32,434.68	\$305,583.22	20.42%		Township
OTHER	53331 Villages, City & Other Counties			20,098.24	1,958.65	\$22,056.89			Villages, City & Other Counties
	53420 DNR			0.00	0.00	\$0.00	2.27%		DNR
	53440 Interdepartmental	0.72%	1.47%	7,174.87	90.36	\$7,265.23			Interdepartmental
	53460 All Other			3,085.34	1,527.98	\$4,613.32			All Other
				\$1,375,734.36	\$120,512.73	\$1,496,247.09		27.84%	

Marquette County Highway Department

2024 Seasonal Township Revenues

Month	Townships	Labor	% Labor
January	\$153,616.57	\$35,341.14	23%
January	\$47,995.63	\$26,540.10	55%
February	\$21,682.48	\$5,414.98	25%
February	\$15,124.67	\$7,765.95	51%
March	\$8,991.62	\$1,830.12	20%
March	\$34,233.06	\$17,491.24	51%
April	\$22,543.91	\$4,758.58	21%
April	\$25,785.17	\$13,150.93	51%
May	\$157,942.14	\$58,908.92	37%
June	\$216,938.84	\$61,700.42	28%
July	\$316,513.29	\$47,290.27	15%
August	\$381,164.94	\$54,653.96	14%
September	\$294,605.80	\$72,877.97	25%
October	\$203,835.96	\$48,699.84	24%
November	\$0.00	\$0.00	0%
November	\$81,087.77	\$19,723.84	24%
December	\$144,502.35	\$32,928.51	23%
December	\$59,315.62	\$23,078.19	39%
Total	\$2,185,879.82	\$532,155.02	24%

	2019	2020	2021	2022	2023	2024
YTD Comparison	\$460,094.48	\$530,464.89	\$473,485.65	\$604,386.29	\$492,689.25	\$532,155.08
Construction	\$332,415.78	\$482,237.43	\$425,855.41	\$553,847.51	\$423,269.32	\$451,881.63
Winter Maint	\$127,678.70	\$48,227.46	\$47,630.24	\$50,538.78	\$69,419.93	\$80,273.33

Previous 5yr avg	\$512,224.11
Construction	\$443,525.09
Winter Maint	\$68,699.02

Current Year vs. Previous 5yr Average	3.89%
Construction	1.88%
Winter Maint	16.85%

Winter Materials for Winter of 2024-2025 | State, County, Towns, and Others

October 1, 2024 - April 15, 2025

Material	Units	State	County	Towns & Villages	Making Brine	Total
Salt	tons	1,392.00	866.94	758.86	1,112.00	4,129.80
\$105.29		\$ -	\$ 84,581.53	\$ 81,440.55	\$ 108,490.39	\$ 274,512.47
Salt/Sand	tons	0.00		25.61	0.00	25.61
\$23.70		\$ -	\$ -	\$ 667.65	\$ -	\$ 667.65
Salt Brine*	gallons	664,086.00	250,833.33	56,231.26	-	971,150.59
\$0.20		\$ 132,817.20	\$ 50,166.67	\$ 11,246.25	\$ -	\$ 194,230.12
salt equivalent in tons @ 2.29#/gal		760	287	65	-	1,112
\$ 105.29		\$ 80,060.25	\$ 30,239.73	\$ 6,808.68	\$ -	\$ 117,108.65
	these costs are not included in totals due to being recovered thru the per gallon charge					
Beet Heet	gallons	0	0	0	0	-
		\$ -	\$ -	\$ -	\$ -	\$ -
Calcium Chloride	gallons	0	0	0	0	-
		\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost		\$ 132,817.20	\$ 134,748.19	\$ 93,354.46	\$ 108,490.39	\$ 469,410.24

*salt brine cost is estimated due to DOT labor tracking procedures

MARQUETTE COUNTY HIGHWAY DEPARTMENT LONG TERM PLAN

Road	From	To	Paser Rating	Scheduled Year	Budget Cost Construction	Mileage	Cost per	Notes	LRIP Grant	Cost to County	STP/BIL Other Match	Other Info
CTH D - Causeway	Buffalo Lake Bridge	Freedom Rd	7	2024	2,477,000	0.5	5,000,000.00	Mill, replace tubes, 54" Lift, 5" Overlay	1,000,000	1,477,000	-	MILS - sunset 2025
CTH CH	Westfield Limits	Near N9081	4&5	2024	1,179,200	5.36	220,000.00	CIP followed by 1.25" level and 1.75" overlay	444,188	735,012		CHIP-S - sunset 2029
CTH CH	Near N9081	Waushara County Line	6	2024	285,000	1.9	150,000.00	Mill, 2" Overlay, Drainage Work	90,000	195,000		CHIP - sunset 2025
CTH E	CTH J	STH 22	5	2025	572,116	10.4	55,011.15	Design for STP/BIL		114,423	457,693	
CTH J	STH 22	Green Lake County Line	4&5	2025	1,311,000	5.7	230,000.00	CIP followed by 1.25" level and 1.75" overlay	281,353	1,029,647		CHIP-S - sunset 2027
CTH E	CTH B South	STH 22	5	2026	1,565,700	5.1	307,000.00	CIP followed by 1.25" level and 1.75" overlay		313,140	1,252,560	STP Rural - sunset 2027
CTH E	CTH J	CTH B South	5	2026	1,627,100	5.3	307,000.00	CIP followed by 1.25" level and 1.75" overlay		325,420	1,301,680	STP Rural - sunset 2027
CTH P	CTH A	STH 23	4&5	2026	795,000	5.3	150,000.00	2.5" Overlay, Drainage Work		503,216		CHIP-D - sunset 2029
CTH A	CTH M	CTH E	4&5	2027	262,500	1.75	150,000.00	2.5" Overlay, Drainage Work		262,500		
CTH B	CTH J	CTH E	4	2027	450,000	1.5	300,000.00	Pulverize, Lift Compact, 4" Overlay, Drainage Work		450,000		
CTH DD	STH 73	Green Lake County Line	4	2027	200,000	1.6	125,000.00	2" Overlay, Drainage Work		200,000		
CTH Z	CTH B	CTH Y	4&5	2027	550,000	4.4	125,000.00	2.0" Overlay, Drainage Work	107,233	442,767		CHIP - sunset 2029
CTH Y	CTH E	Waushara County Line	4&5	2028	706,250	5.65	125,000.00	2" Overlay, Drainage Work		706,250		
CTH A	CTH P	STH 23	4&5	2029	675,000	5.4	125,000.00	2" Overlay, Drainage Work		675,000		
CTH A	CTH E	Ember Ave	6	2029	625,000	2.5	250,000.00	CIP followed by 1.25" level and 1.75" overlay		625,000		
CTH E	Neshkoro Limits	STH 22	6	2030	1,212,500	4.85	250,000.00	CIP followed by 1.25" level and 1.75" overlay		1,212,500		
CTH B - TNT	STH 23	CTH J	6	2031	956,250	7.65	125,000.00	Hot in Place followed by 1" overlay		956,250		
CTH A	Evergreen Ave	Oxford Limits	6	2032	937,500	3.75	250,000.00	CIP followed by 1.25" level and 1.75" overlay		937,500		
CTH F	R&R Tracks	STH 23	6	2032	837,500	3.35	250,000.00	CIP followed by 1.25" level and 1.75" overlay		837,500		
CTH F	R&R Tracks	SCL	6	2032	1,937,500	7.75	250,000.00	CIP followed by 1.25" level and 1.75" overlay		1,937,500		
CTH CM	STH 22	Columbia County Line	5	Fill In	90,000	0.6	150,000.00	Mill, 2" Overlay, Drainage Work		90,000		
CTH EE	STH 82	Adams County Line	5	Fill In	105,000	0.6	175,000.00	Pulverize, Lift Compact, 3" Overlay, Drainage Work		105,000		
CTH Z	CTH CH	CTH B	4&5	Fill In	200,000	2	100,000.00	wedged 2019		200,000		
CTH N	CTH J	Eagle Rd	5	Fill In	212,500	1.7	125,000.00	2" Overlay, Drainage Work		212,500		
CTH N - TNT	CTH E	Eagle Rd	6	Fill In	312,500	2.5	125,000.00	2" Overlay, Drainage Work		312,500		
CTH Y	CTH J	CTH E	4&5	Fill In	360,000	3.6	100,000.00	Drainage Work, Lift, Pulv, DCS, Class B		360,000		
CTH T	CTH O	Columbia County Line	4	Fill In	258,750	2.07	125,000.00	2" Overlay, Drainage Work		258,750		
CTH O	CTH F	2640' to West	7	Mitigation	500,000	0.5	1,000,000.00	24" Gravel Lift, Drainage, 3" Overlay		500,000		after bridge replacement
CTH J	I-39	CTH E	6	Monitor	100,000	0.2	500,000.00	Remove Concrete, Strengthen Base, Repave		100,000		
CTH P	CTH CX	I-39	5	Monitor	100,000	0.2	500,000.00	Remove Concrete, Strengthen Base, Repave		100,000		
Chip/RPE Seal Projects					Total	137	188,638.91		3,298,465	19,456,255	3,124,635	
Road	From	To	Paser Rating	Scheduled Year	Budget Cost Construction	Mileage	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info
CTH D/A	Oxford Limits	I-39	9	2024	126,000	4.5	28,000.00	Chip Seal - Blue Chips Athens		126,000		
CTH J	STH 22	CTH B	6	2025	149,520	5.34	28,000.00	Chip Seal		149,520		
CTH J	9th Dr	CTH B	9	2025	42,000	1.5	28,000.00	Chip Seal		42,000		
CTH J	CTH E	9th Dr	9	2025	34,050	2.27	15,000.00	Rapid Penetrating Emulsion Seal		34,050		
CTH C/D	8th Dr	I-39	9	2026	30,000	2	15,000.00	Rapid Penetrating Emulsion Seal		30,000		
CTH A	CTH E	Ember Dr	6&7	after cf	75,600	2.7	28,000.00	Chip Seal		75,600		
CTH C	STH 23	Green Lake County Line	8	after cf	277,200	9.9	28,000.00	Chip Seal		277,200		
CTH E	CTH J	CTH B	6	after cf	133,000	4.75	28,000.00	Chip Seal		133,000		
CTH E	STH 73	Waushara County Line	9	after cf	63,000	2.25	28,000.00	Chip Seal		63,000		
CTH N	CTH E	Waushara County Line	9	after cf	19,320	0.69	28,000.00	Chip Seal		19,320		
Per Mile Estimate					Total	116.66			-	2,188,490	-	

Crack Seal Projects												
Road	From	To	Paser Rating	Scheduled Year	Budget Estimated Cost	Mileage	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info
CTH D/A	Oxford Limits	I-39	9	2023	20,250	4.5	4,500.00	Crack Seal - No Routing		20,250		
CTH J	CTH B	STH 22	10	2023	26,750	5.35	5,000.00	Crack Seal - Fiber No Routing		26,750		
CTH B	CTH E	Wauashara County Line	9	2025	28,750	5.75	5,000.00	Crack Seal		28,750		
CTH CH	Near N9081	Wauashara County Line	9	2025	9,500	1.9	5,000.00	Crack Seal		9,500		
CTH C	STH 23	Green Lake County Line	8	2026	50,000	10	5,000.00	Crack Seal		50,000		
CTH E	STH 73	STH 22	9	2027	32,500	6.5	5,000.00	Crack Seal		32,500		
CTH M	Westfield Limits	I 39	6		11,000	2.2	5,000.00	Crack Seal		11,000		
CTH F	Montello Limits	Columbia County Line	6		56,250	11.25	5,000.00	Crack Seal		56,250		
CTH A	CTH P	STH 23	5		27,000	5.4	5,000.00	Crack Seal		27,000		
CTH E	CTH J	CTH B	6		11,250	2.25	5,000.00	Crack Seal		11,250		
CTH A	CTH E	Oxford Limits	5&6		37,500	7.5	5,000.00	Crack Seal		37,500		
CTH EE	STH 82	Adams County Line	6		3,000	0.6	5,000.00	Crack Seal		3,000		
		Per Mile Estimate	\$ 5,000.00	Total	429,825	142.975			-	429,825	-	
Pulverize/ Double Chip Seal Projects												
Road	From	To	Paser Rating	Scheduled Year	Budget Construction	Mileage	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info
CTH P	CTH A	Adams County Line	4	2024		2.5		2-3' pass along shoulders				
CTH T	CTH O	Columbia County Line	4	2024		2.07		2-3' pass along shoulders				
CTH A	CTH P	CTH D	4	2024		5.4		2-3' pass along shoulders				
CTH N	CTH J	STH 23	4	2024		3		2-3' pass along shoulders				
CTH A	CTH M	CTH E	6	2026	131,250	1.75	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		131,250		
CTH Y	CTH J	CTH E	5&6	2027	270,000	3.6	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		270,000		
CTH P	CTH O	STH 23	5	2028	307,500	4.1	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		307,500		
CTH DD	STH 73	Green Lake County Line	5	2029	120,000	1.6	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		120,000		
CTH P	CTH A	CTH O	5	2030	90,000	1.2	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		90,000		
CTH A	CTH P	STH 23	5	2031	405,000	5.4	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		405,000		
CTH N	CTH J	Eagle Rd	4		127,500	1.7	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		127,500		
CTH N - TNT	CTH E	Eagle Rd	8		187,500	2.5	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		187,500		
		Per Mile Estimate	\$ 75,000.00	Total	2,611,500	47.79	54,645.32		-	2,611,500	-	
Large Culverts or Small Bridge Work (<20 foot span) Work												
Structure #	Road	Feature Crossing	Scheduled Year	Budget Cost	Deck Area	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info	
	CTH C	Unnamed ditch	2024	24,000			60" arch x 60'		24,000		replace in kind	
	CTH J	Unnamed ditch	2024	40,000			96" arch x 60'		40,000		replace in kind	
	CTH J	Unnamed ditch	2025	40,000			96" arch x 60'		40,000		replace in kind	
	CTH K	Page Creek	Monitor	100,000			Ayres has design 80%		100,000			
			Total	204,000					204,000	-		

Bridge Design and Construction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</
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