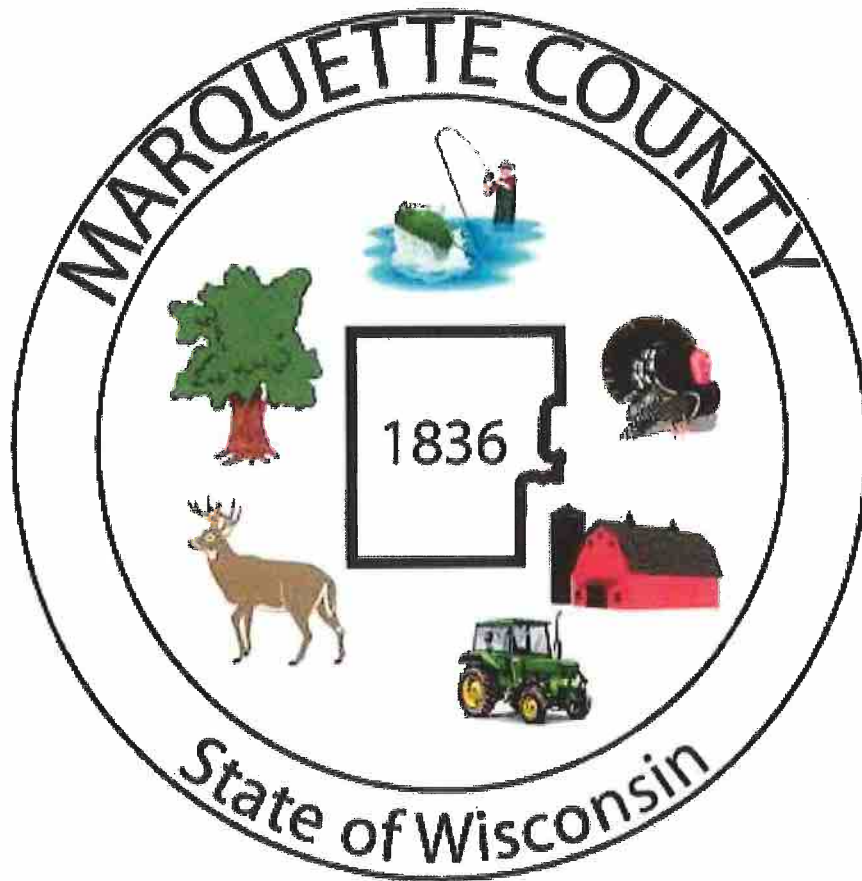


Marquette County Highway Dept. Annual Report

Jan 1st 2025 to Dec. 31st 2025



2025 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 community events, 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 2025:

- **CTH J from STH 22 to East County Line** – 7.25 miles, work included cold in place recycling, milling, and 3" of new asphalt surface, shouldering and pavement marking. This \$1.31 million project received \$281,000 in reimbursement through the LRIP Program.
- **CTH D Causeway Project Completion** - 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 into a \$2.5 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, paving, shouldering, pavement marking, and fishing platform design and construction. This project received a \$1 million reimbursement.
- **Chip seal** – We chip sealed 6.84 miles of County Roads at a cost of \$150,000. 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.
- **Rejuvenating and Preservative seal** – The department applied preservative seal to 8.61 miles of the CTH system for \$107,000. With the significant investment in paving the CTH system, we try to extend the deterioration curve as long as we can. Investments to preserve the pavement earlier in its life will pay dividends in the future by delaying the need for costly repaving.
- **Complete approved maintenance projects for 14 townships as well as other municipalities** –The department completed over \$1.94 million worth of town projects, when including other municipalities, we nearly surpassed \$2 million in projects. Balancing our changing 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 totaling \$ 1,102,156 as well as several special discretionary projects amounting to \$1,127,872 along with \$11,858 in sign replacement projects. Projects consisted of snow removal, crack-filling, shouldering, mowing, drainage work, sign replacement, and bridge work, and salt shed replacement. Total DOT work was \$2,244,886 for 2025.
- **Winter Material Usage** – Marquette County Highway Department provides snow removal services to the WI DOT and all 14 townships withing the county. As salt prices have continually crept higher, we’ve looked for ways to become more efficient and reduce the amount of material we need. Since 2018 we’ve began incorporating additional liquid capabilities onto additional trucks our salt usage (including salt used for brine) has reduced by an average of 2608 tons per year when comparing winters of 16/17 and 17/18 to 24/25 and 25/26. That amounts to \$288,379 in savings each year. We’ve also incorporated larger trucks wherever possible to allow for completing plow routes without the need to reload with material. Those larger trucks are also able to be used in the summer for construction activities.

CREW SNAPSHOT as of Dec 31, 2025:

Commissioner- Brian Trebiatowski
 Superintendent- Justin Bartz
 Operations Manager- Matt Holmes
 Highway Accountant- Brenda Petersen
 Shop Manager- Matt Groskreutz
 Mechanic- 2 positions
 Foreman – 4 positions
 Operator Patrolman- 20 positions

MAINTENANCE EXPENSES: Past and Present

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
General Maintenance -	\$716,015	\$1,150,040	\$1,162,392	\$865,174	\$1,320,450
Winter Maintenance -	\$329,820	\$382,219	\$392,541	\$467,182	\$500,228
Road Construction -	\$131,109	\$267,460	\$101,770	\$25,257	\$52,713
Town and Village Work -	\$1,954,461	\$2,200,102	\$2,055,529	\$2,277,214	\$1,969,383
State Work -	\$782,978	\$891,026	\$805,183	\$756,403	\$997,407*
State DMA/TMA Work -	\$37,099	\$8765	\$178,538	\$67,315	\$321,218*
CTH Overlay Projects -	\$2,208,110	\$899,700	\$807,047	\$1,781,538	\$1,377,901
Special (FEMA/Causeway)	\$0	\$0	\$0	\$1,676,006	\$874,103
Other County Departments -	\$178,454	\$199,841	\$185,954	\$220,072	\$194,111
TOTAL WORK COMPLETED-	\$6,338,046	\$5,999,153	\$5,688,954	\$8,137,026	\$7,607,514

some reimbursements were received in 2026, therefore not counted towards 2025 amounts

Total Revenue for 2025: \$9,958,775

Total Expenses for 2025: \$7,570,089

Net Over-Recovery for 2025 pending end of year and auditor approval \$2,388,686. Which first offsets any project budget overages, and the remainder will roll into Fund 29 to be used for future road work. Most state programs are reimbursement models rather than cost share, therefore we must fund projects up front to be reimbursed upon completion, typically a 6 month reimbursement timeframe. Fund 29 is also drawn upon to complete larger more complex projects that give us a better return on investment.

LOOKING AHEAD - PRIMARY GOALS FOR 2026:

- CTH P Cold in Place Recycling/Paving, from STH 23 to CTH A – 5.3 miles. CHI-D funded project, \$291,000 reimbursement.
- Drainage Work on CTH DD, CTH P, CTH E, CTH Y and various other segments in preparation for future projects.
- CTH E Pavement Replacement Project – Removal of existing pavement and repaving, upgraded guard rail and signage. 80% state /20% county funded through STP-Rural 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 asphalt-based products, or diesel fuel for 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 on a dependable cycle. There are other lower cost options that need to be considered for low traffic roads in the county.

Material availability within Marquette County is very limited, prior to 2025 the all 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, had a limited production schedule in 2025 due to some delayed upgrades, and will be in full production in 2026.

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 at that time. We're projecting even greater savings being realized in 2026 due the majority of material for asphalt production being processed right on site. Based on the percentages of sand contained in the processed material there will be times when we need to bring in supplemental aggregates to properly balance out the sand and allow for processing on a 3 year cycle limiting mobilization costs.

Another challenge is balancing the personnel needs with the inconsistency 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, limiting the timeframe we must operate understaffed.

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 2025 sit at 11 single axle plow trucks, 18 tri-axle trucks, 14 of which can plow, and 7 quad axle trucks, 5 of which can plow. 2025 equipment budget funds were used to purchase two new quad axle chassis and replace two single axles with used pre-emission units. We also purchased a used 14 ton asphalt roller, as well as new ½ ton pickup, and new 1 ton dump truck.

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 and upkeep 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 treatments on our county highways:

Crack Sealing – \$5000 per mile with a longevity of about 5 years. The simplest and cheapest yet most commonly overlooked maintenance practice. Early prevention of water intrusion is key to maximizing pavement life. New pavement should be crack sealed as soon as cracks are visible, usually in the first 3-5 years.

Chip Sealing - \$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 in 2019 on CTH P west of CTH A. Definitely not the ideal surface treatment but with the number of roads that need attention we were forced to look at alternative methods to maintain budgeted levels, we may need to revisit this treatment pending the current budget crisis.

2" Overlay - \$120,000 per mile with longevity of 10-20 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- \$240,000 per mile with longevity of 20-30 years. The last project of this nature was CTH CH from Westfield to Waushara County in 2024, and CTH J east of STH 22 in 2025.

Pulverize and Fine Grade and 4" Overlay - \$280,000 per mile with longevity of 25+ 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 borrowing 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, 2025**

533111	County Maintenance	January	February	March	April	May	June	July	August	September	October	November	December	Total
	Causeway												\$1,288.28	\$0.00
	Assisting Fire Department			\$282.81										\$1,571.09
	Guardrail				\$1,935.00						\$307.50			\$0.00
	Scale					\$64.67	-\$571.35				\$2,467.76			\$2,242.50
	Crackfill							\$144,853.79	\$4,975.84	\$106,822.02				\$1,961.08
	Sealcoating													\$256,651.65
	Milling/Bump Removal													\$0.00
	Patching	\$9,440.72	\$2,818.19	\$4,373.17	\$729.51	\$10,940.44	\$507.15	\$5,146.43	\$9,462.19	\$13,715.57	\$18,379.15	\$5,319.80	\$150.76	\$80,983.08
	Paving/Oiling					\$17,424.78	\$4,208.71	\$1,370.98	\$7,387.69	\$6,268.50	\$3,664.07	\$1,526.28		\$41,851.01
	Grading Gravel													\$0.00
	Striping											\$50,144.50		\$0,144.50
	Shouldering	\$2,647.25	\$3,476.08	\$12,571.54	\$46,577.87	\$7,044.85	\$2,428.84	\$59,328.49	\$5,766.18	\$7,788.57	\$4,418.86	\$5,525.27	\$554.50	\$138,433.43
	Signing			\$69.45	\$4,290.82	\$3,890.39	\$3,798.74	\$4,271.43	\$2,887.13	\$5,875.43	\$3,942.51	\$1,799.52	\$2,027.02	\$51,477.86
	Emergency Signing					\$153.58			\$179.53					\$396.56
	County Maintenance	\$101.58	\$174.85	\$60.60	\$124.54	\$317.64	\$243.15	\$337.51	\$486.04	\$105.94	\$127.30	\$2,551.82	\$873.97	\$5,684.94
	Sweeping							\$181.52						\$181.52
	Spray Vegetation					\$26,390.18		\$440.88						\$25,831.06
	Mowing				\$332.66			\$4,840.19	\$187.65	\$37,561.14	\$22,223.93			\$65,145.57
	Litter Pickup	\$271.05	\$407.22	\$407.22	\$1,077.05	\$2,191.74	\$1,596.31	\$106.41	\$464.02	\$521.32	\$1,091.61	\$999.79	\$81.36	\$8,807.88
	Brushing	\$15,866.36	\$36,500.84	\$101,596.75	\$18,055.77	\$4,299.91		\$3,915.45	\$3,490.60	\$639.18	\$4,100.32	\$407.26	\$1,963.72	\$190,838.16
	ER Brushing	\$319.30	\$534.17	\$534.17	\$420.37	\$1,520.17	\$913.11	\$855.65	\$3,077.51	\$199.35	\$199.35	\$707.99	\$140.92	\$8,688.54
	Drainage			\$278.00	\$11,861.82	\$2,859.60	\$7,233.62	\$14,858.12	\$2,920.55	\$6,584.97	\$12,147.33	\$3,445.73		\$62,189.74
	Safety													\$0.00
	Drug Screen	\$660.99	\$616.00		\$164.91	\$724.56	\$479.31	\$254.55	\$149.36	\$648.18	\$340.00		\$1,063.29	\$5,091.15
	Training	\$4,264.29	\$6,572.58	\$3,358.00	\$8,675.68	\$11,164.08	\$64.65	\$196.37	\$1,015.45	\$1,256.85	\$989.52	\$1,146.51	\$13,112.94	\$51,816.92
	CDL Training					\$6,980.54			\$2,827.72	\$8,898.25				\$18,706.51
	Prep Work				-\$545.02		\$588.66		\$379.54					\$423.18
	Claims/Damage				\$899.90	\$98.50	\$3,911.88	\$1,942.89						\$6,853.17
	Fairgrounds Work						\$107.98							\$107.98
	County Parks		\$1,401.00						\$900.14					\$1,701.14
	Speed Study													\$0.00
	Light Duty													\$0.00
	On Call					\$732.85	\$458.99	\$952.87	\$728.12	\$605.73	\$674.31	\$332.24		\$4,485.11
	Community Events													\$0.00
	Adjustments	(\$913.50)	-\$852.81	\$54.75	-\$23,325.99				-\$1,768.82	-\$2,317.07				-\$31,863.63
	Driveway Culverts													\$0.00
L11	CTH J Culverts													\$0.00
L29	CTH Z Wedding				\$55,253.32	\$13,794.95	\$22,848.26				\$74,112.80			\$71,896.53
L54	Shoulder CTH J					\$39,748.81	\$23,392.88							\$137,254.49
L63	Seal CTH C								\$31,736.70					\$31,736.70
L64	Seal CTH J								\$3,252.82					\$3,252.82
L65	Seal CTH C/D								\$2,773.48					\$2,773.48
L73	CTH Y Wedding								\$4,638.51		\$19,165.12			\$4,638.51
	Total	\$32,069.69	\$51,297.08	\$123,580.46	\$106,528.21	\$150,342.24	\$72,210.89	\$243,053.53	\$87,317.95	\$194,974.58	\$165,611.25	\$73,886.71	\$21,246.76	\$1,322,119.35

Marquette County Highway Department

Labor Percentages by Job Type

Through End of Year 2025

		2022	2023	2024	2025		
		Regular	OT	Total			
COUNTY	53210 Time off	214,441.79	0.00	\$214,441.79			
	53230 Shop	4,788.84	0.00	\$4,788.84			
	53232 Fuel Handling Cost Pool	63.42	0.00	\$63.42			
	53240 Machinery	183,149.86	7,453.29	\$190,603.15			
	53260 Bituminous Operations	15,128.80	1,391.52	\$16,520.32			
	53270 Buildings	24,323.39	481.60	\$24,804.99			
	53280 Hot Mix Plant Acquisition	24,058.60	566.62	\$24,625.22			
	53281 Machinery Acquisition	7,534.54	768.06	\$8,302.60			
	53282 Stockpiles	13,676.14	39.35	\$13,715.49			
	53290 Salt Brine Cost Pool	11,206.21	2,430.78	\$13,636.99			
	53311 County Maint	261,620.38	11,989.51	\$273,609.89	57.80%	16.35%	
	53312 Winter Maint	49,087.28	29,009.22	\$78,096.50		4.67%	
	53313 Causeway Project	23,789.83	789.48	\$24,579.31		1.47%	
	53314 Bridges	878.19	0.00	\$878.19		0.05%	
	53318 Construction	0.00	0.00	\$0.00		0.00%	
	53319 Overlay	66,870.25	11,808.73	\$78,678.98		4.70%	
	53321 State RMA	232,889.24	30,851.91	\$263,741.15			
	53325 State Other	119,048.02	1,373.02	\$120,421.04	22.95%		
	TOWNSHIP	53331 Township	272,788.16	34,050.94	\$306,839.10	18.33%	
	OTHER	53331 Villages, City & Other Counties	7,117.47	446.45	\$7,563.92		
53420 DNR		53.18	0.00	\$53.18			
53440 Interdepartmental		7,638.75	0.00	\$7,638.75	0.92%		
53460 All Other		111.31	0.00	\$111.31			
		\$1,540,263.65	\$133,450.48	\$1,673,714.13		27.24%	

**Marquette County Highway Department
2025 Seasonal Township Revenues**

<u>Month</u>	<u>Townships</u>	<u>Labor</u>	<u>% Labor</u>
January	\$13,038.33	\$2,252.26	17%
January	\$122,617.31	\$69,366.09	57%
February	\$122,304.04	\$28,952.74	24%
February	\$71,664.41	\$39,431.82	55%
March	\$41,246.31	\$9,237.65	22%
March	\$42,632.02	\$22,628.53	53%
April	\$0.00	\$0.00	0%
April	\$33,763.59	\$18,926.23	56%
May	\$42,471.75	\$20,417.70	48%
June	\$177,544.82	\$30,212.03	17%
July	\$119,668.45	\$38,959.62	33%
August	\$466,945.37	\$72,438.42	16%
September	\$174,745.60	\$47,538.17	27%
October	\$225,493.69	\$44,800.98	20%
November	\$37,871.11	\$10,999.08	29%
November	\$57,783.20	\$21,494.14	37%
December	\$151,022.92	\$31,663.89	21%
December	\$34,270.23	\$18,301.14	53%
Total	\$1,935,083.15	\$527,620.49	27%

	2020	2021	2022	2023	2024	2025
YTD Comparison	\$530,464.92	\$473,485.63	\$604,386.41	\$492,689.25	\$532,156.89	\$527,620.49
Construction	\$473,453.16	\$400,115.47	\$509,481.10	\$385,066.30	\$451,883.56	\$444,514.87
Winter Maint	\$57,011.76	\$73,370.16	\$94,905.31	\$107,622.95	\$80,273.33	\$83,105.62

Previous 5yr avg	\$526,636.62
Construction	\$443,999.92
Winter Maint	\$82,636.70

Current Year vs. Previous 5yr Average	
Construction	0.12%
Winter Maint	0.57%

Winter Materials for Winter of 2025-2026 | State, County, Towns, and Others

October 1, 2025 - April 15, 2026

Material	Units	State	County	Towns & Villages	Making Brine	Total
Salt	tons	1,644.76	1,021.12	776.15	-	3,442.03
\$110.55		\$ -	\$ 112,884.82	\$ 85,803.38	\$ -	\$ 198,688.20
Salt/Sand	tons	0.00		19.19	0.00	19.19
\$23.70		\$ -	\$ -	\$ 454.80	\$ -	\$ 454.80
Salt Brine*	gallons	654,171.00	228,661.57	48,176.04	-	931,008.61
\$0.20		\$ 130,834.20	\$ 45,732.31	\$ 9,635.21	\$ -	\$ 186,201.72
Solar Salt	tons	\$ -	\$ -	\$ -	1347.11	\$ 1,347.11
\$149.45					\$ 201,393.08	\$ 201,393.08
salt equivalent in tons @ 2.29#/gal		749	262	55	-	1,066
\$	149.45	\$ 111,941.91	\$ 39,128.63	\$ 8,279.90	\$ -	\$ 159,350.43
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		\$ 130,834.20	\$ 158,617.13	\$ 95,893.39	\$ 201,393.08	\$ 586,737.80

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

MARQUETTE COUNTY HIGHWAY DEPARTMENT LONG TERM PLAN

Capital Overlays												
Road	From	To	Average Daily Traffic Count	Scheduled Year	Budget Cost Construction	Mileage	Cost per	Notes	LRIIP Grant	Cost to County	STP/BIL Other Match	Other Info
CTH E	CTH J	CTH B South	756	2025	572,116	10.4	55,011.15	Design for STP/BIL		134,423	457,693	
CTH J	STH 22	Green Lake County Line	873	2025	1,311,000	5.7	230,000.00	CIR followed by 1.25" level and 1.75" overlay	281,353	1,029,647		CHIP-S - sunset 2027
CTH E	CTH J	CTH B South	756	2026	3,098,301	5.3	307,000.00	Mill 5" and repave 5.5"		619,660	2,478,641	STP Rural - sunset 2027
CTH P	CTH A	STH 23	103	2026	1,325,000	5.3	250,000.00	CIR followed by 1.25" level and 1.75" overlay	291,784	1,033,216		CHI-D - sunset 2029
CTH DD	STH 73	Green Lake County Line	124	2026	320,000	1.6	200,000.00	Pulverize, 3" Overlay, Drainage Work		320,000		
CTH E	CTH B South	STH 22	809	2027	1,275,000	5.1	250,000.00	CIR followed by 1.25" level and 1.75" overlay	145,676	1,129,324		CHI-S sunset 2031
CTH Y	CTH E	Waushara County Line	155	2027	1,412,500	5.65	250,000.00	CIR followed by 1.25" level and 1.75" overlay	145,676	1,266,824		CHI-S sunset 2031
CTH Y	CTH J	CTH E	105	2027	360,000	3.6	250,000.00	CIR followed by 1.25" level and 1.75" overlay		360,000		
CTH B	CTH J	CTH E	388	2028	450,000	1.5	300,000.00	Pulverize, Lift Compact, 4" Overlay, Drainage Work		450,000		
CTH Z	CTH Y	CTH Y	105	2028	550,000	4.4	125,000.00	2.0" Overlay, Drainage Work	107,233	442,767		CHI - sunset 2029
CTH D	CTH C	North Bridge Joint	100	2028	312,500	0.125	2,500,000.00		108,326	209,174		CHI - sunset 2031
CTH A	CTH M	CTH E	160	2029	262,500	1.75	150,000.00	2.5" Overlay, Drainage Work		262,500		Potential ARIP
CTH A	CTH P	STH 23	255	2029	675,000	5.4	125,000.00	2" Overlay, Drainage Work		675,000		Potential ARIP
CTH A	CTH E	Ember Ave	374	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	1050	2030	1,212,500	4.85	250,000.00	CIP followed by 1.25" level and 1.75" overlay		1,212,500		Apply 2025 Future CHIP-D/S
CTH B - TNT	STH 23	CTH J	702	2031	1,912,500	7.65	250,000.00	CIP followed by 1.25" level and 1.75" overlay		1,912,500		Apply 2027 Future CHIP-D/S
CTH A	Evergreen Ave	Oxford Limits	442	2032	937,500	3.75	250,000.00	CIP followed by 1.25" level and 1.75" overlay		937,500		
CTH F	RxR Tracks	STH 22	1393	2032	837,500	3.35	250,000.00	CIP followed by 1.25" level and 1.75" overlay		837,500		
CTH F	RxR Tracks	SCL	1142	2032	1,937,500	7.75	250,000.00	CIP followed by 1.25" level and 1.75" overlay		1,937,500		
CTH O	CTH F	CTH CX	1047	2033	900,000	3.6	250,000.00	CIP followed by 1.25" level and 1.75" overlay				
CTH O	CTH F	STH 22	791	2033	1,125,000	4.5	250,000.00	CIP followed by 1.25" level and 1.75" overlay		375,000		
CTH A	STH 23	Kimball St	630	Fill In	375,000	0.15	2,500,000.00	Mill and 3" Overlay, curb and gutter, city coordination		45,000		
CTH Y	STH 23	Doty St	1800	Fill In	45,000	0.15	300,000.00	Mill, 2" Overlay, Drainage Work		90,000		
CTH CM	STH 22	Columbia County Line	323	Fill In	90,000	0.6	150,000.00	Pulverize, Lift Compact, 3" Overlay, Drainage Work		105,000		
CTH EE	STH 82	Adams County Line	1007	Fill In	105,000	0.6	175,000.00	wedged 2019		200,000		
CTH Z	CTH CH	CTH B	140	Fill In	200,000	2	100,000.00	2" Overlay, Drainage Work		212,500		
CTH N	CTH J	Eagle Rd	284	Fill In	212,500	1.7	125,000.00	2" Overlay, Drainage Work		312,500		
CTH N - TNT	CTH E	Eagle Rd	297	Fill In	312,500	2.5	125,000.00	2" Overlay, Drainage Work		312,500		
CTH T	CTH O	Columbia County Line	166	Fill In	258,750	2.07	125,000.00	2" Overlay, Drainage Work		258,750		
CTH P - DCS	CTH A	Adams County Line	106	Monitor	537,500	2.5	215,000.00	Mill and 3" Overlay		537,500		Potential ARIP
CTH A - DCS	CTH P	CTH D	172	Monitor	1,161,000	5.4	215,000.00	Mill and 3" Overlay		1,161,000		Potential ARIP
CTH O	CTH F	2640' to West	1047	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	1584	Monitor	100,000	0.2	500,000.00	Remove Concrete, Strengthen Base, Repave		100,000		
CTH P	CTH CX	I-39	1900	Monitor	100,000	0.2	500,000.00	Remove Concrete, Strengthen Base, Repave		100,000		
				Total	33,728,394	153	220,324.62		3,693,143	25,061,177	3,049,036	

Pulverize/ Double Chip Seal Projects												
Road	From	To	Average Daily Traffic Count	Scheduled Year	Budget Cost Construction	Mileage	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info
CTH A	CTH M	CTH E	160	2027	131,250	1.75	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		131,250		
CTH Y	CTH J	CTH E	105	2028	270,000	3.6	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		270,000		
CTH P	CTH O	CTH 23	103	2029	307,500	4.1	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		307,500		
CTH DD	CTH 73	Green Lake County Line	124	2030	120,000	1.6	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		120,000		
CTH P	CTH A	CTH O	106	2031	90,000	1.2	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		90,000		Potential A/R/P
CTH A	CTH P	CTH 23	255		405,000	5.4	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		405,000		
CTH N	CTH J	Eagle Rd	264		127,500	1.7	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		127,500		
CTH N - TNT	CTH E	Eagle Rd	297		187,500	2.5	75,000.00	Drainage Work, Lift, Pulv, DCS, Class B		187,500		
		Per Mile Estimate		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	ADT	Scheduled Year	Budget Cost	Deck Area	Cost Per	Notes	Grant	County Cost	Others Cost	Other Info
V39-0013	CTH C	Unnamed ditch		2024	24,000			60" arch x 60'		24,000		replace in kind
V39-0014	CTH J	Unnamed ditch		2024	40,000			96" arch x 60'		40,000		replace in kind
V39-0004	CTH B	Unnammed ditch		2025	40,000			96" arch x 60'		40,000		replace in kind
V39-0012	CTH F	Klawitter Creek		Monitor				12' round x 60'				
V39-0016	CTH K	Old Cattle Pass		Monitor				Remove no longer used				
V39-0056	CTH M	Page Creek	817	Monitor	100,000			8' box culvert - Ayres has design 80%		100,000		
		Unnamed ditch		Monitor				6' round x 53'				
				Total	204,000					204,000		
Bridge Design and Construction												
Structure #	Road	Feature Crossing	ADT	Scheduled Year	Budget Cost	Deck Area	Cost Per	Notes	Grant	County Cost	Others Cost	Length
P39-0050	CTH O	Fox River	Apply 2025	2027	283,533	2583	109.78	Design	226,826	56,707		100.5
P39-0050	CTH O	Fox River	If awarded	2030	2,687,395	2583	1,040.48	Construction 80/20	2,149,916	537,479		100.5
B39-0012	CTH CX	Neenah Creek	1591		17,500	2305	7.59	Polymer Overlay		17,500		66.8
B39-0014	CTH D	Buffalo Lake				5179						137
B39-0045	CTH A	Neenah Creek				806						31
B39-0046	CTH N	Mecan River				1017						38.8
B39-0048	CTH J	Montello River				1666						59.5
B39-0054	CTH N	Mecan River				1820						61.7
B39-0059	CTH N	Mecan River				1779						59.1
B39-0061	CTH C	Mecan River				1533						47.9
B39-0063	CTH CH	Caves Creek				1040						32.5
B39-0064	CTH CH	Tagate Creek				912						28.5
B39-0065	CTH P	Neenah Creek				1425						47.5
B39-0070	CTH J	Mecan River				1674						46.5
B39-0071	CTH JJ	Chafee Creek				675						24.1
B39-0073	CTH Z	Chafee Creek				689						26.5
P39-0013	CTH A	Widow Green Creek				780						26
P39-0029	CTH E	Montello River				1262						48
P39-0903	CTH B	Westfield Creek				735						24.5
P39-0906	CTH E	Mecan River				1047						30.8
P39-0907	CTH B	Montello River				708						23.6
B39-0080	CTH CX	Chapman Creek	478					New Construction 2023				
				Total	3,950,626				3,050,501	880,125		