

HIGHWAY 710

2023 BAYFIELD COUNTY HIGHWAY BUDGET SUMMARY AND HIGHLIGHTS



TOTAL EXPENSES \$ 10,218,352

TOTAL REVENUE \$ 5,801,490

OVERVIEW: The proposed budget of the Highway Department is \$10,218,352. This represents a 21% increase over 2022. The major reason for the increase is the utilization of dedicated fund balance on the County Highway N, Pigeon Lake section elevation and paving (\$900k) and a proposed increase in bonding funds from \$1.65 million to \$2.5 million, a \$850,000 increase. The bonding increase is due to 50% increases in highway reconstruction costs seen in 2022 and anticipated to continue in 2023.

2023 proposed revenues of \$5.8 million are up from \$5 million in 2022 due to bridge aid being moved to the highway fund, approximately \$300k in LRIP project on County Highways C and A, and anticipated intergovernmental revenues earned through work with municipalities and county departments.

The total levy is proposed to be \$4,416,862 a 26.8% increase over 2022. In addition, \$865,983 in Highway Fund Balance and a total of \$1.455 million in general fund balances are proposed to be utilized by the Highway Department. This will allow for the reconstruction of 8.8 miles in 2023.

REVENUES

Taxes

A combination of property taxes including bond issue totaling \$4.4 million combined with \$2.3 million in fund balances (general and highway) total to approximately \$6.7 million of county funds. Under this proposal 1/3 of the current highway fund balance will be expended. This will leave approximately \$2.5 million available in highway fund balance for future years as needed.

State Grants

In 2022 we submitted grant applications under the Bipartisan Infrastructure Law, Surface Transportation Program to assist with funding a variety of reconstruction projects. Our submittals account for a project each year thru 2026 with a total amount requested in grants of \$7.2 million. We are waiting to see if we were successful in obtaining a portion of the new funding. These grants are 80/20 funding split making the County's share considerably less than paying for the projects in full.

We are also pursuing other grant opportunities to include FLAP, TEA, and BRIC through Wisconsin Emergency Management. We expect to be successful for a portion of these requests, but they will be included in future budget years.

General Transportation Aids (GTA)

The General Transportation Aids Program enables local governments to receive state aid payments to offset the cost of county and municipal road construction, maintenance, and traffic operations. The funding sources of these aid payments are the fuel taxes and vehicle registration fees collected by the state. GTA is WisDOT's second largest program.

Distribution of GTA funds is based on a six-year costs average or a statutorily set rate-per-mile. Transportation-related expenditures and revenues incurred by local governments are necessary factors in the calculation process. Our current policy of reconstructing an average of 8.7 miles a year has been instrumental in increasing our amount of GTA received over past years. This goal must be maintained to protect and even increase this funding level in the future.

In 2023 the Highway Department expects to receive the same level of funding for state transportation GTA. There have been recent discussions with WisDOT about the need to increase these levels but nothing additional is expected for 2023.

Local Road Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. LRIP is a reimbursement program which pays up to 50% of total eligible costs, with local governments providing the balance.

LRIP projects are awarded every two years on a biennial budget cycle and projects submitted by our Towns, Cities and Villages are managed by the Highway Department.

Currently we have two projects that have been awarded funding under this program. One project, CTH-A from CTH-N to Kelly Lake Road, was awarded as a CHI-S or supplemental project with a \$176,994 grant for a \$363,430 project. Our other award is a CHI-D or Discretionary Grant for CTH-C from STH-13 in Cornucopia to Siskiwit Falls Road. This grant awarded us \$125,000 for a \$262,400 project. Both projects are proposed to be constructed in 2023.

Routine Maintenance Agreement (RMA)

The maintenance of state highways is performed by county highway departments under annual calendar year contracts called the Routine Maintenance Agreement (RMA) document. Upon approval, the RMA document provides each County with a state highway maintenance budget and the approval for expenditure within that budget.

Annually, we enter into this agreement with WisDOT to perform maintenance and repairs to the State Highway System that includes both federal and state highways. In Bayfield County these include US-2, US-63, STH-13, STH- 118, and STH-137.

Under our RMA we receive direction from WisDOT on budget amounts for each major area of work and coordinate with WisDOT Staff in accomplishing needed maintenance activities.

Other WisDOT Projects

Each year WisDOT awards Counties additional projects with separate funding from the RMA. This year we saw projects under the Deferred Maintenance Agreements, Limited Force Account, and a Performance Based Maintenance Project. These projects come with a separate funding source than the RMA and supplement our revenues. Recent discussions with WisDOT staff suggest that more of these projects will be coming in 2023 and future years.

Intergovernmental Revenues

Included in our proposed budget are revenues we anticipate from working with other County Departments and Towns. In the past we have worked closely with the Towns to repair or replace

deteriorated culverts. This will continue this year and we are expecting to perform Town work that will be using County Bridge Aid funds on five separate Town Projects with an estimated value of \$170,000.

We continue working with the County Forestry Department and will be working on more projects in 2023 than we have in the past. The Forestry Department will be initiating a maintenance program on access roads that will include grading and drainage maintenance. This is a relatively new program the Highway Department is prepared to perform this work. Discussions are underway to develop a work plan that can be extended into future years. This plan will include a variety of projects from reconstructing the retaining walls at Twin Bears Campground. Constructing an overflow parking area at Twin Bears Campground and other project.

We also worked on two projects with the Land Records Department that cleaned up parcels that had reverted to the County. The parcels needed a lot of cleanup efforts before they could be sold and returned to the tax records.

The Highway Department is constructing a FEMA Funded Project through Wisconsin Emergency Management to reconstruct a drainage channel in Delta. This was a historic dump site that was damaged during the 2018 floods. The project consisted of building a new channel lined with gabion baskets and other erosion control products. We continue to pursue these types of projects and are currently working with Wisconsin Emergency Management to fund a Building Resilient Infrastructure and Communities (BRIC) Project on CTH-N near Pigeon Lake.

EXPENSES

Capital Highway Improvements

The Capital Highway Project component traditionally strives to reconstruct of 8.7 miles of County Trunk Highways each year. This goal was established to ensure our highways are rebuilt every 20 years which is an industry standard for life expectancy. This year we have proposed 8.8 miles of reconstruction with a design project for a future 2024 project. The average cost to pulverize and repave a mile segment of County Highway has historically been \$250,000. This past year we saw an increase to \$370,000 per mile. The proposed CTH-N Project also includes \$488,000 to raise the section of the highway that saw overtopping during the flood.

**Bayfield County Highway Department
5-Year Capital Improvement Plan**

Year	Project	Miles	Cost	Grants	Amount	Condition Rating
2023	CTH-N, CTH-A to US-63	7.9	\$3,411,000	\$0	\$3,411,000	4
	CTH-A, CTH-N to Correll Road	0.9	\$360,000	\$176,994	\$183,006	4
	CTH-E, US-63 to Town Road 36, Design	0	\$250,000	\$200,000	\$50,000	3
	Total Yearly Miles	8.8	\$4,021,000	\$376,994	\$3,644,006	
2024	CTH-E, US-63 to Town Road 36	4	\$1,806,000	Pending	\$1,806,000	3
	CTH-C, Blueberry Road to Siskiwit Falls Road	0.5	\$250,000	\$125,000	\$125,000	4
	CTH-C, Big Rock Rd to Bayfield St	1.6	\$600,000	\$0	\$600,000	4
	CTH-E, CTH-H to Sandor Road	2.7	\$1,000,000	\$0	\$1,000,000	5
	CTH-B, CTH-FF to CTH-H, Design	0	\$225,000	\$180,000	\$45,000	3/4
	Total Yearly Miles	8.8	\$3,881,000	\$305,000	\$3,576,000	
2025	CTH-B, CTH-FF to CTH-H	3.9	\$1,560,000	Pending	\$1,560,000	4
	CTH-B, Hoover Line Road to CTH-FF	2.9	\$1,685,464	\$1,348,371	\$337,093	4
	CTH-FF, CTH-B to Termini	1.0	\$375,000	\$0	\$375,000	6
	Total Yearly Miles	7.8	\$3,245,464	\$1,348,371	\$1,897,093	
2026	CTH-A, Correll Road to Hughes Town Line Road	7.7	\$3,080,000	\$0	\$3,080,000	5
2027	CTH-A, Hughes Town Line Road to US-2	7.6	\$3,160,000	\$0	\$3,160,000	5/6

Capital Projects

Each year the Highway Department tries to undertake various projects on our facilities to maintain them in good working conditions. These projects range from paving, installing new doors, upgrading a fuel alarm system, to re-roofing a facility. These are needed to keep natural deterioration in check.

Last year the Department paved in front of the Iron River Garage. We also worked with Iron River and paved in front of the wastewater facilities building. This year we completed the installation of new roofing at the Cable Garage Entry, installed an ozone generator at the Washburn Garage/Office, replaced the large roll-up door to the Washburn Shop, made repairs to the Mason Salt Storage Shed, and removed the fueling station from the Cable Garage.

Proposed projects for this year include the installation of a new emergency generator at the Washburn Garage, installation of a new roof at the Iron River Garage, pave in front of the Old Mason Garage, install EV Vehicle chargers at three of our remote garages, and replace a roll-up door at the Port Wing Garage.

Equipment Budget

Historically the Department has received \$750,000 each year for equipment purchased. Similar to other items we have seen a significant increase for all items. The proposed budget requested \$908,000. This request is a bare bones request with no items that aren't needed but will maintain

our 8-year replacement cycle for plow trucks, replace an Emulsion Heater for Crack Sealing, and purchase two EV Pickups. Our current heater uses older technology and is quite often not operational. This occurs with crews on the highway waiting for repairs that severely hamper our production and therefor increasing costs to complete this work.

**Bayfield County Highway Department
Proposed 2023 Equipment Budget**

2023	
Item	Estimated Amount
Single Axle Patrol Trucks (2)	\$591,000
Crew EV Pickup (2)	\$130,000
Emulsion Heater	\$135,000
3500 Tank & Pump Assy	\$17,000
Unanticipated	\$35,000
Total 2023 Request	\$908,000
2024	
Item	Estimated Amount
Single Axle Patrol Trucks (2)	\$618,000
240 Excavator	\$225,000
Shop Truck	\$60,000
Total 2024 Request	\$903,000
2025	
Item	Estimated Amount
Single Axle Patrol Trucks (2)	\$654,000
Skid Steer w/ Fecon Head	\$160,000
Trailer	\$32,000
Fecon Head for Mini	\$35,000
Riding Mower, Rear Discharge	\$20,000
Total 2025 Request	\$901,000
2026	
Item	Estimated Amount
Single Axle Patrol Trucks (2)	\$605,000
544 Loader	\$225,000
3/4 Ton Crew Pickup	\$70,000
Total 2026 Request	\$900,000
2027	
Item	Estimated Amount
Single Axle Patrol Trucks (2)	\$605,000
Mini Excavator	\$140,000
Trailer	\$30,000
Skid Steer	\$125,000
Total 2027 Request	\$900,000

ROUTINE MAINTENANCE

Routine Maintenance includes all the activities necessary to maintain a safe county system. These activities include patching, mowing, drainage maintenance, culvert replacement, bridge maintenance, crack sealing, woody vegetation removal, shoulder maintenance, sign repairs and installations, guardrail repairs, and pavement marking. Winter maintenance or construction is not included. In 2022 our projects expenditures are quite lower than in previous years. This is mainly attributed having a severe winter that required our crews to perform more Winter Maintenance than in a typical year and the additional work we undertook such as the Delta Landfill Project and other items for Forestry, Land Records, and the Fair.

Final trial balances from ChemsPro show the historical costs as:

2018	2019	2020	2021	2022(Projected)
\$1,654,505	\$1,279,100	\$1,049,397	\$1,239,814	\$627,788

WINTER MAINTENANCE

Winter maintenance includes all the activities necessary to maintain safe winter driving conditions. These activities include plowing, brine making and application, roadway sanding, and salt storage and application.

This past winter was more severe than what we have recently been experiencing. From the 1st of December thru the 1st of April, our crews only had eleven days when we didn't plow, and all without any complaints. This is a true testament to their dedication and the pride they take in keeping our highways safe.

Final trial balances from ChemsPro show historical costs as:

2018	2019	2020	2021	2022(Projected)
\$897,083	\$935,979	\$752,592	\$744,307	\$1,567,529

COMBINED ROUTINE AND WINTER MAINTENANCE

Typically, the severity of a winter is the driving factor for these expenditures. Higher winter maintenance requirements result in lower routine maintenance. A considerable amount of work we perform is weather dependent and cannot be performed when we are experiencing freezing or wet conditions.

Routine and winter maintenance includes all the activities necessary to maintain safe driving conditions.

Final trial balances from ChemsPro show historical costs as:

	2018	2019	2020	2021	2022(Projected)
ROUTINE	\$1,654,505	\$1,279,100	\$1,049,397	\$1,239,814	\$627,788
WINTER	\$897,083	\$935,979	\$752,592	\$744,307	\$1,567,529
COMBINED	\$2,551,588	\$2,215,079	\$1,984,989	\$1,984,121	\$2,195,317

2022 HIGHLIGHTS

2022 was another busy year for the Highway Department. To start we experienced a heavier than normal winter. During a period from December 1st thru April 1st, we only had 11 days that staff were not plowing snow.

During the summer we continue to see a considerable amount of reoccurring work. We also performed more work for other Departments to include Forestry, Land Records, and the Fair. We undertook a significant project with Forestry to reconstruct a drainage channel at the Delta Dump that was damaged during the 2018 floods.

The previous issues we faced on CTH-N at Pigeon Lake appear to be resolved at this time. We have contracted with Ayres and Associates to develop a new design that will ensure the highway isn't overtopped if this event reoccurs. We are working with Wisconsin Emergency Management attempting to secure a grant to assist with funding this project.

We continue with reconstructing an average of 8.7 miles of County Highway each year. This allows us to reconstruct all our 173 miles of highways each 20 years. This is a standard life expectancy for roadways. This year we completed reconstruction of CTH-I and CTH-J. This was for a total length of 8.9 miles. Both of these projects greatly improve the roads.

This past year the Department undertook a large project working with Forestry at the old Delta Landfill. This was an area that received considerable damage during the 2018 flood that exposed the old landfill and saw garbage wash towards the White River. The designed improvements include many erosion products that will help keep this from happening again. Our crew has done an outstanding job of constructing the project while coordinating with a variety of State Agencies.

The Highway Department received a Department of the Year award that was very appreciated by the entire crew. Their dedication and pride in our highways is clear and often generates remarks from travelers and residents who say they know when they hit Bayfield County. The roads are clearly in great condition. We hear this type of comment in both winter when we are plowing snow almost daily to the summer when we hear how our highways are mowed providing clear, mowed shoulders for people traveling.



2023 Goals

Department Goals are set to provide safe highways and good operations for those traveling them. To accomplish this, highways need to incorporate safe designs, be maintained sufficiently, and reconstructed on a timely basis along with a healthy crew to complete the needed work.

0 Fatalities

In 2023 our Goal is *0 fatalities on Bayfield County Highways*. In 2022 we have experienced one fatality on CTH-D. The accident report indicates this was an older driver who failed to use occupant protection such as seat belts. This is up from 2021 when we didn't see any fatal accidents.

Increase the County Highway Pavement Condition Ratings

Every two years the County reviews the condition of each segment of our Highways and reports these findings to WisDOT. To help ensure we are performing the correct maintenance and reconstruction efforts our goal is to *increase the pavement condition ratings on County Trunk Highways* each year.

Promote a Safety Culture and have no personal accidents.

Having a safe crew also means we will all be available to perform the needed work our Department provides. To achieve this a Safety Culture is important and reinforces being safe in our activities.

PERFORMANCE INDICATORS

Performance indicators are meant to allow us to gauge if we are being successful in our maintenance and operations of Bayfield County Highways. To assist us in accomplishing our goals below is the performance indicators we will be tracking:

- **Number of Fatalities on Bayfield County Highways**
- **Pavement Condition Ratings on Bayfield County Highways**
- **Number of Days With No Accidents**