

Town of Delta Road Maintenance/Improvement Program

General Background

The Town of Delta is a small rural town in Bayfield County Wisconsin. The area of the Town is approximately 69.5 square miles, we have 69.1 miles of road with 15.24 miles paved and the remainder gravel. 2021 data shows us with a population of 252 consisting of 124 households. Approximately 66% of our housing stock is used seasonally.

Our annual budget for town operations, excluding fire protection and EMT services is approximately \$360,000. The funds we have available for road improvement projects varies by year from zero to about \$50,000 depending upon the severity of winter and the amount spent on snowplowing, repair costs on our essential road maintenance equipment, amount of essential Spring maintenance and loan payments on our purchased maintenance equipment. It is also affected by the availability of funding from the State and Federal Governments although, in the past, we have often been unable to provide the necessary matching funds portion. This reality makes it impractical to program a meaningful specific road improvement budget each year. Instead, we have a priority list of pavement refurbishment/overlay projects that we get to when funds allow and when the available Contractor is planning to have a hot mix asphalt plant set up nearby to reduce our costs as much as possible.

Road Maintenance and Improvement Philosophy

Our first priority is maintenance of our road system and the provision and maintenance of the equipment to do so. This primarily consists of snowplowing, annual grading of our gravel roads with gravel added as needed to repair winter/spring damage, clearing of downed trees, replacement of culverts as necessary (typically 2-3 annually), limited right of way mowing and limited manual patching of our asphalt paved roads. Occasional flood events have required more significant repair effort.

We have the following equipment to accomplish our maintenance

- 1973 Cat 140 G grader with V plow and wing

- 2017 Cat 926 front end loader with bucket, roller, V plow and angling plow
- 1996 5 yd 2wd patrol truck with underbody plow, side plow and salter/sander
- 2001 5yd 4wd Patrol truck with, side plow and salter/sander
- 2001 5yd 4wd Patrol truck with angling plow, wing and underbody plow.
- 2020 4wd New Holland T6.145 tractor with loader, hydraulic boom mounted right of way mower and debris blower
- 42 hp Kubota rubber tracked mini backhoe

Our second priority is the resurfacing/refurbishment of our paved roads with a goal of preventing them from returning to gravel roads and occasional significant graveling/ditching of existing gravel roads. Our priority for paving repair is based upon pavement condition, and road usage (thoroughfare vs local resident access only). Our current priority list, and estimated timing, is as follows-

Preliminarily planned for 2025 is a significant graveling improvement to 0.7-0.9 miles of Sutherland Road in the swampy portion in the Southern part of our Town.

Planned for 2026 utilizing our budget funds and a possible LRIP supplemental grant from the next program-

- Scenic Drive from W. Delta Road intersection to the West end of the 2023 repair portion that began at the Eastern terminus of Scenic Drive and County Highway H. Approximate length 1.1. Repair method is expected to be selected milling, patching overlay and a 1-1.25" overlay over the whole section.

Planned for 2028 utilizing our budget funds and a possible LRIP supplemental grant-

- Scenic Drive from our Town line near the Western Terminus of Scenic Drive and County Highway H to Canthook Lake Road. Approximate

length 1.9 miles. Repair method is expected to be selected milling, patching overlay and a 1-1.25" overlay over the whole section.

The following is our current priority listing of work on our paved roads after completion of the previously listed items.

1. The full length of Eagle Lake Rd. Approximate length 1.34 miles. Repair method is expected to be patching, crack seal and chip seal.
2. Full length of Cedar Crest Road. Approximate length 1214 ft. Repair method is expected to be patching, crack seal and chip seal.
3. Full length of Ledin Road. Approximate length 2112 ft. Repair method is expected to be patching, crack seal and chip seal.
4. Full length of Evergreen Lane. Approximate length 1690 ft. Repair method is expected to be patching, crack seal and chip seal.
5. Full length of Knutsen Road. Approximate length 1901 ft. Repair method is expected to be significant cold mix patching.

This priority list will be revisited periodically and after any segment has been completed. Our goal is to be able to have the next segment ready to be contracted when funding circumstances allow. Given our current budget expectations and the likely need to replace/significant repair some of our existing equipment, the priority list above is more than 10 years of work for us.

Revision Record

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