

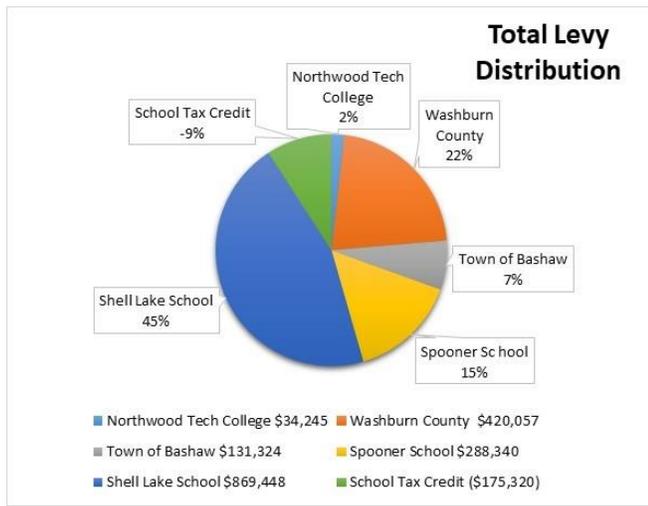
TOWN OF BASHAW

Annual Newsletter – December 2023

Find information about our township's history, government, elections, taxes, meetings, financials, public notices, forms & permits, as well as contact information for our town board at www.townofbashaw.org.

Financial Information

2023 Distribution



2024 Budget

REVENUES

	2023 BUDGET	2024 BUDGET
TRANSPORTATION AIDS	\$151,518.28	\$151,518.28
SHARED REVENUE	\$28,023.00	\$34,000.00
DNR	\$850.00	\$850.00
LOCAL LEVY	\$131,324.00	\$133,979.00
SNOWPLOW FLAGS	\$4,000.00	\$0.00
INTEREST	\$200.00	\$2,500.00
TOTAL	\$315,915.28	\$322,847.28

DISBURSEMENTS

ROADS	\$121,068.55	\$101,986.55
CAPITAL ROAD OUTLAY	\$20,000.00	\$20,000.00
EQUIPMENT PURCHASE/MAINTENANCE	\$10,000.00	\$10,000.00
SUPPLIES	\$2,500.00	\$2,500.00
ELECTIONS	\$5,000.00	\$5,000.00
TRUCK LOAN	\$40,000.00	\$35,951.10
INSURANCE	\$8,593.00	\$8,593.00
FIRE PROTECTION-SHELL LAKE FIRE	\$24,234.02	\$25,917.89
FIRE PROTECTION-SPOONER FIRE	\$12,219.71	\$12,835.97
AMBULANCE	\$30,000.00	\$29,762.77
TOWNHALL MAINTENANCE	\$3,000.00	\$3,000.00
BOARD SALARIES & PER DIEMS	\$30,000.00	\$35,000.00
ASSESSMENT	\$7,000.00	\$30,000.00
GRADER LOAN	\$0.00	\$0.00
SHELL LAKE LIBRARY DONATION	\$500.00	\$500.00
SPOONER LIBRARY DONATION	\$500.00	\$500.00
HOSPICE DONATION	\$500.00	\$500.00
WASHBURN COUNTY HUMANE SOCIETY DONATION	\$800.00	\$800.00
TOTAL	\$315,915.28	\$322,847.28

Financial Information (continued from Page 1)

As you can see by the graphs on the previous page, there is a very small amount of your tax dollars that stay within the township as opposed to being paid out to schools, county, emergency services, etc. We are seeing sharp increases each year in emergency services and road repair costs. We were able to negotiate a better interest rate on our bank account which will increase our interest revenues in 2024.

LRIP Grant

We are eligible for the LRIP (Local Roads Improvement Program) grant every two years and use it towards rebuilding our roads. This is a 50/50 matching grant. As long as our township spends \$14,207, the state will grant another \$14,207 to match it.

TRID & TRIS Grants

TRID & TRIS grants fund up to 70% of a road reconstruction and rebuild for only a couple of projects in the entire county. We applied for the TRIS grant to rebuild and blacktop a 2-mile section of one of our busiest roads. Costs for this project are projected to be about \$500,000. Keep your fingers crossed that we are awarded this grant!

Our New Truck Is Here!!!



We ordered our new plow truck in March of 2021 and took possession in June of 2023. We were able to pay about 45% of the cost with capital outlay and the federal government’s ARPA funds. The remaining balance of \$100,000 was financed though SLSB on a 3-year note. We sold the old plow truck to a neighboring township for \$35,000. Hopefully we can maintain a 10-12 year replacement rotation. This will increase resale value of the old plow truck and should keep our maintenance costs down.

Grader Updates

Part of the funds from the sale of our old truck were used to repaint the grader and rebuild the 30+ year old wing. Investments in maintenance of all of our equipment is critical to keeping our township’s costs down. As an example, a new grader currently costs around \$500,000.



Updated Grader



Example of 2023 challenges plowing snow

Swiss Chalet Road

Swiss Chalet was one of the oldest roadways in the township (surface age) with significant deterioration. This roadway also has significant vehicular counts per day. The road was pulverized and re-paved in May of 2023 with a portion of the funding provided through the WisDOT LRIP program. The remainder was paid from the township’s budget.



Cadle and N. Pine Tree Roads

Both Cadle and N. Pine Tree Roads experienced some serious flooding and road closures in the Spring of 2023 that caused issues with culverts and washouts on some sections. We received funding from the WIDOT for replacement of these culverts.



ROADS RELATED INFORMATION

A general guiding principle in road management is that you give the most attention to the roads with the most traffic - but road safety reigns! Those issues that present abnormal safety problems must go to the top of the list. Many other things enter into the decision of where, when and what to do. Examples would be how much money we have available, if the road is exceptionally expensive to maintain in its present condition or, perhaps, if there is some grant money that might be available for one type of use but not another. Making these decisions is a big and difficult task for Board members.

GRADING

The summer of 2023 was exceptionally dry which limited what we could do on rough roads. The amount of moisture in the road bed is critical to grading decisions. If the road bed is too wet you can end up with ruts and rough road after it dries up but things are even worse if you grade with too little moisture. First, grading a dry road bed causes more wear and tear on the grader but that's not the worst consequence. When the road bed is too dry the freshly graded surface won't compact and stabilize itself. It will then get rough again quickly and will be very dusty. That dust flying away is the fine clay particles from the gravel and they are what binds the aggregate together and help to maintain a solid and smooth road bed for a longer time. Occasionally when a road is exceptionally rough it might get graded to provide temporary relief regardless of moisture but that isn't a cost-effective way to manage long term. Often times the optimum moisture conditions only last for a day or two at the most. Remember that roads are constructed so that water runs off, not soaks in.

SNOWPLOWING

When we have more than a 3-4 inch snowfall both the truck and grader go to work and have all roads plowed in 7-8 hours, if all goes well. We try to alternate where we start so that the same roads aren't always first, or last, but we still give some level of priority to high traffic counts, school bus routes and more. In the interest of controlling cost and getting done quickly we can't be running back and forth very often so compromises are

made. If the roads are near impassable we will hit main roads first and then come back to get lesser roads, clean up intersections, etc. Beginning with this winter, the township will not be plowing driveways. Plowing driveways was time consuming and exposed the equipment to unnecessary damage risk. The township will plow private roads if there are more than three residences on the road and the road meets all clearance requirements. Cost will be determined on a case by case basis.

MAILBOXES

Occasionally a mailbox will get damaged. More often than not it is just snow, not the plow, that hits it but either way it is damaged. Often the operator doesn't even know it happened. The USPS asks that the bottom of your mailbox be 42-45 inches above the roadbed and that the front of the box be 2 ft. back from the traveled portion of the road bed. We strongly encourage everyone to put up swinging mailboxes according to those specifications. A swinging mailbox allows the wing to get closer to the mailbox support post without doing damage and, as a bonus, it should reduce the amount of shoveling you have to do. Don't hang decorations etc from the bottom of the mailbox because that precludes the wing passing under it. Even the delivery person will like you better!

GARBAGE CANS

Garbage cans cannot be left on the roadway! Increasingly people are leaving them at the road all week long and the reason is understood. However, we strongly suggest that garbage cans be placed beyond the reach of the wing and, even then, rolling snow may tip them. Contrary to what they may tell you, garbage trucks get no special privileges. When the plow has to go around garbage cans a pile of snow is left on the roadway or ditch line. That is unsafe for drivers and is a liability for the township. It could be a liability for the landowner as well. The township accepts no responsibility for damage to containers or for cleaning up spilled garbage.

TRIVIA!!! DID YOU KNOW....???? TRIVIA!!!

- that Bashaw has 55.42 miles of roads of which about 19 miles are blacktopped and 36 miles are gravel or dirt.
- that there are 10.42 miles of county roads in Bashaw.
- that most often it takes 4 passes with the grader to properly grade a road and that typical travel speed is 3-4 MPH. That mean it takes an hour to do a mile.
- that presently the cost of blacktopping a mile of road is over \$200,000 and 25 years ago it was about \$45,000.
- that to maintain clean road right-of-ways brush and branches should be cut at least every 5 years and doing so is very costly.
- that Bashaw seems to have an inordinate number of roads with only 3-rod right-of-ways and that seriously limits how roads can be reconstructed and managed.
- that our 2011 road grader has 5,500 hours on it but with good care can double that.
- that some municipalities are converting old asphalt roads back to gravel because they can't afford to replace/repair them.
- that every year we replace 3-4 road signs because of theft or damage. Replacing a sign and post will cost over \$100. Worse yet, a damaged or missing sign could cause a serious accident.
- that for a nominal cost you can rent our town hall for an event.
- that our new truck has both amber and green caution lights that flash alternately. The green is said to be much more visible, especially in daylight hours.
- that it is **against the law to push snow across the road bed!** Remnants of snow left on the road can cause accidents. This is a liability for the landowner and piles of snow pushed up on the roadside can make plowing difficult.
- that the people of Bashaw are (for the most part!) very cooperative with the township and very appreciative of the work done. Thank you very much for that and we will keep trying!