

To submit this application/request online, visit the [LRIP Website](#) for more information on how to access the Web-based LRIPWeb Application.



LOCAL ROAD IMPROVEMENT PROGRAM APPLICATION

Wisconsin Department of Transportation
DT2350 09/2023

Check Only **One** Funding Year

☒ **State FY 2024** (Receive State/Municipal Agreement *by* 4/1/2024 – target date)

☐ **State FY 2025** (Receive State/Municipal Agreement *after* 7/1/2024)

Program Type: ☐ CHI ☐ TRI ☐ MSILT ☐ MSIGT ☐ CHID ☒ TRID ☐ MSID

County of Washburn	<input type="checkbox"/> City <input type="checkbox"/> Village <input checked="" type="checkbox"/> Town Bashaw	
Head of Government Steven Degner	Clerk Lesa Dahlstrom	Treasurer Lesa Dahlstrom

Project Improvement

CHECK ONE IMPROVEMENT TYPE

IN ADDITION, CHECK THE CORRESPONDING "PURCHASE HOT MIX ASPHALT ONLY" BOX IF THE LRIP REIMBURSEMENT WILL ONLY BE USED FOR HOT MIX ASPHALT MATERIALS PURCHASE.

<input checked="" type="checkbox"/> Pavement Replacement	Purchase Hot Mix Asphalt – <u>ONLY</u> <input type="checkbox"/>
<input type="checkbox"/> Reconditioning	Purchase Hot Mix Asphalt – <u>ONLY</u> <input type="checkbox"/>
<input type="checkbox"/> Resurfacing	Purchase Hot Mix Asphalt – <u>ONLY</u> <input type="checkbox"/>
<input type="checkbox"/> Reconstruction	Purchase Hot Mix Asphalt – <u>ONLY</u> <input type="checkbox"/>

☐ Yes ☒ No Does this improvement include new bicycle and pedestrian facilities?

If Yes:

☐ Yes ☐ No Has the local municipality involved in the project adopted a resolution for these facilities?

If bicycle and pedestrian facilities are included in an LRIP *reconstruction* improvement project, each municipality* involved in the reconstruction project must adopt an official resolution authorizing the establishment of those facilities as part of the improved project. This requires consensus amongst all the governing bodies in which a portion of the project will occur. A resolution is not required when bicycle and pedestrian facilities already exist and are to be replaced as part of the reconstruction or if bicycle and pedestrian facilities are not part of the improvement project. (pursuant to s.84.01(35), Wis. Stats.)

*According to the State Statute 990.01(22) a municipality is defined as a city, village, or town. A county is not a municipality and county resolutions are not required when bicycle and pedestrian facilities are included in an LRIP project.

☐ Structure

Check Structure Type

☐ Replacement
☐ Rehabilitation

Check Structure Size

☐ Greater than 20 feet in length
☐ Less than or equal to 20 feet in length

Surface Type 70=Hot Mix Asphalt Pavement	Thickness 3 (inches)	Travel Width (Per Lane) 11 (feet) (inches)
Left Shoulder 2 (feet) (inches)	<input type="checkbox"/> Curb and Gutter	
Right Shoulder 2 (feet) (inches)	<input type="checkbox"/> Curb and Gutter	

☒ Yes ☐ No Is this project part of the *Improvement Plan* (minimum of 2 years for towns and 5 years for city, village or county)?

☒ Yes ☐ No Does this project meet the appropriate standards? (Trans 204, Trans 205 and FDM Chapter 11-20-1)

Note: If project does not meet road standards, community understands an Exception to Standards will be required prior to any construction on this project.

2024-2025 LOCAL ROAD IMPROVEMENT PROGRAM APPLICATION (continued)

Wisconsin Department of Transportation DT2350

☒ Yes ☐ No Will the existing pavement be removed/alterd?If Yes, identify the method: **Pulverized**☐ Yes ☒ No Will the base, subbase, or substandard soils be removed?

If Yes, identify which base work will be added following removal:

☐ Breaker Run _____ in☐ Base Course (gravel) _____ in☐ Granular Subbase

Base work will include grading, shaping and compacting.

If applicable, check all other work that is needed to complete this project. Options marked with an asterisk (*) are not eligible for reimbursement. For additional eligibility requirements, please refer to the LRIP Program Guidelines.

- | | | |
|---|---|---|
| <input type="checkbox"/> Add or Lengthen Turn Lanes | <input type="checkbox"/> Geotextile Grid Fabric | <input type="checkbox"/> Right-of-Way |
| <input type="checkbox"/> Adjust Manholes | <input type="checkbox"/> Install Guardrail | <input type="checkbox"/> Sanitary Sewer* |
| <input type="checkbox"/> Binder Mat | <input type="checkbox"/> Lighting* | <input type="checkbox"/> Sidewalk |
| <input type="checkbox"/> Clearing and Grubbing | <input type="checkbox"/> Patching | <input type="checkbox"/> Street Signs* |
| <input checked="" type="checkbox"/> Culverts | <input checked="" type="checkbox"/> Pavement Marking | <input type="checkbox"/> Storm Sewer |
| <input type="checkbox"/> Cut Hills | <input type="checkbox"/> Realign Roadway (vertically and/or horizontally) | <input type="checkbox"/> Undercutting |
| <input type="checkbox"/> Drain Tiles | <input type="checkbox"/> Reconstruct Intersection | <input type="checkbox"/> Water Main* |
| <input type="checkbox"/> Driveway Joints | <input type="checkbox"/> Re-establish Crown | <input type="checkbox"/> Wedge |
| <input type="checkbox"/> Establish Drainage | <input type="checkbox"/> Re-grade Ditches | <input type="checkbox"/> Widening Roadway |

Proposed Improvement Description – OPTIONAL

This is an optional field to list any additional work on the project other than what has already been selected in previous steps. Please note: Entries in this field will be included on the State/Municipal Project Agreement (SMA).

Add 4" of gravel, pulverize and shape the full width of the subgrade, pave two 11' lanes at 3" thick in two 1.5" compacted lifts, place 2' finished gravel shoulders and add double yellow center line.

Bashaw Township will take either a TRID or LRIP-Supplemental funded as low as 70%

Bashaw Township has this project shovel ready. The preferred budget year would be 2024, but the Township has no issues taking funds with fiscal year 2025.

2024-2025 LOCAL ROAD IMPROVEMENT PROGRAM APPLICATION (continued)

Wisconsin Department of Transportation DT2350

ADT values and pavement ratings should be corrected in WISLR prior to project submittal.

LOCATION

On Route – Road to be Improved Sand Road	
At Route – Beginning Point Sunset Road Intersection	Toward Route – Ending Point Two miles West of the Sunset x Sand Road Intersection
Offset below only required if this project does not begin at the At Route intersection. To identify a project location that ends before the Toward Route intersection, please adjust the section length accordingly.	
At Offset: (ft)	Section Length: 10,560.00 (ft)
Need for Improvement	
Asphalt-Failed Asphalt Pavement	
Average Daily Traffic: 445	Pavement Condition Rating (number): 3

LOCATION

On Route – Road to be Improved	
At Route – Beginning Point	Toward Route – Ending Point
Offset below only required if this project does not begin at the At Route intersection. To identify a project location that ends before the Toward Route intersection, please adjust the section length accordingly.	
At Offset: (ft)	Section Length: (ft)
Need for Improvement	
Average Daily Traffic:	Pavement Condition Rating (number):

LOCATION

On Route – Road to be Improved	
At Route – Beginning Point	Toward Route – Ending Point
Offset below only required if this project does not begin at the At Route intersection. To identify a project location that ends before the Toward Route intersection, please adjust the section length accordingly.	
At Offset: (ft)	Section Length: (ft)
Need for Improvement	
Average Daily Traffic:	Pavement Condition Rating (number):

☐ Yes ☐ No Have the ADT values and Pavement Ratings shown above been updated in WISLR?If No, please contact the WISLR Helpline at WISLRinfo@dot.wi.gov or call (608) 266-9911

2024-2025 LOCAL ROAD IMPROVEMENT PROGRAM APPLICATION *(continued)*

Wisconsin Department of Transportation DT2350

Other Funding

☐ Yes ☒ No Has the county/municipality requested or been approved for other federal or state funding from the Wisconsin Department of Transportation (WisDOT) for the improvement?

If Yes, please CHECK ALL THAT APPLY below:

PROGRAM	REQUESTED	APPROVED	PROJECT ID (e.g. 8897-20-00)
<input type="checkbox"/> Congestion Mitigation and Air Quality Program (Eligible areas only)	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Highway Safety Improvement Program	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Local Bridge Improvement Assistance Program	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Scenic Byways Program	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Surface Transportation Program—Rural	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Surface Transportation Program—Urban	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Transportation Alternatives Program	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> Transportation Economic Assistance Program	<input type="checkbox"/>	<input type="checkbox"/>	

The LRIP program does not allow other federal or state funding to be used on an LRIP project. Make certain that the LRIP route termini does not overlap other federal or state project termini.

Estimated Project Cost:		Hot Mix Asphalt ONLY:	
Engineering:	\$	Hot Mix Asphalt Cost:	\$
Right-of-Way Acquisition:	\$	Total Eligible Costs:	\$
Construction:	\$ 495,000.00	Ineligible Improvement Costs:	\$
Total Eligible Costs:	\$ 495,000.00	Total Improvement Costs:	\$
Ineligible Improvement Costs:	\$		
Total Improvement Costs:	\$ 495,000.00		

If the municipality is applying for only the LRIP-Supplemental program, what is the minimum acceptable cost share percentage?
70%

Attachments

Attach the following documents:

- ☒ Improvement Plan
- ☒ WISLR Map showing project location
- ☒ Discretionary Supporting Documentation (discretionary projects only)

2024-2025 LOCAL ROAD IMPROVEMENT PROGRAM APPLICATION *(continued)*

Wisconsin Department of Transportation

DT2350

Terms and Conditions

1. The initiation and accomplishment of the improvement will be subject to the applicable federal, state and local laws, administrative policy and program rules, ordinances, standards, and contract bidding requirements. Please note that if any portion of an improvement is funded using federal funds (including design, real estate, or other related work activities), the entire improvement will be subject to federal requirements. All components of the improvement must be defined in the environmental document if any portion of the project is federally funded.
2. The construction of the improvement will be in accordance with the appropriate standards unless an exception to standards is granted by the state prior to construction. The entire cost of the improvement not constructed to standards will be the responsibility of the Municipality/County unless such exception is granted.
3. The Municipality/County will assume all responsibility for complying with all applicable environmental requirements for the improvement.
4. The work, which is eligible for state participation will be administered by the Municipality/County. The authority for the state to delegate this responsibility is described in *ch. Trans 206*.
5. All contracts will be let by competitive bid and awarded to the lowest responsible bidder in accordance with the provisions of *s.86.31 Wis. Stats.* and all other municipal/county bidding requirements.
6. State financing will be limited to up to 50 percent (%) participation in eligible items or to the limit approved for the improvement – whichever is less.
7. Payments to the Municipality/County will be made after the improvement is completed, and the contractor(s) fully reimbursed.
8. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to setoff and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
9. The Municipality/County will keep records of the cost of the improvement together with letting documents and will have them available for inspection by representatives of the state and will furnish copies when requested.
10. The design and construction of the improvement must be certified by a registered professional engineer, if the cost of the improvement exceeds \$65,000.
11. Federal Single Audits of Local Government Units:
 - a) The Municipality/County shall have a single organization audit performed by a qualified independent auditor if required to do so under federal law and regulations. (See Federal Circular No. A-133)
 - b) This audit shall be performed in accordance with Federal Circular A-133 issued by the Federal Office of Management and Budget (OMB) and state single audit guidelines issued by the Wisconsin Department of Administration (DOA).
 - c) The Municipality/County will keep records of costs of construction, inspection tests and maintenance done by it to enable the State to review the amount and nature of the expenditure for those purposes. Such accounting records and any other related records shall be subject to a project review or audit as directed by the Department within ten (10) years of project closing.
12. The Municipality/County will maintain, at its own cost and expense, all portions of the project that lie within its jurisdiction and will make ample provision of such maintenance as long as the road remains open to traffic.
13. This agreement is subject to the availability of State funds appropriated for this program. The continuance of this agreement beyond the limits of funds already available to the Wisconsin Department of Transportation is contingent upon appropriation of the necessary funds by the Wisconsin Legislature and the Governor. (Reference 66 OAG 408; State ex rel. LaFollette v. Reuter, 36 Wis. 2d 96, 119 [1967])
14. In accordance with the State's sunset policy for LRIP projects, the subject improvement must be constructed and submitted for reimbursement within three biennium.

Submitting this application indicates that the Requestor is authorized to conduct official business for the Municipality/County identified below and upon acceptance by the State shall constitute agreement between the Municipality/County and the State, subject to the terms and conditions above.

☐ City ☐ Village ☒ Town ☐ County
Bashaw

County of
Washburn

x *Steven Degner*

(Head of Government/Designee – Signature)

11/08/2023

(Date – mm/dd/yyyy)

Steven Degner (Chairman)

(Print Name)

(Title)

TOWN OF BASHAW

Washburn County, WI

Updated 11-02-2023 and placed in order of planned maintenance

2 Year Road Plan

Year 2023

Swiss Chalet Road – Entirety. Place gravel, grind and pave.

New Knapp Road – Maintenance of water shed on hills

Year 2024

****All road plan projects moved forward one year from last update of 3-15-2022 with Hilltop Road also moved forward****

Sand Road – (Approximately 3 Miles) From Sunset Road to the intersection of Spring Lake Road. Place gravel, grind and pave.

Hilltop Road – From new blacktop to Spring Lake Road. Pave

Spring Lake Road – Place gravel, grind and pave.

Loop Road – From Hector Dam Road to USH 70.

Year 2025

Sand Road – (Approximately 3 Miles) From Sunset Road to the intersection of Spring Lake Road. Place gravel, grind and pave.

STATE OF WISCONSIN
WISCONSIN DEPARTMENT OF TRANSPORTATION
TOWN PLAT RECORD

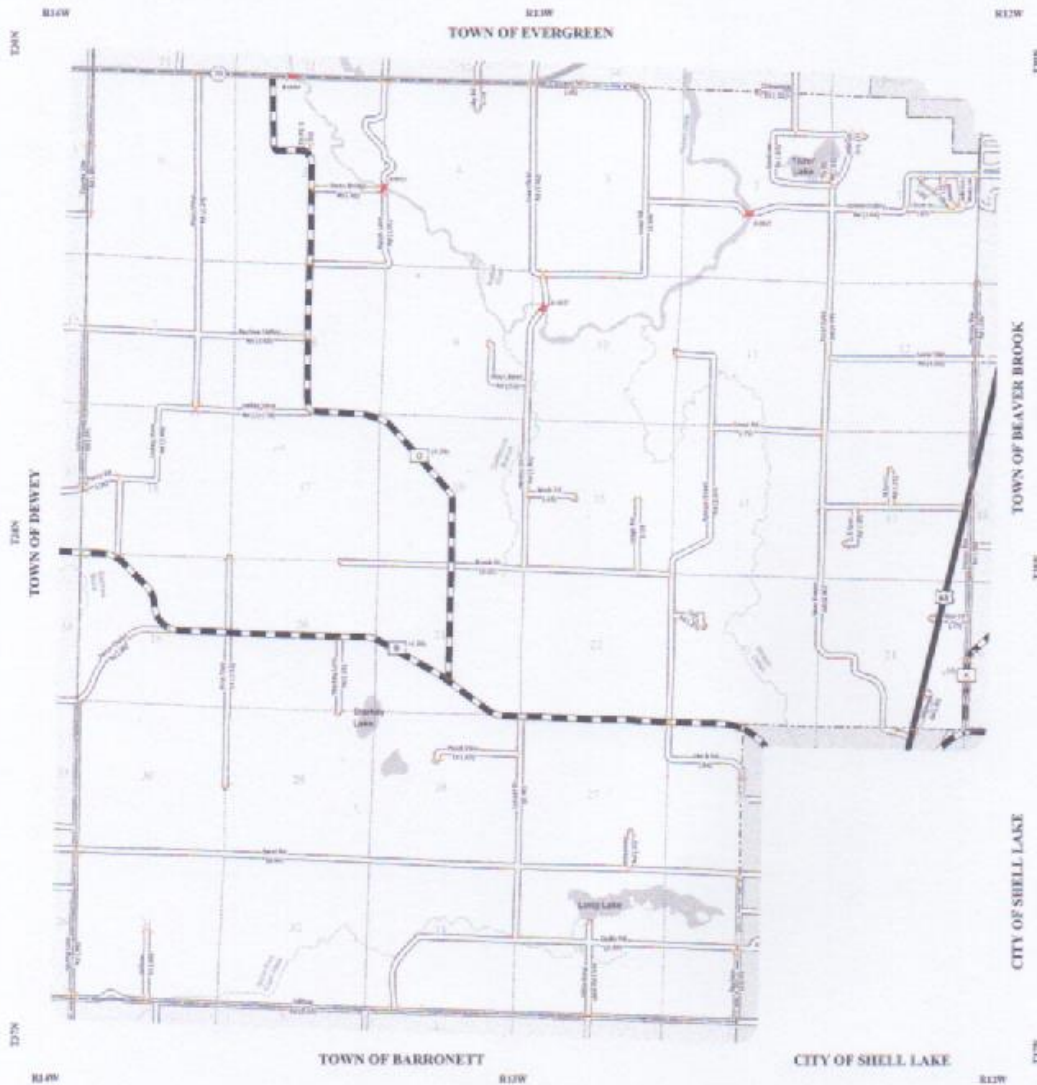
65-004

DATE	MILEAGE FOR LOCAL ROADS/STREETS	LOCAL ROADS/STREETS
(1) 4-1-23	55.42	
(2) 1-1-24		Name: _____ Title: _____
(3) 4-1-24		Signature: _____ Date: _____

- (1) THIS DATA REPRESENTS THE LAST CERTIFIED MILEAGE AS CORRECTED BY WISDOT WHICH MAY HAVE BEEN USED FOR PAST TRANSPORTATION AID.
- (2) THE TOWN CHAIRMAN OR CITY/VILLAGE CLERK IS TO FILL IN THE MILEAGE TO BE CERTIFIED AS OPEN TO THE PUBLIC AS OF THE FOLLOWING JANUARY, INCLUDING THE NEW CHANGES THAT ARE MADE ON THE PLAT.
- (3) THIS DATA REPRESENTS MILEAGE ADJUSTMENTS MADE BY WISDOT DUE TO FIELD VERIFICATION, INVENTORY, ANNEXATION, ETC. TRANSPORTATION AID PAYMENTS MAY BE MADE BASED ON THIS FIGURE.

WISCONSIN COUNTY TRUNKS	WISCONSIN COUNTY TRUNKS
10.00	60.00

TOWN OF
BASHAW
COUNTY: WASHBURN



- LEGEND:
- County Trunk Highway
 - Local Road
 - US Highway
 - State Trunk
 - CVT Border
 - PLSS Border
 - Bridge
 - Route Identifier



The information contained on this map was created for the official use of the Wisconsin Department of Transportation (WisDOT) and is not to be used for any other purpose. The user assumes all liability regarding the use of the information for other than official WisDOT purposes.

T-BASHAW

TOWN OF BASHAW – SAND ROAD

WASHBURN COUNTY

Bashaw Township is the second most populated township in Washburn County and Sand Road has the highest traffic count of all the Town of Bashaw roads. The traffic count exceeds 450/day which was documented in 2018 and is most likely higher today. In addition to Bashaw residents it serves large areas of both Dewey and Roosevelt townships in Burnett Co where it also intersects with County H. It serves as a main corridor to the city of Shell Lake, parallels Little Long Lake and gives the closest access to SH 63. The road is 4.5 miles in Bashaw Township and continues 7.0 miles in Dewey township, all straight but with multiple large hills and valleys. The east 1.5 miles bordering the City of Shell Lake was reconstructed and paved with 3" of hot mix 22' wide with 2' shoulders in 2018.

Sand Road has over 65 residences and 95 driveways in our township. The asphalt is riddled with alligator cracking, extensive population of potholes, large numbers of sag's/dips in the surface and 2-5-inch-deep wheel ruts. There are areas with very deep drop offs on the north side. The asphalt is 34 years old. While the road is well ditched there are basically no shoulders on it. The condition of the surface makes it nearly impossible to maintain a clean, dry surface in the winter months.

SAFETY History tells us that there have been 2 deaths over the years from single car accidents on Sand Road and an inordinate number of cars in the ditch, rollovers and more. To help mitigate these incidents the township has given top priority to maintenance and years ago did impose a 45-mph speed limit. Additionally, we completed the rebuild of the East 1.5 miles 5 years ago and plans to do the remaining 1 mile to the West after this project is complete and funds are available. While much commercial and farm traffic is now detouring around this road a substantial amount, out of necessity, continues to use it for service and daily commutes. Some of the detouring traffic is using township gravel roads and that leads to other problems. Large vehicles dodging road hazards on narrow roads is dangerous for everyone. The school buses are taking alternate routes when possible, causing longer routes meaning additional costs and longer bus time for students. The condition of the road is of great importance because it also affects the timeliness of emergency services to residents on the road as well as the area they serve in Burnett County.

RECONSTRUCTION/PAVEMENT REPLACEMENT As noted above, much of the commercial and farm traffic is detouring around this road now but will increase very significantly once the road is improved. To accommodate the increased numbers and vehicle size the plan is to add 3-4" of base material, grind it in and top with 3" of asphalt. Road shoulders will be expanded to 2 ft and center lines will be painted. Heavy traffic will include garbage trucks, logging trucks, regular commercial carriers, and farm equipment. One large farming enterprise is now detouring around the road at considerable expense of time and money but is looking forward to returning to Sand Road. Grain truck traffic will expand. Some significant parcels of public property lie to the west that are accessed from Sand Road. Traffic generated can range from logging trucks to Sportspeople using the Clam River Wildlife Area and the class 1 trout streams crossing the road as well as daily commuters. There is one gravel pit located on Sand Rd. and another just 1 mile south of the Sand Road x County H Intersection in Burnett County, both needing an acceptable corridor to Shell Lake. Other businesses on Sand Road include a firewood processor, logging company, tractor auto repair shop and another large 1000 plus cow dairy to the South that uses it to access their fields. We are working closely with the neighboring Township of Dewey to the West to help improve both safety as well as access to and from both townships.

Bashaw township has 55 miles of road of which 19 are blacktop. The entire road budget is about \$130,000/year of which most is necessary to cover routine maintenance. In the absence of this grant, it would take about 12 years to make the needed improvements to Sand Road, which is already 34 years old. This estimate does not include paving any existing gravel roads that should be paved but is currently cost prohibited. That is not an acceptable safety risk for all who use the road nor is it reasonable to ask the residents of Bashaw and others who use the road to be tolerant of such conditions.

School District of Shell Lake

Home of the Lakers
271 Hwy 63 S Shell Lake, WI 54871

To Whom It May Concern,

The School District of Shell Lake would like to offer strong support of the Wisconsin DOT Local Roads Improvement Program (LRIP) TRID/TRIS grant application by the Township of Bashaw, Washburn County, Wisconsin for the Sand Road project. This project will have a positive impact on the transportation of students in the School District of Shell Lake.

In its current condition, with widespread asphalt deterioration Sand Road presents several challenges and concerns for the safe transportation of students. The numerous potholes and bumps increase wear and tear on the suspensions of our buses. Additionally, the frequent bouncing and rocking creates a jarring, uncomfortable and potential unsafe ride for our drivers and students. Drivers also have a hard time keeping the overhead mirror in position to be able to view the students on board. Our drivers avoid Sand Road, if at all possible, by taking alternate routes, including gravel roads which are in better condition than Sand Road.

The School District of Shell Lake supports the Township of Bashaw's request for this grant and encourage your favorable consideration.

Sincerely,



Todd Felhofer
District Administrator

Todd Felhofer
District Administrator
(715) 468-7816

Heather Cox
PK-6 Principal
(715) 468-7816

Andrea Steffen
7-12 Principal
(715) 468-7816

Cory Anderson
AD/Dean of Students
(715) 468-7816

Kristi Hoff
Pupil Services
(715) 468-7816

To the Town of Bashaw:

I'm writing in support of the funding you're hoping to receive for the reconstruction of 2 miles on Sand Rd., West of Shell Lake. You may ask, why would the Town of Dewey care if this road is rebuilt? Well, a lot of our ag vehicles, commercial vehicles, and families travel Sand Rd. to the East of Dewey. This road is a vital lifeline to our community! If we on the Eastern side of Dewey call the fire department, odds are, they're going to be traveling Sand Rd. Also, a good chance an ambulance would be traveling from that direction as well. And as we all know, the smoother a road is, the faster that those departments can bring lifesaving efforts to the good people of our community.

In closing, I'd like to ask once again that the DOT strongly consider funding this project.

Thank you, Duane Johnson Chairman Town of Dewey Burnett County

To whom it may concern,

First of all, I will tell you a little bit about us. We are a family farm including myself and my son. We have 7 full-time employees and one part-time. We dairy farm and crop farm. We milk 600 cows and have a 1,000 head of livestock at 3 other locations. Cropland consists of 2,500 acres of corn, beans and alfalfa. Over the past several years Sand Road has gotten considerably poorer. We travel this road daily and can't exceed 30 mph with our semis or our straight trucks. We have broken several hood hinges and numerous springs, even going slowly and holding up traffic. I see mufflers and other car parts laying on the road often. We have tractors with air ride suspension and can go 15 mph at best because of the bumps. Our machinery has gotten much bigger over the years and if we meet somebody else, we have to stop and get partially into the ditch so others can get by as there are no shoulders on the road. It is very dangerous for us and for others! Our custom manure hauler will not use Sand Road because of repairs he has had to make on his trucks. He has to use other roads that add 5 extra miles per load. He charges \$100 an hour. At 15 extra minutes per load that adds up to \$20-\$25 extra cost per load. Multiply that by our 1,800 loads annually and we are spending an extra \$36,000 to \$40,000 every year because of poor road conditions. I can't assign an exact cost to our own equipment, but it can easily be a few thousand dollars every year when you figure actual road-caused damage plus the expense of using alternate roads much of the time. It takes much longer time for us when we do use Sand Road and that is money. Money is one thing, but the huge concern is the safety of us and others.
Glen Albee



Shattered Blacktop across entire road



Multiple patches failed



Wide crevices across entire road

