

LOCAL ROADS IMPROVEMENT PROGRAM (LRIP)

Statutory Authority: § [86.31](#)

Admin. Rule: [TRANS 206](#)

Objective

The Local Roads Improvement Program (LRIP) was established in 1991 to assist local units of governments in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government.

Description

LRIP is a reimbursement program, which pays up to 50% of the total eligible project costs, with the balance matched by the local unit of government. Projects must be built to appropriate road standards and adhere to applicable program requirements. LRIP is administered as a biennial program. Applicants submit project applications for improvements meeting the eligibility requirements to their County Highway Commissioner by November 1 of the odd numbered year.

LRIP is managed by WisDOT's Local Transportation Programs and Finance Section. County Highway Commissioners serve as the administrative contact between the local recipients and the department, except cities and villages with population of 20,000 or more. These communities administer their own projects. All LRIP projects are locally let and reimbursed by WisDOT upon improvement completion.

The program has three entitlement components that provide funding for road improvements. Counties are eligible for funding through the County Highway Improvement Program (**CHI**), cities and villages through the Municipal Street Improvement Program (**MSI**), and towns through the Town Road Improvement Program (**TRI**).

In addition to entitlements, there are three discretionary components for counties, cities and villages, and towns to request funding for high-cost projects. Counties with high cost projects totaling \$250,000 or more in eligible costs are eligible for the discretionary County Highway Improvement Program (**CHID**). Cities and villages with high cost projects with total eligible costs of \$250,000 or more are eligible for the discretionary Municipal Street Improvement Program (**MSID**). Towns with high cost projects totaling \$100,000 or more in total eligible costs are eligible for the discretionary Town Road Improvement Program (**TRID**).

Eligible Project Costs

Only work on existing county trunk highways, town roads, and city and village streets, under the authority of the local unit of government, are eligible--no new construction, alleys or parking lots.

Eligible projects include the following categories: Reconstruction, Resurfacing, Reconditioning and Structure projects.

Eligible project costs are the costs eligible to be reimbursed by the department for an eligible LRIP project, and may include feasibility studies, design, right-of-way acquisition, any items that are an integral part of street and road reconstruction and related engineering costs. A hot mix asphalt purchase may be an eligible project cost if the only eligible cost on the project is the purchase of finished hot mix asphalt for a reconstruction, resurfacing or reconditioning project.

No LRIP funds may be used as the local match for federal aid projects. No federal aid funds may be used as the local match for an LRIP project.

Ineligible Costs
New roads.
Although we allow cold mix asphalt, the “pug mill” process is ineligible. (Does not meet the 10-year design life requirement for LRIP.) To clarify, cold mix asphalt continues to be eligible if: <ul style="list-style-type: none"> • The engineered (processes and specifications) cold mix asphalt process that has been identified meets the 10-year design life requirement for LRIP. • Engineered “cold, in-place recycling” that meets the 10-year design life requirement is also an approved treatment.
Utilities costs: This includes new installations or alterations of sanitary sewers and connections, water, gas, electric, telephone, police, fire alarm facilities, parking meters, street signs and similar utilities.
The cost to develop improvement plans.
Maintenance costs: This includes patching, single sealcoats, grading to maintain gravel roads.
Costs to advertise or title and other associated fees to purchase real estate.
The cost of in-house engineering services.

Requirements

LRIP entitlement projects are selected at the local level by town road committees and municipal street committees for municipalities with populations of less than 20,000. These committees also prioritize discretionary projects. Counties and municipalities with populations of 20,000 or more select their own entitlement projects. In addition:

- TRID project recommendations are made by a statewide advisory committee, consisting of six Wisconsin Towns Association (WTA) district directors, six (WTA) members at large and industry members representing the Wisconsin Farm Bureau, the Great Lakes Timber Professionals Association and the Wisconsin Dairy Business Association. Committee members are appointed by and project recommendations are approved by the Secretary of the Department of Transportation.
- MSID project recommendations are made by a statewide advisory committee, consisting of members of the League of Wisconsin Municipalities and the Wisconsin Alliance of Cities, and appointed by the Secretary of Transportation.
- CHID project recommendations are made by county highway improvement district committees established in each of the eight Wisconsin County Highway Association districts. Each committee consists of all County Highway Commissioners within the district.

Note: Recommendations by each committee are submitted to the Secretary of Transportation for approval.

2011-2013 Biennial Entitlement Appropriation: \$32,394,000

2011-2013 Biennial Discretionary Appropriation: \$23,672,000

The LRIP budget for the entitlement program is distributed among the components as follows: 43% to CHI, 28.5% to TRI and 28.5% to MSI. The TRID, CHID, and MSID components receive a direct dollar allocation determined by each biennial budget. Local communities have three biennia to complete their LRIP projects. Funding for projects not completed and reimbursement requested by the sunset date is returned to the appropriate LRIP appropriation and redistributed the next program cycle. Uncommitted funds from previous biennia are carried over and added to the new statewide funding level in the following biennium.

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