

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2645-06-00/90
Description: City of Milwaukee, Various Local Streets, Countdown Timers #3
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Eighty eight signalized local street intersections on the near north side and east side of Milwaukee have been identified for improvements. These intersections had 1,253 crashes between 2004 and 2006 resulting in 738 injuries, including 57 pedestrians.

Proposed Improvement - Nature of work: The installation of 657 pedestrian countdown timers with 12" combination "Walk/Don't Walk" housings.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	*Federal Funds	%	Municipal Funds	%
Design (2645-06-00)	\$69,175	\$62,258	90%	\$6,917	10%
LFA (Local Force Account) (2645-06-90)	\$672,000	\$604,800	90%	\$67,200	10%
Total Cost Distribution	\$741,175	\$667,058	90%	\$74,117	10%

***Federal funds are capped at the amount shown in the above funding table.**

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations. Federal funds are capped at the amount shown in the funding table.

(End of Document)



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

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October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2645-06-00/90
City of Milwaukee, Various Local Streets, Countdown Timers #3
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$69,175 for design and \$672,000 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding. Please note the federal funding cap shown in the agreement.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 8/28/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2645-07-00/90
Description: City of Milwaukee, Various Local Streets, Countdown Timers #2
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Eighty five signalized local street intersections in and around downtown Milwaukee have been identified for improvements. These intersections had 1,042 crashes between 2004 and 2006 resulting in 452 injuries, including 52 pedestrians.

Proposed Improvement - Nature of work: The installation of 657 pedestrian countdown timers with 12" combination "Walk/Don't Walk" housings.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	*Federal Funds	%	Municipal Funds	%
Design (2645-07-00)	\$70,000	\$63,000	90%	\$7,000	10%
LFA (Local Force Account) (2645-07-90)	\$680,000	\$612,000	90%	\$68,000	10%
Total Cost Distribution	\$750,000	\$675,000	90%	\$75,000	10%

***Federal funds are capped at the amount shown in the above funding table.**

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
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Name (Written Clearly)	Date

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TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations. Federal funds are capped at the amount shown in the funding table.

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October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2645-07-00/90
City of Milwaukee, Various Local Streets, Countdown Timers #2
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$70,000 for design and \$680,000 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding. Please note the federal funding cap shown in the agreement.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 8/28/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2984-46-00/90
Description: City of Milwaukee, Various Intersections, Countdown Timers #1
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Eighty five signalized connecting highway intersections in and around downtown Milwaukee have been identified for improvements. These intersections had 1,472 crashes between 2004 and 2006 resulting in 657 injuries, including 48 pedestrians.

Proposed Improvement - Nature of work: The installation of 657 pedestrian countdown timers with 12" combination "Walk/Don't Walk" housings.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds*	%	Municipal Funds	%
Design (2984-46-00)	\$70,000	\$63,000	90%	\$7,000	10%
LFA (Local Force Account) (2984-46-90)	\$680,000	\$612,000	90%	\$68,000	10%
Total Cost Distribution	\$750,000	\$675,000	90%	\$75,000	10%

*Federal funds are capped at the amount shown in the above funding table.

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
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- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations. Federal funds are capped as shown in the funding table.

(End of Document)



Division of Transportation
System Development
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October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2984-46-00/90
City of Milwaukee, Various Intersections, Countdown Timers #1
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$70,000 for design and \$680,000 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding. Please note the federal funding cap included in the agreement.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 8/28/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2445-08-00/70/90
Description: W. North Ave. at N. 7th Street and at N. 8th Street Intersections
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: From 2004 to 2006 there were 42 crashes at N. 7th St. resulting in 20 injuries and there were 42 crashes N. 8th St. resulting in 19 injuries.

Proposed Improvement - Nature of work: Far-right overhead mast arm mounted signals will be installed on all approaches at both intersections, all signal indications will be upgraded to 12" lens, and reflective backplates will be installed on all far side signals.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2445-08-00)	\$13,350	\$12,015	90%	\$1,335	10%
Construction (2445-08-70)	\$76,880	\$69,192	90%	\$7,688	10%
Local Force Account (LFA) (2445-08-90)	\$47,120	\$42,408	90%	\$4,712	10%
Total Cost Distribution	\$137,350	\$123,615	90%	\$13,735	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
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TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
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 - e. Signing and pavement marking, including detour routes.
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4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
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- c. Conditioning, if required, and maintenance of detour routes.
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6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

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SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2445-08-00/70/90
W. North Ave. at N. 7th Street and. At N. 8th Street Intersections
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$13,350 for design, \$76,880 for construction, and \$47,120 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return two signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 10/10/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2060-15-00/70/90/91
Description: S. Howell Ave. (STH 38) Intersect W/ W. Layton Ave. (CTH Y)
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: There were 46 crashes at the intersection from 2004-2006 resulting in 23 injuries.

Proposed Improvement - Nature of work: Far-right overhead mast-arm mounted signals will be installed in all four directions and reflective backplates will be installed on all far side signals.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds*	%	Municipal Funds	%
Design (2060-15-00)	\$30,000	\$27,000	90%	\$3,000	10%
Construction (2060-15-70)	\$185,000	\$166,500	90%	\$18,500	10%
Local Force Account (LFA) (2060-15-90)	\$63,000	\$56,700	90%	\$6,300	10%
Local Force Account (LFA) (2060-15-91)	\$27,000	\$24,300	90%	\$2,700	10%
Total Cost Distribution	\$305,000	\$274,500	90%	\$30,500	10%

***Federal funds are capped at the amount shown in the above funding table.**

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations. **Federal funds are capped as shown in the funding table.**

(End of Document)



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662
E-Mail: waukesha.dtd@dot.state.wi.us

October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2060-15-00/70/90/91
S. Howell Ave. (STH 38) Intersect W/ W. Layton Ave. (CTH Y)
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$30,000 for design, \$185,000 for construction, and \$63,000 and \$27,000 for LFA work. The Project Agreement is your agency's firm commitment to provide its share of the funding. Please note the federal funding caps shown on the agreement.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 10/10/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2645-08-00/90
Description: W. Capitol Drive (STH 190) at 7th St. & N. 76th St. (STH 181) at W. Grantosa Dr.
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Both intersections have a high number of rear-end and disregard of red crashes and a high number of left turn crashes from the major street approaches.

Proposed Improvement - Nature of work: Install at both intersections pedestrian pushbuttons and vehicle detection loops for the minor street approaches so unnecessary red time is reduced on the major street.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2645-08-00)	\$1,600	\$1,440	90%	\$160	10%
Local Force Account (LFA) (2645-08-90)	\$16,900	\$15,210	90%	\$1,690	10%
Total Cost Distribution	\$18,500	\$16,650	90%	\$1,850	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

(End of Document)



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

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October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2645-08-00/90
W. Capitol Drive (STH 190) at 7th St. & N. 76th Street (STH 181) at W. Grantosa Dr.
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$1,600 for design and \$16,900 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 10/10/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2046-03-00/90
Description: W. Burnham Street & S. 35th Street Intersection
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: From 2004 to 2006 there were 41 crashes at the intersection resulting in 13 injuries.

Proposed Improvement - Nature of work: Far-right overhead mast-arm mounted signals will be installed in the eastbound and westbound directions, all near-right signal indications will be upgraded to 12" lens.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2046-03-00)	\$4,175	\$3,758	90%	\$417	10%
Local Force Account 2046-03-90	\$24,500	\$22,050	90%	\$2,450	10%
Total Cost Distribution	\$28,675	\$25,808	90%	\$2,867	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

(End of Document)



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
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Jim Doyle, Governor
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Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662
E-Mail: waukesha.did@dot.state.wi.us

October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2046-03-00/90
W. Burnham Street & S. 35th Street Intersection
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$4,175 for design and \$24,500 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 10/10/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 7, 2009
ID: 2645-09-00/90
Description: Vehicle and Pedestrian Detection at Nine Local Street Intersections
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: All intersections have a high number of rear-end and disregard of red crashes.

Proposed Improvement - Nature of work: Install pedestrian pushbuttons and vehicle detection loops for the minor street approaches for semi-actuated operation.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2645-09-00)	\$7,200	\$6,480	90%	\$720	10%
Local Force Account (LFA) (2645-09-90)	\$69,800	\$62,820	90%	\$6,980	10%
Total Cost Distribution	\$77,000	\$69,300	90%	\$7,700	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

Signed for and on behalf of City of Milwaukee:

Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
- 5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
 - 6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
 - 7. The work will be administered by the State and may include items not eligible for Federal/State participation.
 - 8. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
 - 9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

(End of Document)



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System Development
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Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662
E-Mail: waukesha.dtd@dot.state.wi.us

October 7, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2645-09-00/90
Vehicle and Pedestrian Detection at Nine Local Street Intersections
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$7,200 for design and \$69,800 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 10/10/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 5, 2009
ID: 2445-03-00/90
Description: N. Dr. MLK Jr. Dr. and W. North Ave.
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: There were 44 crashes at this intersection from 2005-2007 resulting in 27 injuries.

Proposed Improvement - Nature of work: Far-right overhead mast-arm mounted signals will be installed in all four directions and all vehicle signal indications will upgraded to larger 12" indications.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2707-04-00)	\$2,500	\$2,250	90%	\$250	10%
LFA (Local Force Account) (2707-04-90)	\$34,000	\$30,600	90%	\$3,400	10%
Total Cost Distribution	\$150,000	\$135,000	90%	\$15,000	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

-Terms and Conditions Begin on the Next Page-

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
 - c. Regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

(End of Document)



Division of Transportation
System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662
E-Mail: waukesha.dtd@dot.state.wi.us

October 5, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2445-03-00/90
N. Dr. MLK Jr. Dr. and W. North Ave. Intersection
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$2,500 for design and \$34,000 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

The purpose of the HSIP is to provide funding for the elimination of existing hazards, therefore, a "sunset" provision is applicable. This provision states that a project will lose eligibility if it is not let to contract within 3 years of program approval. If this project is not let for construction by 7/1/2012, it will likely be dropped from the program.

If you have any questions concerning the project implementation process, the Project Agreement, or the cost share policy, please contact me at (262) 548-8789. If you have any questions regarding the consultant contracting process, please call Sandy McDonald at (262) 548-8753.

Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT**

Date: October 5, 2009
ID: 2707-04-00/70/90
Description: W. Kilbourn Ave. and N. 6th Street (STH 145)
County: Milwaukee

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2) and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: There were 53 crashes at this intersection from 2005-2007 resulting in 18 injuries.

Proposed Improvement - Nature of work: Far-right overhead mast-arm mounted signals will be installed in the southbound, eastbound and westbound directions and all signal vehicle signal indications will be upgraded to 12" indications. The left-turn lane in the southbound direction will be offset to increase visibility of opposing through traffic. The west median nose will be extended to provide pedestrian refuge and stop bars will be installed in all four directions.

The apportionment of costs for work necessary to finish the project (including non-participating work and work which will be undertaken by the Municipality) is as follows:

Phase	Estimated Cost				
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design (2707-04-00)	\$25,000	\$22,500	90%	\$2,500	10%
Construction (2707-04-70)	\$85,000	\$76,500	90%	\$8,500	10%
LFA (Local Force Account) (2707-04-90)	\$40,000	\$36,000	90%	\$4,000	10%
Total Cost Distribution	\$150,000	\$135,000	90%	\$15,000	10%

This request is subject to the terms and conditions that follow (pages 2 and 3) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the State shall constitute agreement between the Municipality and the State.

Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date
Signed for and on behalf of City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

TERMS AND CONDITIONS

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.
2. The Municipality will pay to the State all costs incurred by the State in connection with the improvement which exceed Federal/State financing commitments or are ineligible for Federal/State financing. The Municipality's concurrence is required before award of the contract for the improvement when the contracts exceed 5% of the estimate. The Municipality must also concur with contract modifications to contracts awarded by the State over \$25,000.00, unless the authorized representative of the State determines that a prompt change order is needed to preserve the work in progress, prevent extraordinary damage avoid unreasonable & costly delay, or other extraordinary condition of necessity, safety or emergency exists. The authorized representative of the State shall provide notice of the prompt change order to the Municipality or its authorized representative as soon as practicable thereafter and the Municipality shall pay its share of the prompt change order cost.
3. Funding of each project phase (preliminary engineering, real estate, construction, and other) is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:
 - a. Preliminary engineering and State review services.
 - b. The grading, base, pavement, and curb and gutter.
 - c. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - d. Construction engineering incidental to inspection and supervision of actual construction work.
 - e. Signing and pavement marking, including detour routes.
 - f. Storm sewer mains necessary for the surface water drainage.
 - g. Construction or replacement of sidewalks and surfacing of private driveways.
 - h. New installations or alteration of street lighting and traffic signals or devices.
 - i. Real Estate for the improvement, if required
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner or other responsible party (not including the State) includes the following items:
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property due to change in street or sidewalk widths, grades or drainage.

- c. Conditioning, if required, and maintenance of detour routes.
 - d. Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
 - e. Bridge width in excess of standards.
5. As the work progresses, the Municipality will be billed for work completed which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.
6. If the Municipality should withdraw from the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
7. The work will be administered by the State and may include items not eligible for Federal/State participation.
8. The Municipality will at its own cost and expense:
- a. Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
 - b. Prohibit angle parking.
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 - d. Regulate and prohibit parking at all times in the vicinity of the proposed improvements during their construction.
 - e. Assume general responsibility for all public information and public relations for the project and to make fitting announcements to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - f. Provide complete plans, specifications, relocation order, real estate plat, and estimates, except as provided in Paragraph 3 above.
 - g. Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: 90% Federal; balance by Municipality for construction, as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations.

(End of Document)



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October 5, 2009

Mr. Jeffery S. Polenske
City Engineer
841 N. Broadway, Room 701
P.O. Box 125
Milwaukee, WI 53202

Dear Mr. Polenske

SUBJECT: Highway Safety Improvement Program (HSIP) Agreement
ID: 2707-04-00/70/90
W. Kilbourn Avenue and N. 6th Street (STH 145) Intersection
Milwaukee County

The project identified above has been selected for inclusion in the Highway Safety Improvement Program (HSIP).

This project agreement reflects a 90% federal/10% local cost share of the approved \$25,000 for design and \$85,000 for construction and \$40,000 for LFA. The Project Agreement is your agency's firm commitment to provide its share of the funding.

Please review and return **two** signed copies of the attached Agreement. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. We will inform you when the project is authorized for charges. Costs incurred prior to authorization are not reimbursable.

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Sincerely,

Robert Schmidt, PE
Local Program Engineer

Enclosures