

Revised 9/27/2012

SAM for file
enter in ODB

State of Wisconsin
RECEIVED
INFRASTRUCTURE
SERVICES DIV. ADMIN.
2012 SEP 25 PM 3:14

CORRESPONDENCE/MEMORANDUM

PROJECT AGREEMENT ACCEPTANCE

DATE: September 21, 2012

SUBJECT: Project Agreement: Revision #3

1300-06-01
Downtown to Bayview Bikeway
Lincoln Memorial Drive to Erie St
Milwaukee County

1302-00-50
Downtown to Bayview Bikeway
Lincoln Memorial Drive to Erie St
Milwaukee County

1302-00-70
South and East Bay Street
E Potter Ave to S Kinnickinnic Ave
Milwaukee County

The Attached Agreement Is Recommended For Approval:

PROGRAM: ISTEA era I-794 Bicycle Facilities earmark (3610 WI 005) and State Transportation Enhancements funding.

CONCEPTS COVERED by this AGREEMENT: Design and Construction

ESTIMATED COST: \$1,859,850

PARTICIPATION: 80% ISTEA ear I-794 Bicycle Facilities earmark (3610 WI005) to a limit of \$1,200,081; State Transportation Enhancements funding to a limit of \$279,799.

NON-PARTICIPATION: Municipality is responsible for 100% non-par items which are estimated at \$10,000.

EXECUTED BY: City of Milwaukee

DATE: 9/17/2012

LET DATE: 04/12/2011

NOTES: This project commits ISTEA earmark funds and a portion of a \$743,000 federal State Transportation Enhancements award from CY 2002. The balance of \$471,201 is available for another related TE project expected in 2012.

REGION REVIEWER:

[Signature]
Local Program Engineer

9/21/12
DATE

Approved/Not Approved:

[Signature]
SE Planning Chief

9/21/12
DATE

REGION: SE

FROM CITY ENGINEER			
	DRIG	COPY	REVIEW
JP			REPLY <input checked="" type="checkbox"/>
CA	<input checked="" type="checkbox"/>		COMMENT
DM			DISTRIB
			INFO
			COORD
			SEE ME <input checked="" type="checkbox"/>
			ACTION <input checked="" type="checkbox"/>
			RTN:

**REVISED STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT
(Replaces previous agreement dated November 9, 2010, adds ID 1302-00-50)**

Date:	September 10, 2012	ID:	1300-06-01	ID:	1302-00-70
Description:	Downtown to Bayview Bikeway	Description:	South and East Bay Street		
Limits:	Lincoln Memorial Drive to Erie St	Limits:	E Potter Ave to S Kinnickinnic Ave		
County:	Milwaukee	County:	Milwaukee		
ID:	1302-00-50				
Description:	Downtown to Bayview Bikeway				
Limits:	Lincoln Memorial Drive to Erie St				
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: Federal Congestion Relief funds (3610) and State Enhancement Funds (220) will fund the Federal portion of the project. Alternative #9 of the Bayview Bikeway Study has been selected as the preferred alternative.

Existing Facility - Describe and give reason for request:

In 1997 WisDOT sponsored the Bayview Bikeway Study to plan, design, and construct a facility which would enhance the use of bicycles as an alternative mode of transportation between downtown Milwaukee and the Bayview neighborhood for both commuter and recreational travel with an emphasis on commuter travel.

Proposed Improvement - Nature of work:

The proposed improvement is an implementation of the south segment of Alternative #9 of the Bayview Bikeway Study. Construction under ID 1302-00-70 will include resurfacing of South Bay Street from East Potter Avenue to South Lenox Street and will include raised marked bicycle lanes. Improvements will also include signing and pavement marking for bike lanes on East Bay Street from South Lenox Street to South Kinnickinnic Avenue.

ID 1302-00-50 will include estimating railroad crossing surface construction costs within the Downtown to Bayview Bikeway project limits by UPRR.

An additional segment of the Bikeway will be constructed on former railroad right of way between Maple Street and Washington Street under a separate project ID 2984-24-70 (Kinnickinnic River Bike Trail).

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:

Estimated Cost					
	Total Estimated Cost	Federal Funds	%	Municipal Funds	%
Design(3610) Plan Development	\$340,000	\$272,000	80%	\$68,000	20%
Design (Bike/Ped(220))(1300-06-01)	\$161,200	\$128,960	80%	\$32,240	20%
Design Review(3610) (1300-06-01)	\$65,000	\$52,000	80%	\$13,000	20%
Construction Roadway(3610)(1302-00-70)	\$1,095,101	\$876,081	80%	\$219,020	20%
Construction Bike/Ped(220)(1302-00-70)	\$178,549	\$142,839	80%	\$35,710	20%
Railroad Crossing Cost Estimate (220)(1302-00-50)	\$10,000	\$8,000	80%	\$2,000	20%
Non-Participating Construction Items	\$10,000			\$10,000	100%
Total Cost Distribution	\$1,859,850	\$1,479,880		\$379,970	

Federal funds for ID 1300-06-01 are capped at \$452,960. Federal funds for ID 1302-00-70 are capped at \$1,018,920. Federal funds for ID 1302-00-50 are capped at \$8000.

This request is subject to the terms and conditions that follow (pages 3 and 4) 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 <i>Ghassan Korban</i>	Title Commissioner of Public Works
Name (Written Clearly) Ghassan Korban	Date 9/13/12
Signed for and on behalf of City of Milwaukee:	
Signature <i>Martin Matson</i>	Title Comptroller
Name (Written Clearly) <i>mm</i> Martin Matson	Date 9-17-12

-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 exceeds 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: 80% Federal; balance by Municipality. Federal funds for ID 1300-06-01 are capped at \$452,960. Federal funds for ID 1302-00-70 are capped at \$1,018,920. Federal funds for ID 1302-00-50 are capped at \$8000.**

(End of Document)