



DAAR ENGINEERING, INC.

SE Region Management Consultant for WisDOT Local Program Projects

May 2, 2008

Jeff Polenske
City of Milwaukee
841 N. Broadway, Rm. 701
Milwaukee, WI 53202

SUBJECT: Revised STP-Local Bridge Agreement
ID 2667-03-00
N. Humboldt Avenue (Bridge #P-40-0879)
Over Commerce Street
Milwaukee County

Dear Mr. Polenske:

The project identified above has been selected for inclusion in the Surface Transportation Program-Local Bridge (FY2010-2012). Enclosed are three copies of the REVISED Project Agreement. Please review and return **two** signed copies of the Agreement to **DAAR Engineering, Inc. (address below)**. A third copy has been provided for your records. Please note that the project is not authorized for charges until the signed Agreement has been received and fully executed by the State. Costs incurred prior to authorization are not reimbursable.

This agreement reflects an 80% federal/20% local cost share of the total estimated **\$4,073,387**. The Federal participation for Real Estate & Construction is limited to \$2,888,540. In an effort to stabilize the Local Program, project costs in excess of this amount shall be your responsibility. The Project Agreement is your agency's firm commitment to provide its share of the funding.

If you have any questions concerning this REVISED Project Agreement, project implementation process or the cost share policy, please contact me at (414) 225-9817.

Sincerely,

Rhonda Lukasz, Program Assistant
DAAR Engineering, Inc.
SE Region Management Consultant

Enclosure

Cc: Jason Roselle, WisDOT
Scott Ahles, WisDOT
Stan Lukasz, PE, DAAR Engineering, Inc. – Program Manager

**STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT
REVISED AGREEMENT REPLACES PREVIOUS AGREEMENT DATED December 1,1999 (DESIGN) &
October 12, 2001, August 24, 2004 & October 10, 2006 (CONSTRUCTION & REAL ESTATE)**

Date: May 2, 2008
REVISED STP-Local Bridge Agreement
ID 2667-03-00/20/70
N. Humboldt Avenue (Bridge #P-40-0879)
Over Commerce Street
Milwaukee County

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:

The existing deck has advanced deterioration of the deck and approaches and damage to the main load carrying member, the East through girder. SR = 38.7

Proposed Improvement - Nature of work:

*Bridge Replacement. SR = 57.9**

** The Federal file shows the Sufficiency Rating for P-40-879 is currently greater than 50. The State File shows the SR = 38.7 (due to inspection on 6/8/04 in which the superstructure rating was lowered to 4; hence the SR was lowered). The design to replace this bridge is approved; however if the SR on the federal file is not less than 50 at the time authorization is requested for construction, then the structure will be ineligible for federal funding.*

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	\$388,000	\$310,400	80%	\$77,600	20%
State Design Review	\$72,000	\$57,600	80%	\$14,400	20%
Real Estate **	\$25,000	\$20,000	80%	\$5,000	20%
Non-Participating*	\$2,712	\$0	0%	\$2,712	100%
Construction **	\$3,585,675	\$2,868,540	80%	\$717,135	20%
Total Cost Distribution	\$4,073,387	\$3,256,540		\$816,847	

* *Non-participating costs are 100% the responsibility of the Municipality*

** *Federal participation for Real Estate & Construction is limited to \$2,888,540. Costs in excess of this amount shall be the responsibility of the Municipality.*

This request is subject to the terms and conditions that follow (pages 3 through 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 the City of Milwaukee:	
Signature	Title
Name (Written Clearly)	Date

Signed for and on behalf of the 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 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 (Construction) 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. The grading, base, pavement, and curb and gutter.
 - b. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - c. Construction engineering incidental to inspection and supervision of actual construction work.
 - d. Signing and pavement marking, including detour routes.
 - e. Storm sewer mains necessary for the surface water drainage.
 - f. Construction or replacement of sidewalks and surfacing of private driveways.
 - g. New installations or alteration of street lighting and traffic signals or devices.
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.
 - f. Real Estate for the improvement, if required

5. As the work progresses, the Municipality will be billed for and agrees to pay 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 and the Municipality agrees to pay any required reimbursement to the State.
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, as specified in Surface Transportation Program—Local Bridge Program regulations. Federal participation is limited to \$2,888,540 for Real Estate & construction. Costs in excess of this amount shall be the responsibility of the Municipality.

(End of Document)