

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

Date: October 11, 2002

ID: 2066-05-70

Highway: Installation of Mast Arms at the Intersections of:

Walnut Street & 12<sup>th</sup> Street

W. Center Street & N. 7<sup>th</sup> Street

W. Center Street & Sherman Boulevard

W. Lincoln Avenue & S. 13<sup>th</sup> Street

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:**

Walnut Street & 12<sup>th</sup> Street:

*From January 1, 1999, to December 31, 2001, a total of 33 accidents with 19 personal injuries occurred at the subject intersection. Of the 35 accidents, 9 were northbound accidents involving right angles and 9 were eastbound accidents involving right angles. Many of these accidents can be attributed to poor visibility of signal heads.*

Center Street & 7<sup>th</sup> Avenue:

*From January 1, 1999, to December 31, 2001, a total of 30 accidents with 17 personal injuries occurred at the subject intersection. Of the 30 accidents, 19 (63%) involved right angle collisions with northbound traffic.*

*Many of these accidents can be attributed to poor visibility of signal heads.*

Center Street & Sherman Boulevard:

*From January 1, 1999, to December 31, 2001, a total of 54 accidents with 24 personal injuries and 1 fatal injury occurred at the subject intersection. Of the 54 accidents, 15 accidents (28%) were angle accidents, 14 accidents (26%) were left turn collisions and 9 accidents (17%) were rear end collisions. Nine accidents were the result of disregard of traffic control and 14 were the result of failure to yield.*

*The far side right signal indications, currently 8" in diameter, are too small to be clearly seen by drivers. Additionally, in the northbound and southbound directions, mature trees and stopped buses block the far side right signal indications. In the eastbound and westbound directions, poor lane discipline contributes to driver confusion and a number of left turn, rear-end and sideswipe accidents.*

**Lincoln Avenue & S. 13<sup>th</sup> Street:**

*From January 1, 1999 to December 31, 2001, a total of 42 accidents with 10 personal injuries occurred at the subject intersection. Of the 42 accidents, 10 accidents (24%) were angle accidents, 11 accidents (26%) were left turn collisions and 9 accidents (21%) were rear end collisions. Eleven accidents were the result of disregard of traffic control and 9 were the result of failure to yield.*

*Many of these accidents can be attributed to poor signal visibility. Specifically, the westbound far-right signal head is not visible enough to drivers.*

**Proposed Improvement - Nature of work:**

**Walnut Street & 12<sup>th</sup> Street:**

Installation of mast arms for the eastbound far right and northbound far right signal heads.

**Center Street & 7<sup>th</sup> Avenue:**

Installation of a mast arm for the northbound far right signal heads.

**Center Street & Sherman**

*Replacement of far-side right signal lenses from 8" to 12" lenses. Additionally, northbound and southbound far-right signal heads will be put on mast arms. Left turn lanes will be created with pavement marking on the east and west approaches.*

**Lincoln Avenue & S. 13<sup>th</sup> Street:**

*Installation of a mast arm for the westbound far right signal to improve visibility of signal indications and reduce the rear angle and right angle accidents.*

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*	\$0	\$0	0%	\$0	0%
Real Estate*	\$0	\$0	0%	\$0	0%
Construction	\$25,120	\$22,608	90%	\$2,512	10%
<b>Total Cost Distribution</b>	<b>\$25,120</b>	<b>\$22,608</b>		<b>\$2,512</b>	

Design and Real Estate are not eligible costs under the Small HES Program. The Federal portion of the funding is capped at \$22,608 for construction costs. Project costs in excess of this amount will be your responsibility.

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 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.
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 (for construction costs); balance by Municipality, as specified in Hazard Elimination Safety (HES) Program regulations.

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