

# Local Bridge (205) Template – 100% Locally Funded Design

 <p><b>STATE/MUNICIPAL AGREEMENT FOR A LOCAL BRIDGE PROJECT</b></p> <p><b>100% LOCALLY FUNDED DESIGN AND DESIGN OVERSIGHT</b></p>	<p>Revised Date Date: October 21, 2013 I.D.: 2984-40-00 Road Name: North 51<sup>st</sup> Boulevard Bridge ID: P40-0632 Location: Over Lincoln Creek Limits: West Lincoln Creek Drive to West Parkway Drive County: Milwaukee Project Length: 0.02 Facility Owner: City of Milwaukee Project Sponsor: City of Milwaukee</p>
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The signatory, City of Milwaukee, 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 Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

**NEEDS AND ESTIMATE SUMMARY:**

All components of the project must be defined in the environmental document if any portion of the project will be submitted for approval in a federally funded program. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

**Existing Facility** - Describe and give reason for request: Bridge number P40-0632 passes over Lincoln Creek with a clear bridge width of 62ft and length of 109ft with 3 spans. It is structurally deficient, has a sufficiency rating of 67.6, and is included in the 2013 NBI list.

**Proposed Improvement** - Nature of work: Structure Rehabilitation. Rehabilitating the structure will involve removing and replacing the deck and railings, sandblasting and repainting the superstructure steel, concrete repairs to the abutments and piers, and associated rehabilitative actions. Minimal approach work (less than 250 feet) will be required. A 6 foot sidewalk will be included on the new deck. N. 51<sup>st</sup> Boulevard is signed as a Bike Route and adequate bicycle accommodations will be required on the new deck.

WisDOT BOS recommends replacing steel expansion bearing with laminated elastomeric bearings in accordance with WisDOT Bridge Manual 40.15. Steel fixed bearings may be replaced or rehabilitated as conditions require. All bearings shall be replaced, or sandblasted and rehabilitated before the new concrete deck is placed. Also include construction contract requirements to check for soundness of concrete under bearing base plates and anchor bolt section loss or shear failures. Repair as required.

The rehab report noted debris from recent flood was on bearing seats. Recommend checking pressure flow to verify forces can be adequately resisted by existing and any proposed bearing modifications.

If the concrete slope paving is to be removed a scour analysis will need to be part of the final plan preparation. It is likely the pier spread footings will need effective scour countermeasures (rip-rap) included in the rehabilitation plans as well as any areas below flood elevations that are disturbed by bridge construction. A Plan of Action may also be required.

# Local Bridge (205) Template – 100% Locally Funded Design

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable Federal requirements if the project is approved in a federally funded program: None identified.

The Municipality agrees to the following funding conditions for 100% locally funded designs for projects seeking approval for Design in the Local Bridge program:

- A State/Municipal Agreement is required to allow state review on a locally funded design for a project not currently in an approved Local Bridge program.
- Costs for design and state review of design are 100% the responsibility of the municipality.
- Should federal funding for project construction be approved, the municipality will be subject to Local Bridge guidelines for bridge projects.

The dollar amounts shown in the Summary Funding Table below are estimates unless explicitly identified as maximum amounts.

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
<b>ID 2984-40-00</b>					
<b>Design</b>	<b>\$191,700</b>	<b>\$0</b>	<b>0%</b>	<b>\$191,700</b>	<b>100%</b>
<b>State Review</b>	<b>\$38,340</b>	<b>\$0</b>	<b>0%</b>	<b>\$38,340</b>	<b>100%</b>
<b>Total Est. Cost Distribution</b>	<b>\$230,040</b>	<b>\$0</b>	<b>0%</b>	<b>\$230,040</b>	<b>100%</b>

**Costs for design and state review of design are 100% the responsibility of the municipality.**

This request is subject to the terms and conditions that follow (pages 3 – 4) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing signed by both parties to the State/Municipal Agreement.

Signed for and in behalf of: **City of Milwaukee** (please sign in blue ink.)

Name	Title	Date

Signed for and in behalf of the State:

Name	Title: SE Region Planning Chief	Date
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[Terms and Conditions begin on the following page.]

# Local Bridge (205) Template – 100% Locally Funded Design

## GENERAL TERMS AND CONDITIONS:

1. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
  - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
  - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
  - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113 and Wis. Stat. 103.50.
  - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
  - e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.
  - f. All DBE requirements that the State specifies.
  - g. Federal statutes that govern the Highway Bridge Replacement and Rehabilitation Program, including but not limited to 23 U.S.C. 144.
  - h. State Statutes that govern the Local Bridge Program, including but not limited to Wis. Stat 84.18.
  - i. Bridge Approaches Funding Policy. FHWA limits bridge approach costs to only those approach costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards). On a program level, FHWA has determined that, on average, bridge approach costs should amount to no more than 10% of the cost for constructing the bridge, and the municipality should be prepared to offer a justification of costs for any bridge project where the approach costs exceed that percentage.
  - j. State administrative rule that implements Local Bridge Program: Ch. Trans 213.
2. The items listed below are illustrative of terms that will be applicable should the project receive federal funding for construction.
  - a. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
  - b. Work prior to federal authorization is ineligible for federal or state funding.

## MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

3. Work necessary to complete the proposed improvement project to be financed entirely by the Municipality or other utility or facility owner includes the following items:
  - a. Preliminary Engineering and design

# Local Bridge (205) Template – 100% Locally Funded Design

b. Management Consultant and State Review Services.

4. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
5. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
6. The Municipality will, at its own cost and expense, provide complete plans, specifications, and estimates for state review.

## **LEGAL RELATIONSHIPS:**

7. **Contract Modification:** This State/Municipal Agreement can only be modified by written instruments duly executed by both parties. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally.
8. **Binding Effects:** All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
9. **Choice of Law and Forum:** This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

## **PROJECT FUNDING CONDITIONS**

10. The Municipality agrees to the following project funding conditions:
  - a. ID 2984-40-00: The Municipality is responsible for 100% of design related costs. This phase includes Plan Development, Management Consultant Review, and State Review. The work includes project review, approval of required reports and documents and for processing the final PS&E document for award of the contract. Costs include an estimated amount for state review activities.
  - b. Execution of this agreement does NOT guarantee that the subject project will be approved for federal/state funding in present or future Local Bridge Program cycles.

[End of Document]