

AGREEMENT BETWEEN
THE WISCONSIN DEPARTMENT OF TRANSPORTATION
AND
THE CITY OF MILWAUKEE DEPARTMENT OF PUBLIC WORKS

State Project I.D. 1060-05-92

CONTRACT NO. 6

2004 Traffic Mitigation

Marquette Interchange Reconstruction

This agreement, is a one-time grant made and entered into by and between the Wisconsin Department of Transportation (DEPARTMENT) and the City of Milwaukee Department of Public Works (CITY), provides for services as described herein.

The DEPARTMENT advises implementation of a comprehensive and cost effective traffic mitigation program that will help insure the safety, accessibility, and mobility for users of the Marquette interchange while minimizing unsafe conditions. To mitigate traffic impacts caused by the reconstruction of the Marquette Interchange, the DEPARTMENT will provide funding to the CITY for installing emergency vehicle signal preemption on three alternate route corridors, installing traffic signal and other operational improvements, and optimizing traffic signal timing plans to accommodate new and changing traffic patterns as specified in Attachment A: City of Milwaukee Department of Public Works - Cost Estimate. The agreement duration for the services described herein is for the calendar year of 2004. It is anticipated that this project will help provide safer and quicker responses to incidents on the freeway and across the city as well as improve travel and reduce delays on surface streets.

EMERGENCY VEHICLE SIGNAL PREEMPTION

The CITY shall install emergency vehicle preemption equipment on the following arterials:

- St. Paul Avenue - Water Street to 35th Street; Preemption system shall be operational by May 14, 2004.
- West Highland Ave - 6th Street to 27th Street; Preemption system shall be operational by February 1, 2005.
- Water Street - Clybourn Street to Mason Street; Preemption system shall be operational by November 1, 2005.

The CITY shall operate and maintain the preemption system upon installation. Operations and maintenance costs will not be funded. Emergency vehicle preemption at traffic signals will provide safer and quicker responses for firefighters and paramedics traveling to incident scenes.

NORTH LEG LOCAL OPERATIONAL IMPROVEMENTS

The CITY shall provide operational improvements along alternate routes affected by the Marquette Interchange Reconstruction and specifically those routes affected by the North Leg Contract. Equipment

to be installed may include traffic signal heads, loop detectors, loop lead in cable, pedestrian push buttons, traffic controller cabinets, and traffic controllers. A list of the primary alternate routes include North Ave., Walnut Ave., Winnebago St., Highland Ave., Wells St., Clybourn St., St. Paul Ave., MLK Dr., Cherry St., 6th St., 7th St., 8th St., 17th St., 27th St., and Fond du Lac Ave. The CITY shall complete the installations of the operational improvements at the intersections shown in the table below.

Operational improvements such as adding actuated turning movements and adding protected turning phases at these intersections will keep traffic moving along alternate routes, help keep the downtown open, and will affect a large number of commuters (transit and drivers).

Intersection	Improvement Completed By
St. Paul and 13 th	May 14, 2004
Clybourn and 27 th	May 14, 2004
6 th and Highland	October 1, 2004
Walnut and Fond du Lac	March 1, 2005
17 th and Highland	March 1, 2005
6 th and Walnut	May 1, 2005
Water and Pleasant	May 1, 2005
Walnut and 3 rd	May 1, 2005

TRAFFIC SIGNAL RETIMING

The CITY shall provide staff and resources to retime and optimize traffic signal timing along key alternate routes to accommodate changing traffic patterns as ramps are closed/opened and local access is modified. This funding is not intended to be used as a supplement to for normal traffic engineering functions, but rather to adjust existing traffic signals to maximize the efficiency of the local streets under additional traffic volumes caused by the reconstruction project. Traffic signal timing will help keep traffic moving along alternate routes, help keep the downtown open, and will affect a large number of commuters (transit and drivers).

Basis of Payment

The CITY shall charge actual costs incurred and attributable to the work described above under this agreement to the DEPARTMENT. Reimbursement to the CITY for Emergency Vehicle Signal Preemption will not exceed \$94,935. Reimbursement to the CITY for North Leg Operational Improvements will not exceed \$42,851. Reimbursement to the CITY for Traffic Signal Retiming will not exceed \$148,000. Total reimbursement to the CITY for traffic mitigation measures under this agreement will not exceed \$285,786 as detailed in Attachment A; City of Milwaukee Department of Public Works - Cost Estimate. Billings shall be directed to the attention of David Nguyen, Wisconsin Department of Transportation, District 2, 141 NW Barstow Street, P.O. Box 798, Waukesha, WI 53187-0798 and will include a statement of expenses supported by a description of items and services provided.

Notifications

Other correspondence and notifications required under this contract shall be given as follows:

Notice to the City: Chris Fornal

Planning Developments and ITS Engineer

City of Milwaukee Department of Public Works

841 N. Broadway, Room 909

Milwaukee, WI 53202

(414) 286-2452

cforna@mpw.net

Notice to the Department: David Nguyen

Marquette Interchange Project Manager

Wisconsin Department of Transportation, District 2

141 NW Barstow

Waukesha, WI 53187-0798

(262) 548-6725

david.nguyen@dot.state.wi.us

Manojoy Nag

Marquette Interchange Traffic Engineer

Wisconsin Department of Transportation, District 2

141 NW Barstow

Waukesha, WI 53187-0798

(262) 548-6423

manojoy.nag@dot.state.wi.us

APPROVED _____

For the City of Milwaukee Department of Public Works Date

APPROVED _____

For the Wisconsin Department of Transportation Date

APPROVED _____

Governor, State of Wisconsin Date

Attachment A:

City of Milwaukee Department of Public Works

Cost Estimate

State Project I.D. 1060-05-92

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EMERGENCY VEHICLE SIGNAL PREEMPTION

Item	Hours	Rate	Cost
Procurement of Equipment <ul style="list-style-type: none"> • St. Paul Avenue • West Highland Avenue • Water Street 			\$47,405
Staff Hours	905	\$52.50	\$47,530
Total			\$94,935

NORTH LEG LOCAL OPERATIONAL IMPROVEMENTS

Item	Cost
Procurement and Installation of Equipment (Cost for Installations Use AUP Cost - Includes Staff Time)	\$42,851
Total	\$42,851

TRAFFIC SIGNAL RETIMING

Item	Hours	Rate	Cost
Staff Hours	1,471	\$100.63	\$148,000
Total			\$148,000

Total Estimated Cost: \$285,786

2

1060-05-92, Contract No. 6

City of Milwaukee Department of Public Works

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Prepared on: January 16, 2004