

Res 110821

Deb Fowler

RECEIVED
INFRASTRUCTURE
SERVICES DIV. ADMIN.

State of Wisconsin

CORRESPONDENCE/MEMORANDUM

PROJECT AGREEMENT ACCEPTANCE

2012 JAN -4 PM 3:21

DATE: December 22, 2011

SUBJECT: Project Agreement

Project Number: 2060-00-06/26/76 – Initial
Road Name: STH 38.
Project Limits: Oklahoma Ave. to Lincoln Ave.
Municipality: City of Milwaukee, Milwaukee County
Funding items: CSS

FROM CITY ENGINEER			
	DRIG	COPY	REVIEW
JP			REPLY <input checked="" type="checkbox"/>
CW	<input checked="" type="checkbox"/>		COMMENT
DM			DISTRIB
MA			INFD <input checked="" type="checkbox"/>
VG			COORD
LCG	<input checked="" type="checkbox"/>		SEE ME
MK		<input checked="" type="checkbox"/>	ACTION <input checked="" type="checkbox"/>
			RTN:

The Attached Agreement Is Recommended For approval.

PROGRAM: 303-STH Rehab-3R.

CONCEPTS COVERED BY THIS AGREEMENT: Design, Real Estate, Construction

ESTIMATED COST: \$10,044,760

PARTICIPATION: See Estimated Cost Table

NON-PARTICIPATION: See Estimated Cost Table

EXECUTED BY: City of Milwaukee DATE: November 22, 2011

LET DATE: September 11, 2018

DESIGN REVIEW (if STH) BY: _____ (DATE) _____

NOTES: -

Approved

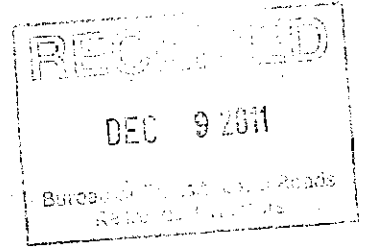
Justin Shell
Program Manager, DTIM-BSHP-PD&A

12/22/11
Date

Region: SE

STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT

DATE: September 19, 2011
PROJECT DESIGN ID: 2060-00-06
PROJECT CONSTRUCTION ID: 2060-00-26/76/9x
HIGHWAY: STH 38 LENGTH: 1.14 Miles
LIMITS: Oklahoma Ave to Lincoln Ave
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: Improvement.

Proposed Improvement - Nature of work: As determined by project scoping.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality: A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan).

PHASE	ESTIMATED COST					
	Total Est. Cost	Federal/ State Funds		Municipal % Funds		%
Preliminary Engineering:						
Plan Development	\$ 863,000	\$ 647,250	75%	\$ 215,750		25%
State Review	\$ 172,600	\$ 129,450	75%	\$ 43,150		25%
Real Estate Acquisition:						
Acquisition	\$ 268,000	\$ 268,000	100%	\$ -		0%
Compensable Utilities	\$ 20,000	\$ 20,000	100%	\$ -		0%
Construction:						
Participating	\$ 2,760,100	\$ 2,760,100	100%	\$ -		0%
Pavement items, parking **	\$ 5,290,200	\$ 4,883,913	92.32%	\$ 406,287		7.68% **
CSS *	\$ 305,000	\$ 305,000	MAX	\$ -		BAL
Signs & Signal, LFA	\$ 140,000	\$ 140,000	100%	\$ -		0%
Replacement Lighting, LFA	\$ 200,860	\$ 200,860	100%	\$ -		0%
Non-Participating	\$ 25,000	\$ -	0%	\$ 25,000		100%
Total Cost Distribution	\$ 10,044,760	\$ 9,354,573		\$ 690,187		

*Community Sensitive Solutions (CSS) - Maximum State/Federal funds of \$305,000, any amount that exceeds this maximum is to be funded with 100% Municipal funds

** Participation for parking is an estimate, the actual percent will be calculated when final plans are complete. Changes to the parking percentage noted in the above chart, require a letter of request from the Municipality. Upon acceptance of the percent changes, the State will send a concurrence letter.

This request is subject to the terms and conditions that follow (pages 2 and 3) 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 in behalf of the City of Milwaukee.

Colleen Kuhn
Name Commissioner of Public Works 11/22/11
Date

Michael J. Owen
Name **DEPUTY** 11/28/11
Comptroller Date

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) 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 incident 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 of new sidewalks and driveways, replacement of sidewalks and private driveways resulting from roadway construction.
 - (g) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices.
 - (h) Real Estate for the improvement.
 - (i) Preliminary engineering and state review services.
4. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner 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 incident 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 the project, it shall reimburse the State for any costs incurred by the State in 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 shall 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 shall make ample provision for such maintenance each year.
- (b) Maintenance of sidewalks and landscaping features along the project.
- (c) Maintenance of lighting systems, to include energy.
- (d) Maintenance of all features outside the travel lanes when additional pavement width is added at the request of the Municipality, with the exception of turn lanes.
- (e) Prohibit angle parking.
- (f) 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.
- (g) Assume general responsibility for all public information and public relations for the project and to make fitting announcement 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 an around the projects.
- (h) Provide complete plans, specifications, relocation order, real estate plat, estimates, appraisals, and acquiring the parcels.
- (i) Use the WisDOT Utility Accommodation Policy unless it adopts a policy, which has equal or more restrictive controls.

9. Basis for local participation:

Funding for preliminary engineering – for connecting highways is 75% State, 25% Municipal

Funding for real estate required for standard roadway construction, 100% State.

Funding for compensable utilities required for standard roadway construction, 100% State

Funding for construction of standard roadway items – 100% State

Funding for parking lanes – 100% Municipal and is calculated as a percentage of parking area compared to the total area of pavement. Parking percentage applies only to pavement items.

Funding for CSS (Community Sensitive Solutions) – 100% State, maximum amount \$305,000. Costs above this maximum are 100% Municipal. The funding is to be used for enhancement features along the project limits. CSS funds have been inflated to 2019 dollars.

Funding for replacement lighting impacted by construction – 100% State, LFA project to be established.

Funding for signs & signals are standard construction – 100% State, LFA project to be established

Funding for non participating items – 100% Municipal