



Wisconsin Department of Transportation

2007 OCT -1 10:3:00

October 29, 2004

Mr. Jeffrey S. Polenske, P.E.
City Engineer
841 North Broadway
Room 703
Milwaukee, WI 53202

Dear Mr. Polenske:

Subject: ID 2225-02-03/73/93
North Prospect Avenue
STH 32
Bridge over the Oak Leaf Bike Trail
Milwaukee County

FROM CITY ENGINEER			
	ORIG	COPY	REVIEW
JP			REPLY
CW		<input checked="" type="checkbox"/>	COMMENT
JD			DISTRIB
MA			INFO
SP			COORD
			SEE ME
			ACTION
			RTN:

LCG

TRANSPORTATION DISTRICT 2
2000 Pewaukee Road, Suite A
P.O. Box 798
Waukesha, WI 53187-0798

Telephone: (262) 548-5902
FAX: (262) 548-5662
E-mail: waukesha.dtd@dot.state.wi.us

Please sign and return two of the attached revised project agreements. A third copy has been included for your files.

This project is tentatively scheduled for December 2007 letting. If you have any questions please call be at (262) 548-5949 or thomas.longtin@dot.state.wi.us if you would like to use email.

Sincerely,

Thomas P. Longtin, P.E.
State Program Engineer

cc: Kathy Labisch

STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT

DATE: October 29, 2004
PROJECT DESIGN ID: 2225-02-03
PROJECT CONSTRUCTION ID: 2225-02-70
HIGHWAY: North Prospect Avenue (STH 32) LENGTH: 0 mile
LIMITS: N Prospect Ave over the Oak Leaf Bike Trail
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:

Proposed Improvement - Nature of work: Rehabilitation of the bridge.

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	\$ 210,000	\$ 157,500	75%	\$ 52,500	25%	
State Review	\$ 42,000	\$ 31,500	75%	\$ 10,500	25%	
Real Estate Acquisition:						
Acquisition	\$ -	\$ -		\$ -		
State Review	\$ -	\$ -		\$ -		
Construction:						
Participating	\$ 1,400,000	\$ 1,400,000	100%	\$ -		
Traffic Control Devices	\$ -	\$ -	100%	\$ -		
New Sidewalk	\$ -	\$ -		\$ -		
New Lighting	\$ -	\$ -		\$ -		
Landscaping	\$ -	\$ -		\$ -		
CSD Bridge *	\$ 70,000	\$ 70,000	100%	\$ -		
Non-Participating	\$ 25,000	\$ -		\$ 25,000	100%	
Total Cost Distribution	\$ 1,747,000	\$ 1,659,000		\$ 88,000		

* Community Sensitive Design (CSD)

This request is subject to the terms and conditions that follow (pages 2 & 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.

Name Title 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 shall 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) 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) Prohibit angle parking.
 - (e) 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.
 - (f) 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.
 - (g) Provide complete plans, specifications, relocation order, real estate plat, estimates, appraisals, and acquiring the parcels.
 - (h) Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. Basis for local participation: Design based upon 25% local cost share for connecting highways. Construction costs for standard items is 100% State/Federal cost share. Cost share for parking is 100% local cost share of the pavement items, which is calculated as a percentage of the total pavement items. Community Sensitive Design (CSD) funding is to be used for enhancement or decorative features along the project limits. CSD funds are capped and do not have a local cost share.