



Department of Public Works
Infrastructure Services Division

October 22, 1999

James C. Kaminski
Commissioner of Public Works

Donald A. Burda
Deputy Commissioner of Public Works

Mariano A. Schifalacqua
City Engineer

To the Public Improvements Committee

Subject: Common Council Resolution Number 990947


Dear Honorable Members:

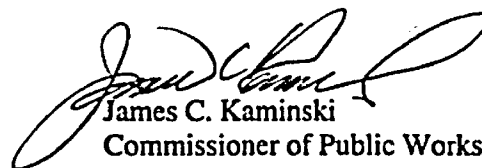
The Wisconsin Department of Transportation (WISDOT) has transmitted the attached project agreement to be executed by the City of Milwaukee, for the programming and construction of various projects associated with the removal of the Park East Freeway between North 4th Street and North Jefferson Street, as follows:

1. Freeway demolition and connection to local street system.
2. New bridge over the Milwaukee River connecting East Knapp Street and West McKinley Avenue, and
3. Miscellaneous local street improvements.

We have prepared and recommend adoption of the attached resolution authorizing and directing the Commissioner of Public Works to execute the project agreement. The resolution also authorizes and directs the City Comptroller to transfer funds to the project subaccount for the City's share of preliminary engineering costs.

Very truly yours,


Mariano A. Schifalacqua, P.E.
City Engineer


James C. Kaminski
Commissioner of Public Works

DAN:cjt
Attachments
Cc: Mr. W. Martin Morics

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

DATE: October 12, 1999
PROJECT DESIGN ID's: 1730-05-00, 1730-06-00, 1730-07-00
Park East Freeway
HIGHWAY: STH 145
LIMITS: North 6th Street to North Jefferson 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.

Reason for the project: Local development plans aid the Intergovernmental Memorandum of Understanding indicate that a surface arterial will allow additional development in the Central Business District while increasing multi-modal transportation service opportunities.

Proposed projects - Nature of work:

- Hillside Connection to 4th Street - reconstruction of STH 145 to a local roadway system.
- McKinley/Knapp Street bridge from North 4th Street to Water Street - construction of a new movable bridge.
- Local Street Improvements associated with the removal of the Park East Freeway - construction of new, and reconstruction of existing, streets and alleys, and miscellaneous traffic operation changes (ie. turn lanes, signal improvements, etc.).

Cost Summary of All Projects

	Total Cost	State*		City of Milwaukee	
		ICE #	Match +	ICE #	Match ©
Hillside Connection to 4th Street	\$8,000,000	\$6,800,000	\$1,200,000	\$0	\$0
Milwaukee River Crossing	\$8,000,000	\$0	\$0	\$6,800,000	\$1,200,000
Multiple Street Improvements	\$9,000,000	\$0	\$0	\$7,650,000	\$1,350,000
Totals	\$25,000,000	\$6,800,000	\$1,200,000	\$14,450,000	\$2,550,000

Parties agreed to maximize ICE funds, ICE funding not to exceed \$ 21,250,000

+ State funding not to exceed \$1,200,000

© Estimated Municipal funds - final costs to be determined from actual expenditures.

* Total State ICE and Match funds not to exceed \$8,000,000.

ICE: Interstate Cost Estimate Substitute Project funds provided by section 1045 of ISTEPA Public Law 102-240, December 8, 1991 as affected by Section 373 of the Omnibus Appropriations Act, Public Law (05-277 (enacted 10/21/98) and as allocated by the Letter of Agreement on the Allocation of ICE Dollars and on Milwaukee transportation Projects (dated 4/20/99)).

Individual Project Cost Breakdown

ID: 1730-05-00, 20, 40, 70
HIGHWAY: STH 145/Park East Freeway
LIMITS: Hillside Connection to 4th Street
COUNTY: Milwaukee

	Total Cost	ICE	State		City of Milwaukee	
			Match	ICE	Match	
Preliminary Engineering	\$ 800,000	\$ 680,000	\$ 120,000	\$ -	\$ -	\$ -
Construction	\$ 7,200,000	\$ 6,120,000	\$ 1,680,000	\$ -	\$ -	\$ -
Total	\$ 8,000,000	\$ 6,800,000	\$ 1,200,000	\$ -	\$ -	\$ -

ID: 1730-06-00, 20, 40, 70
HIGHWAY: McKinley/Knapp Street Bridge
LIMITS: 4th Street to Water Street
COUNTY: Milwaukee

	Total	ICE	State		City of Milwaukee	
			Match	ICE	Match	
Preliminary Engineering	\$ 800,000	-	-	\$ 680,000	\$ 120,000	
Real Estate	\$ 200,000			\$ 170,000	\$ 30,000	
Construction	\$ 7,000,000	-	-	\$ 5,950,000	\$ 1,050,000	
Total	\$ 8,000,000			\$ 6,800,000	\$ 1,200,000	

ID: 1730-07-00, 20, 40, 70
HIGHWAY: Local Street Improvements, associated with the removal of the Park East Freeway
COUNTY: Milwaukee

	Total	ICE	State		City of Milwaukee	
			Match	ICE	Match	
Preliminary Engineering	\$ 1,000,000	-	-	\$ 850,000	\$ 150,000	
Miscellaneous	\$ 2,000,000	-	-	\$ 1,700,000	\$ 300,000	
Signals	\$ 500,000	-	-	\$ 425,000	\$ 75,000	
Real Estate	\$ 1,000,000	-	-	\$ 850,000	\$ 150,000	
Construction	\$ 4,500,000	-	-	\$ 3,825,000	\$ 675,000	
Total	\$ 9,000,000			\$ 7,650,000	\$ 1,350,000	

This request is subject to the terms and conditions that follow (pages 3 to 5) 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.

Name	Title	Date
Signed for and in behalf of the City Milwaukee.		

Name	Title	Date
Signed for and in behalf of Milwaukee County.		

Name	Title	Date
Signed for and in behalf of Wisconsin Department of Transportation.		

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 City street lighting and traffic signals or devices.
 - (h) Real Estate for the improvement.
 - (i) Preliminary engineering and state review services.
 - (j) New moveable bridge and all ancillary items.
 - (k) Construction mitigation
 - (l) Landscaping
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. Utilities associated with the bridge tenders house are excepted.
 - (b) Conditioning, if required and maintenance of detour routes.
 - (c) Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - (d) 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.
9. Basis for State and Municipal participation: The "Letter of Agreement on the Allocation of ICE Dollars and on Milwaukee Transportation Projects."
10. The basis for the land disposition is contained in a separate Jurisdictional Transfer Agreement.

ROLES AND RESPONSIBILITIES

Milwaukee County agrees to be the lead agency, in cooperation with the other parties, in the environmental and public processes that will precede any actual removal of the facility.

The State Department of Transportation will play the lead role in designing the facilities to the local street system for reconnecting to I-43.

The City of Milwaukee will be the lead in the replacement facilities to the local street system and river crossing.

Land Disposition Plan

The State and Milwaukee County will develop a Land Disposition Plan in accordance with Title 49, Code of Federal Regulations, Section 18.31. The plan will be developed in coordination with the City of Milwaukee, Southeastern Wisconsin Regional Planning Commission, and the Federal Highway Administration. The plan will also take into account the overall redevelopment plan which will include the subject freeway land. This plan will be developed by the City of Milwaukee and Milwaukee County.