



**1<sup>st</sup> Revision**  
**STATE/MUNICIPAL FINANCIAL**  
**AGREEMENT FOR A STATE- LET**  
**HIGHWAY PROJECT**

*This agreement supercedes the agreement signed by the Municipality on January 25, 2023 and signed by DOT on January 27, 2023.*

Revised date: May 14, 2024  
Date: November 21, 2022  
I.D.: 2984-01-09/79  
Road Name: N 51<sup>th</sup> St  
Title: C MILWAUKEE, N 51ST ST  
Limits: AT BURLEIGH AND CENTER  
County: Milwaukee  
Roadway Length: 0.03 miles

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 affect 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:** Signalized intersections N. 51st St. at W. Burleigh St. and W. Center St. experienced a high frequency and severity of crashes, including disregard of red, rear-end, left turn, and pedestrian crashes. In addition, the intersections of N. 51st St. at W. Burleigh St. and W. Center St are on the City of Milwaukee's Pedestrian High Injury Network

**Proposed Improvement - Nature of work:** Monotube mast arms will be installed including primary signal faces with backplates over each lane and flashing yellow arrows will be installed on approaches with left turn lanes. Most above ground signal equipment will be replaced at the intersections including the installation of breakaway standards. Left turn lanes will be painted on W. Center St. at N. 51st St. to reduce left turn crashes. To reduce pedestrian crashes, curb extensions with ADA compliant pedestrian ramps and smaller radii will be constructed on all four corners at W. Center St. and on three corners at W. Burleigh St.

**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). Items to be 100% locally funded could include, but may not be limited to, haul roads, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, decorative elements.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State ** Funds	%	Municipal Funds	%
Preliminary Engineering:					
Plan Development	\$ 242,500	\$ 218,250	90%	\$ 24,250	10% + BAL
State review	\$ 15,000	\$ 13,500	90%	\$ 1,500	10% + BAL
Compensable Utilities	\$ -	\$ -	0%	\$ -	100%
Construction:					
Participating	\$ 1,824,428	\$ 1,629,000	90%	\$ 195,428	10% + BAL
State Review	\$ 15,000	\$ 13,500	90%	\$ 1,500	10% + BAL
Non-Participating	\$ 1,000	\$ -	0%	\$ 1,000	100%

**Total Cost Distribution           \$    2,097,928   \$    1,874,250           \$    223,678**

1 Estimates include construction engineering, Federal funding maximum of \$231,750 for Design, and \$1,642,500 for Construction

\*\* Total project cost exceeds \$1,900,000, triggering the companion funding requirement under HSIP guidelines  
The companion funding requirement requires the City to pay 100% of project costs in excess of \$1,900,000.

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [2] – [4]); is made by the undersigned under proper authority to make such request for the designated Municipality, upon signature by the State, and delivery to the Municipality. The initiation and accomplishment of the improvement will be subject to the applicable federal and state regulations. No term or provision of neither the State/Municipal Financial Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Financial Agreement.

Signed for and in behalf of the <b>City of Milwaukee</b> (please sign in blue ink)	
Name (print)	Title Commissioner
Signature	Date
Name (print)	Title Comptroller
Signature	Date
Signed for and in behalf of the <b>State</b> (please sign in blue ink)	
Name <b>Tony Barth</b>	Title <b>WisDOT SE Region Planning Chief</b>
Signature	Date

**TERMS AND CONDITIONS:**

1. The Municipality shall 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. Local participation shall be limited to the items and percentages set forth in the Summary of Costs table, which shows Municipal funding participation. In order to guarantee the Municipality’s foregoing agreements to pay

the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from General Transportation Aids or any moneys otherwise due and payable by the State to the Municipality.

2. Funding of each project phase is subject to inclusion in an approved program and per the State's Facility Development Manual (FDM) standards. Federal aid and/or state transportation fund financing will be limited to participation in the costs of the following items as specified in the Summary of Costs:
  - (a) Design engineering and state review services.
  - (b) Compensable utility adjustment and railroad force work necessitated for the project.
  - (c) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
  - (d) Storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage of the improvement; including replacement and/or adjustments of existing storm sewer manhole covers and inlet grates as needed.
  - (e) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
  - (f) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
  - (g) Replacement of existing sidewalks necessitated by construction and construction of new sidewalk at the time of construction. Sidewalk is considered to be new if it's constructed in a location where it has not existed before.
  - (h) Replacement of existing driveways, in kind, necessitated by the project.
  - (i) New installations or alteration resulting from roadway construction of standard State street lighting and traffic signals or devices. Alteration may include salvaging and replacement of existing components.
3. 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) New installation or alteration of signs not necessary for the safe and efficient flow of traffic.
  - (c) Roadway and bridge width in excess of standards.
  - (d) Real Estate necessitated for the improvement.
  - (e) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
  - (f) Provide complete plans, specifications, and estimates for sanitary sewer and water main work. The Municipality assumes full responsibility for the design, installation, inspection, testing, and operation of the sanitary sewer and water system. This relieves the State and all of its employees from the liability for all suits, actions, or claims resulting from the sanitary sewer and water system construction.
  - (g) Parking lane costs.
  - (h) Coordinate, clean up, and fund any hazardous materials encountered during construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.
  - (i) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.

- (j) Conditioning, if required, and maintenance of detour routes.
  - (k) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
4. 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.
  5. If the Municipality should withdraw the project, it shall reimburse the State for any costs incurred by the State in behalf of the project.
  6. The work will be administered by the State and may include items not eligible for federal/state participation.
  7. The Municipality shall assume general responsibility for all public information and public relations for the project and to make a 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 and around the projects.
  8. Basis for local participation as specified in Surface Transportation Program—(H.S.I.P.) Safety regulations: Participation is based on actual costs incurred; all costs listed in Table 1: Summary of Costs are approximate costs unless otherwise noted:
    - (a) Funding for preliminary engineering: Design is funded with 90% Federal funding up to a maximum of \$231,750 when the Municipality agrees to provide the remaining 10% and any funds in excess of the federal funding maximum.
    - (b) Funding for construction: Construction is funded with 90% Federal funding up to a maximum of \$1,642,500 when the Municipality agrees to provide the remaining 10% and any funds in excess of the federal funding maximum.
    - (c) Funding for non-participating items 100% Municipality.

Comments and Clarification: This agreement is an active agreement that may need to be amended as the project is designed. It is understood that these amendments may be needed as some issues have not been fully evaluated or resolved. The purpose of this agreement is to specify the local and state involvement in funding the project. A signed agreement is required before the State will prepare or participate in the preparation of detailed designs, acquire right-of-way, or participate in construction of a project that merits local involvement.