



**Revision #1**  
**STATE/MUNICIPAL FINANCIAL**  
**AGREEMENT FOR A STATE- LET**  
**HIGHWAY PROJECT**

*This agreement supersedes the agreement signed by the municipality on 12/12/2019 and signed by the State on 1/3/2020.*

Revised Date: May 12, 2021  
 I.D.: 1641-03-04  
 Road Name: USH 14, STH 16, STH 33  
 Title: C La Crosse, Intersection Improvements  
 Limits: VAR Intersections USH 14,STH 16,STH 33  
 County: La Crosse  
 Roadway Length: 0.28 miles

I.D.: 1641-03-75  
 Road Name: USH 14  
 Title: C La Crosse, Intersection Improvements  
 Limits: Mormon Coulee Rd/Broadview PL Intersection  
 County: La Crosse  
 Roadway Length: 0.06 miles

I.D.: 7575-07-70  
 Road Name: STH 16  
 Title: C La Crosse, Intersection Improvements  
 Limits: La Crosse St/STH 35/West Ave Intersection  
 County: La Crosse  
 Roadway Length: 0.12 miles

I.D.: 5120-02-70  
 Road Name: STH 33  
 Title: C La Crosse, Intersection Improvements  
 Limits: Jackson St/STH 35/West Ave Intersection  
 County: La Crosse  
 Roadway Length: 0.10 miles

The signatory **City of La Crosse**, 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:** All three of these intersections are on existing connecting highways within the City of La Crosse.

Project 1641-03-75: Mormon Coulee Road (USH 14) is generally a two-lane urban arterial with a two-way left turn lane. However, right at the Broadview Place intersection, Mormon Coulee Road is a four-lane divided section with raised medians and left turn lanes. Broadview Place is a city street with one lane in each direction plus left turn lanes. The intersection is currently controlled with traffic signals mounted on a mix of poles and trombone arms.

Project 7575-07-70: La Crosse Street (STH 16) is generally a four-lane urban arterial. The additional width is used for parking west of the West Avenue intersection and for bike lanes east of the intersection. However, right at the West Avenue intersection, La Crosse Street has raised medians and turn lanes. West Avenue (STH 35) is a four-lane urban arterial and is also a connecting highway. The intersection is currently controlled with traffic signals mounted on a mix of poles and trombone arms.

Project 5120-02-70: Jackson Street (STH 33) is generally a two-lane urban arterial with parking on both sides. However, right at the West Avenue intersection, Jackson Street is four-lanes with no parking. West Avenue (STH 35) is a four-lane urban arterial and is also a connecting highway. The intersection is currently controlled with traffic signals mounted on a mix of poles and trombone arms.

These three intersections all have documented crash histories related to the sight distance of left turning drivers being inhibited by opposing left turning traffic and the less than ideal visibility of traffic signals due to the single overhead signal head for each direction of travel.

**Proposed Improvement - Nature of work:** Improve safety at these three intersections by installing monotube traffic signals with one signal head per lane. In addition, left turn lanes and median islands will be reconstructed to improve the offset and sight distance for the oppose left turning vehicles.

**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:** The Municipality is responsible for 100% of the design engineering costs including State oversight. The Municipality shall pay 100% of the cost of installing or adjusting water and sanitary sewer items including manhole cover and water valve adjustments.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering:					
Plan Development	\$ 75,000	\$ -		\$ 75,000	100%
State Oversight	\$ 10,000	\$ -		\$ 10,000	100%
Real Estate Acquisition:					
Acquisition	\$ 61,000	\$ 61,000	100%	\$ -	
<sup>1</sup> Construction 1641-03-75:					
Roadway (cat 0010)	\$ 301,077	\$ 270,969	90%	\$ 30,108	10%+Bal
<i>subtotal 1641-03-75:</i>	\$ 301,077	\$ 270,969		\$ 30,108	
<sup>1</sup> Construction 7575-07-70:					
Roadway (cat 0010)	\$ 571,550	\$ 432,911	90%	\$ 138,639	10%+Bal
<i>subtotal 7575-07-70:</i>	\$ 571,550	\$ 432,911		\$ 138,639	
<sup>1,2</sup> Construction 5120-02-70:					
Roadway (cat 0010)	\$ 394,991	\$ 332,474	90%	\$ 62,517	10%+Bal
Utility Adjustments (cat 0020)	\$ 5,618	\$ -		\$ 5,618	100%
<i>subtotal 5120-02-70:</i>	\$ 400,609	\$ 332,474		\$ 68,135	
Total construction subtotal:	\$ 1,273,236	\$ 1,036,354		\$ 236,882	
Non-Participating	\$ -	\$ -		\$ -	

**Total Cost Distribution                   \$    1,419,236   \$    1,097,354                   \$    321,882**

1. Estimates include construction engineering.
2. Work Credit - See number 8 of Terms and Conditions.

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [3] – [5]); 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 La Crosse</b> (please sign in blue ink)	
Name (print)	Title
Signature	Date
Signed for and in behalf of the <b>State</b> (please sign in blue ink)	
Name <b>Steve Flottmeyer</b>	Title <b>WisDOT Southwest 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) Real Estate necessitated for the improvement.
  - (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) Construction inspection, staking, and material testing and acceptance for construction of sanitary sewer and water main.
  - (e) 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.
  - (f) Parking lane costs.
  - (g) 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.
  - (h) Damages to abutting property due to change in street or sidewalk widths, grades, or drainage.
  - (i) Conditioning, if required, and maintenance of detour routes.
  - (j) 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:
- (a) Preliminary Engineering and State Oversight (1641-03-04)  
The Municipality is responsible for 100% of the design engineering costs including State oversight.
  - (b) Roadway Construction (1641-03-75)  
The Municipality is responsible for 10% of the construction cost plus any costs that exceed the HSIP capped amount. HSIP funding is capped at \$306,022 including delivery. The construction estimate is preliminary for program scheduling only. As items are identified during the design phase that require cost participation or are ineligible for Federal/State funding, this agreement will be amended to reflect those costs.
  - (c) Roadway Construction (7575-07-70)  
The Municipality is responsible for 10% of the construction cost plus any costs that exceed the HSIP capped amount. HSIP funding is capped at \$432,911 including delivery. The construction estimate is preliminary for program scheduling only. As items are identified during the design phase that require cost participation or are ineligible for Federal/State funding, this agreement will be amended to reflect those costs.

(d) Roadway Construction (5120-02-70)

The Municipality is responsible for 10% of the construction cost plus any costs that exceed the HSIP capped amount. HSIP funding is capped at \$332,474 including delivery. The construction estimate is preliminary for program scheduling only. As items are identified during the design phase that require cost participation or are ineligible for Federal/State funding, this agreement will be amended to reflect those costs.

(e) Work Credits (5120-02-70)

In accordance with the State's Local Cost Sharing Policy of the Program Management Manual, the Municipality may receive work credit towards its share of costs for services it provided to the extent that the value equals the cost WisDOT would have incurred in providing the service:

The Municipality plans to procure and furnish poles, arms, and the signal cabinet for monotube traffic signals to be erected as part of construction ID 5120-02-70. The cost of the poles and arms is estimated at \$28,000 for the northbound, southbound, and westbound legs. Materials for the eastbound traffic signal are the responsibility of the Municipality and are not eligible for work credit. The cost of the signal cabinet is estimated at \$14,000. The state agrees to credit the Municipality for the actual cost of the procured and furnished items against the construction ID 5120-02-70.

In order to receive the work credit for the furnished items, the Municipality shall submit invoices and cancelled checks for the State's review and approval. In order to receive the work credit, the invoices and cancelled checks must be submitted to the State by December 31, 2022.

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.