

CORRESPONDENCE/MEMORANDUM

PROJECT AGREEMENT ACCEPTANCE

DATE: January 24, 2024

SUBJECT: Project Agreement

Project 5991-07-82/83

C La Crosse, Losey Boulevard
Mormon Coulee Road to Ward Avenue
LOC STR (Losey Boulevard)
La Crosse County

The Attached Agreement Is Recommended for Approval:

WISDOT PROGRAM: Safety (Regular HSIP)

LEGISLATIVE SUBPROGRAM: 206 – Local Transportation Facility Improvement Assistance

CONCEPTS COVERED by this AGREEMENT: Design & Construction

ESTIMATED COST: \$2,173,343

PARTICIPATION: Project ID# 5991-07-82 is funded 100% by the local sponsor. Project ID# 5991-07-83 is funded 90% Federal / 10% Local with a max federal cap of \$1,710,000. Any costs that exceed the Total HSIP Cost Cap Amount of \$1,170,000 are 100% the responsibility of the local sponsor of the project.

EXECUTED BY: City of La Crosse

DATE: 1/23/2024

LET DATE: 1/12/2027

NOTES: N/A

REGION REVIEWER: Linda Richardson
REGIONAL PROGRAM COORDINATOR

REGION: SW 1/24/2024
DATE

STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT

DATE: November 20, 2023
I.D.: 5991-07-82/83 HWY: Losey Boulevard
TITLE: C La Crosse, Losey Boulevard
SUBTITLE: Mormon Coulee Road to Ward Avenue
COUNTY: La Crosse LENGTH: 0.43 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 effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is extended by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility: Existing roadway is designated as a truck route within the NHS. Existing conditions of the roadway include 4 vehicle lanes, 1-foot boulevards, and 4 foot sidewalks. These boulevards are extremely narrow and the sidewalks are below City of La Crosse minimum. The City of La Crosse has observed several rear-end crashes as well as rear-end left turning crashes.

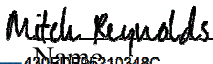
Proposed Improvement: The project proposes to move the curb and gutter in by 8 feet, create two 11-foot travel lanes, and one two-way left turn lane (TWLTL). The dedicated TWLTL reduces the likelihood of rear end crashes from traffic waiting to turn left across Losey Boulevard. The boulevard will increase from 1 foot to 8 foot. The sidewalk would be replaced with new 5-foot wide concrete sidewalk, installed by a separate city contract. Two pedestrian islands would be added in the corridor within the TWLTL with Rectangular Rapid Flashing Beacons (RRFB). City utilities will also be replaced as non-participating items.

Non-participating Items: Municipal utilities.

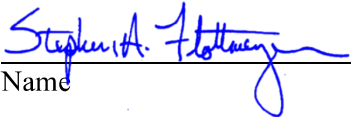
PHASE	Total Est. Cost	Federal/ State Funds	%	Municipal Funds	%
Preliminary Engineering: (5991-07-82)		(Max \$0)			
Plan Development	\$0	\$0	0%	\$0	100%
State Review	\$80,965	\$0	0%	\$80,965	100%
Prelim. Engineering Total	\$80,965	\$0	0%	\$80,965	100%
Construction: (5991-07-83)		(Max \$1,710,000)			
Participating	\$1,769,459.13	\$1,486,956.52	90%	\$282,502.61	10% + Bal
Participating Delivery	\$265,418.87	\$223,043.48	90%	\$42,375.39	10% + Bal
Non-Participating	\$50,000	\$0	0%	\$50,000	0%
Non-Participating Delivery	\$7,500	\$0	0%	\$7,500	0%
Construction Total	\$2,092,378	\$1,710,000	90%	\$382,378	10% + Bal
Total Cost Distribution	\$2,173,343	\$1,710,000		\$463,343	

This request is subject to the terms and conditions that follow (pages 3-4) 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 City of La Crosse:

DocuSigned by:  43041706210348C...	Mayor	1/23/2024
_____	_____	_____
Name	Title	Date

Signed for and in behalf of the State:

	Stephen A. Flottmeyer WisDOT SW Region Planning Chief	2/26/2024
_____	_____	_____
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 will 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 highway fund financing will be limited to participation in the costs of the following items:
 - (a) The grading, base, pavement, and replacement of disturbed driveways in kind.
 - (b) Construction engineering incidental to inspection and supervision of actual construction work.
 - (c) Signing and pavement marking, including detour routes.
 - (d) State review services for construction ID 5991-07-83.
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 installation 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 incidental to the improvement.
 - (e) Real estate for the improvement.
 - (e) Preliminary engineering and design.
 - (f) State review services for design ID 5991-07-82.
5. As the work progresses, the Municipality will be billed and agrees to pay 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 and the Municipality agrees to pay any required reimbursement to the State.
6. If the Municipality should withdraw the project, it will 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 will 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 will make ample provision for such maintenance each year.
 - (b) Prohibit angle parking.
 - (c) 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.
 - (d) 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 and around the projects.
 - (e) Provide complete plans, specifications, relocation order, real estate plat, and estimates.
 - (f) Use the WisDOT Utility Accommodation Policy unless it adopts a policy which has equal or more restrictive controls.
9. 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 any moneys otherwise due and payable by the State to the Municipality.

10. The basis for local participation is as follows:

ID 5991-07-82: Preliminary engineering including state review is funded 100% by the Municipality.

ID 5991-07-83: Participating construction is funded with 90% Highway Safety Improvement Program (HSIP) funds to a **maximum capped amount of \$1,710,000** when the Municipality agrees to provide the remaining 10% and all costs in excess of the capped amount. Non-participating costs are funded 100% by the Municipality.

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