

	<p style="text-align: center;">Revision #3 STATE/MUNICIPAL FINANCIAL AGREEMENT FOR A STATE- LET HIGHWAY PROJECT</p> <p><i>This agreement supersedes the agreement signed by the Municipality on 10/14/2019 and signed by the State on 10/29/2019.</i></p>	<p>Revised Date: July 20, 2021 Date: February 8, 2011 I.D.: 7575-07-03,73,83 Road Name: STH 16 Title: City of La Crosse, La Crosse St. Limits: Oakland St. to Losey Blvd. County: La Crosse Roadway Length: 0.91 Miles</p>
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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: The existing facility is a two-lane urban roadway posted at 25 MPH. This segment has an extensive crash history, 80% of which are rear-end crashes. The entire length has a rate flag and a KAB flag. The entire segment is on the 2017 Location of Interest Report (LOIR).

Proposed Improvement - Nature of work: The proposed treatment is a 3-lane TWLTL, which should eliminate the presence of stopped left-turners in traffic. Bike lanes are being perpetuated with the project. The widening of the roadway to 3 lanes will result in replacing the traffic signal at East Avenue. Rectangular Rapid Flashing Beacon (RRFB) are to be installed at Oakland Street and at the crosswalk near Hillview Street. Street lighting will also be placed along this corridor.

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: Water and Sanitary lines and adjustments will be 100% the responsibility. A nominal amount is included to cover items in paragraph 4 (to be adjusted in the final plan).

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 City of La Crosse (please sign in blue ink)	
<i>Nikki Etsen</i> Name (print) Mayor Mitch Reynolds	City Clerk Assistant Title Mayor
Signature <i>Miki Etsen</i>	Date 10/15/2021
Signature <i>Mayor Mitch Reynolds</i>	Date 10/14/2021
Signed for and in behalf of the State (please sign in blue ink)	
Name Steve Flottmeyer	Title WisDOT SouthWest Region Planning Chief
Signature <i>Steve Flottmeyer</i>	Date 10/20/2021

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) Real Estate necessitated for the improvement.
 - (c) Compensable utility adjustment and railroad force work necessitated for the project.
 - (d) The grading, base, pavement, curb and gutter, and structure costs to State standards, excluding the cost of parking areas.
 - (e) Extension of 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.
 - (f) Construction engineering incidental to inspection and supervision of actual construction work, except for inspection, staking, and testing of sanitary sewer and water main.
 - (g) Signing and pavement marking necessitated for the safe and efficient flow of traffic, including detour routes.
 - (h) 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.

- (i) Replacement of existing driveways, in kind, necessitated by the project.
 - (j) 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.
 - (k) Replacement of storm sewer mains, culverts, laterals, manholes, inlets, catch basins, and connections for surface water drainage not necessitated by the improvement projects.
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) Design Engineering: (7575-07-03)
 - a. All design engineering costs necessitated by the street or road construction are 100% eligible for Federal/State funding. The Municipality is responsible for 25% of the design engineering costs for improvements on a connecting Highway. The Municipality may be responsible for the design of

any enhancement items.

(b) Real Estate Acquisitions: (7575-07-23)

- a. All real estate acquisition costs necessitated by the roadway improvement project are 100% eligible for Federal/State funding. The State will reimburse the Municipality for real estate and all eligible acquisition costs necessitated by the roadway construction if the real estate is being acquired where roadway improvements are needed. Costs not eligible for State Reimbursement include real estate purchased for parking and excess remnants not associated with the roadway project.

(c) Participating Construction: (7575-07-73)

- a. Roadway: HSIP funding is used for this roadway project and is capped at \$1,800,000 (Including Engineering). Any roadway costs above the capped amount will be funded by the State.
- b. Concrete Curb & Gutter Special 66-Inch: The Municipality shall pay 100% for the installation of the 66" Concrete Curb & Gutter.
- c. Rapid Flashing Beacon Lighting System: The cost for the RFB Lighting System is covered 100% by HSIP funding or Federal/State Funding.
- d. Storm Sewer: New Storm Sewer pipes, inlets and castings that are extended from the existing locations to its new location on the widened roadway are the responsibility of the State and is covered by HSIP funding or Federal/State Funding. Any other storm sewer upgrades including manholes, catch basins, casting and pipes will be the responsibility of the Municipality.
- e. Street Lighting, Standard: New continuous street lighting designed to accepted WisDOT standards and installed at time of construction is 50% eligible for Federal/State funding. The Municipality may request decorative lighting in place of standard lighting; however, the State will only participate in 50% of the standard lighting cost. The Municipality is responsible for costs above the standard lighting cost. Any decorative lighting items are the responsibility of the Municipality. All future maintenance and operations costs of the continuous street lighting are the responsibility of the Municipality.
- f. Pavement Marking, Grooved-In: The Municipality may request grooved-in pavement marking in place of standard pavement marking; however, the State will only participate in the standard pavement marking cost. The cost of standard pavement marking is estimated to be 45% of grooved-in pavement marking and the Municipality is responsible for costs above the standard pavement marking cost.

(d) Non-Participating Construction: (7575-07-83)

- a. Sanitary & Water: The Municipality shall pay 100% of the cost of installing and/or adjusting fire hydrants, water and sanitary sewer systems including manhole and valve adjustments. The costs are not eligible for Federal/State funding.
- b. Losey Blvd. Roadway: The Municipality shall pay 100% of the cost of installing storm sewer vault, storm sewer inlets and any work associated with the installation of the storm sewer system at the intersection of La Crosse St. and Losey Boulevard. The costs are not eligible for Federal/State funding.

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.

21-1325

Resolution authorizing the Mayor and City Clerk to sign revised State/Municipal Financial Agreement for the Reconstruction of La Crosse Street from Oakland Street to Losey Boulevard (ID# 7575-07-03, 73, 83).

RESOLUTION

WHEREAS, the City of La Crosse (City) and State of Wisconsin Department of Transportation (WisDOT) enter into State/Municipal Financial Agreements (SFMA) for the scoping, design, real estate acquisition, and construction of Connecting Highways and Non-Connecting Highways within the limits of the City of La Crosse; and

WHEREAS, staff from the City and WisDOT have been in coordination of the scoping and the development of plans, specifications, and estimates of said project, which is detailed in the attached document, including updates and revisions therein.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that the Mayor and City Clerk are authorized to sign the revised SMFA for the reconstruction of La Crosse Street (ID# 7575-07-03, 73, 83).

BE IT FURTHER RESOLVED that the SMFA be referred to existing and future Capital Improvement Program budgets for funding of design and construction, as detailed in the attached document.

BE IT FURTHER RESOLVED that City staff are hereby authorized to perform all duties to effectuate this resolution.