CITY OF STOUGHTON
DEPARTMENT OF
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DIRECTOR

Date: November 14, 2019

To: Finance Committee

From: Rodney J. Scheel
Director of Planning & Development

Subject: Finance Committee Agenda Item – Agreement with State DOT for USH 51 Roundabouts at Hoel/Silverado, STH 138 and Roby Road

The Wisconsin Department of Transportation (DOT) is scheduled to construct roundabouts on US Highway 51 at the intersections of Hoel/Silverado, STH 138, and Roby Road, in 2021. In 2017, as part of R-101-2017, the City provide design guidance to the DOT about certain project upgrades, such as colored concrete, that would be funded by the City. The DOT has provided an Agreement that outlines the City's contribution to the project. The estimated cost for the City funded items as part of the DOT project is $45,500.

The agreement is recommended for approval.

If you have any questions, please contact me.

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STATE / MUNICIPAL FINANCIAL AGREEMENT FOR A STATE- LET HIGHWAY PROJECT	Date: March 26, 2019 I.D.:5845-01-06/22/44/76, 5845-01-08/23/78 Road Name: USH 51 Title: Stoughton - Madison Limits: STH 138 To Silverado Dr/ Hoel Ave and Roby Road Intersection County: Dane Roadway Length: 0.20 mi/ 0.36 mi

The signatory **City of Stoughton**, 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 – Both locations are experiencing significant traffic growth as the City of Stoughton expands to the west. Traffic volumes have increased and are projected to continue increasing to a level that causes the intersections of USH 51 and STH 138, USH 51 and Hoel Avenue/Silverado Drive, and USH 51 and Roby Road to experience poor level of service and increase crash occurrence. The existing intersections are not sufficient to accommodate this growth. A temporary traffic signal was installed at USH 51 and STH 138 in 2016 to improve operations at that intersection until the ultimate improvement could be constructed. The improvement will also eliminate the skew at the USH 51 and STH 138 Intersection.

Proposed Improvement – The three intersections of USH 51and STH 138, USH 51 and Silverado/Hoel Avenue, and USH 51 and Roby Road will be reconstructed as roundabouts.

The typical section through the roundabout has a 12-foot concrete truck apron, either one 20' driving lane or an inside 12-foot driving lane and a 20-foot outside driving lane, 18-inch curb and gutter between the central island and truck apron, 36-inch mountable curb and gutter between the truck apron and driving lanes and 30-inch curb and gutter on the outside of the driving lanes, a 5-foot terrace and a 10-foot multi-use path.

The typical section for the roundabout approaches has a variable median width, a 12-foot inside driving lane with a 12-foot typical (variable) outside driving lane, 30-inch curb and gutter, a 5-foot terrace and a 10-foot multi-use path. North of the STH 138 roundabout some areas have a 5-foot asphalt outside shoulder with a 5-foot base aggregate dense shoulder and an inside shoulder of 3-foot and a 3-foot asphalt inside shoulder with a 3-foot base aggregate dense shoulder.

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: Installing and adjusting water and sanitary sewer systems including manhole and valve adjustments, and colored concrete.

TABLE 1: SUMMARY OF COSTS - STH 138 to Silverado Dr/ Hoel Ave (5845-01-06/ 22/ 44/ 76)

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering: 5845-01-06					
Plan Development	$ 457,590	$ 457,590	100%	$ -	
Real Estate Acquisition:					
Acquisition: 5845-01-22	$ 120,000	$ 120,000	100%		
Compensable Utilities: 5845-01-44	$ 37,000	$ 37,000	100%	$ -	
[1]Construction: 5845-01-76					
Roadway	$ 4,694,500	$ 4,694,500	100%	$ -	
Non-Participating Municipal Items				$ -	
° Coloring Concrete	$ 21,800			$ 21,800	100%
° Utility Adjustments	$ 5,000			$ 5,000	100%
Total Cost Distribution	**$ 5,335,890**	**$ 5,309,090**		**$ 26,800**	

1. Estimates include construction engineering.

TABLE 2: SUMMARY OF COSTS - Roby Road (5845-01-08/ 23/ 78)

Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering: 5845-01-08					
Plan Development	$ 250,000	$ 250,000	100%	$ -	
Real Estate Acquisition:					
Acquisition: 5845-01-23	$ 175,000	$ 175,000	100%		
Compensable Utilities	$ -			$ -	
[1]Construction: 5845-01-78					
Roadway	$ 1,895,400	$ 1,895,400	100%	$ -	
Non-Participating Municipal Items				$ -	
° Coloring Concrete	$ 13,700			$ 13,700	100%
° Utility Adjustments	$ 5,000			$ 5,000	100%
Total Cost Distribution	**$ 2,339,100**	**$ 2,320,400**		**$ 18,700**	

1. Estimates include construction engineering.

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, upon fully executed signature of applicable State Municipal Maintenance Agreement 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 Stoughton** (please sign in blue ink) Name (print)	Title	
Signature		Date
Signed for and in behalf of the **State** (please sign in blue ink) Name	Title	
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) 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) 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 roundabout at the time of construction.

(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 for city utility construction. All hazardous material cleanup work shall be performed in accordance to state and federal regulations.

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, in cooperation with the State, assist with public relations for the project and announcements 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 project.

8. Basis for local participation:

   (a) Design Engineering (5845-01-06/08)

   All design engineering costs necessitated by the street or road construction are 100% eligible for Federal/State funding. Standard street lighting design is a participating item. Any design costs associated with non-participating construction items are the responsibility of the Municipality. The costs of designing a lighting system that consists of decorative street lights and other enhancement items are the responsibility of the Municipality.

   (b) Real Estate Acquisition (5845-01-22/23)

   All real estate acquisitions necessitated by the roadway improvement are 100% eligible for Federal/State funding. Costs not eligible include real estate purchased for parking and excess remnants not associated with the roadway project.

(c) Roadway Construction (5845-01-76/78)

i. The Municipality shall pay 100% of the cost of installing or adjusting water and sanitary sewer systems including manhole and valve adjustments. These costs are not eligible for Federal/State funding.

ii. The Municipality has elected to color the concrete "porkchop" islands within the project. The Municipality will be 100% responsible for the coloring costs.

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.