



**Original**  
**STATE/MUNICIPAL AGREEMENT**  
**FOR A STATE- LET HIGHWAY**  
**PROJECT**

*[This agreement supersedes the agreement signed by the Municipality on January 14, 2015.]*

Revised Date:

Date: 5/6/2015

I.D.: 6240-26-71

Road Name: STH 47 (Richmond St) City of Appleton

Limits: STH 47/CTH 00

County: Outagamie

Roadway Length: 0.3 miles

The signatory city of Appleton, 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:**

- 1) On STH 47 (Richmond Street), closely spaced traffic signals (250-ft) between CTH 00 (Northland Avenue) and Northland Mall access road contribute to signal timing complications and driver confusion over which signal to respect, which contributes red light violations and angle crashes.
- 2) At the Richmond Street and Northland Avenue intersection, the signal displays are poorly located, there is limited vehicle detection, and signal flashes RED/RED at night on an intersection of roadways posted at 45MPH and 35MPH. The lack of an exclusive right turn lane on northbound Richmond limits the amount of green time for Northland Avenue corridor which seems to be contributing to rear end collisions. In addition, there are issues with business access closely spaced to the intersection.
- 3) On Northland Avenue, at Bennett Street, at W. Frontage Road (Shopko Access) and Mason Street, the signal displays are poorly located and there is no vehicle detection. All signals are pre-timed. At night, all signals flash either RED/RED (Mason) or YELLOW/RED. At Bennett and W. Frontage, the signals flash thru the morning commute due to lack of sufficient vehicle detection.
- 4) On Mason Street, at Northland, the lack of exclusive right turn lanes limits the amount of green time for Northland Avenue corridor which seems to be contributing to rear end collisions.

**Proposed Improvement - Nature of work:**

- 1) At Richmond Street and Northland, remove the existing signalized intersection control with a multilane roundabout. It is well documented that roundabouts dramatically reduce injury type crashes, and would expect the same in this scenario. This should also reduce rear-end collisions on the Northland Avenue corridor as the progression of traffic through signals can be better managed by removing a traffic signal. Replacing this traffic signal with a roundabout also addresses the close spacing between the controlled access of traffic signals at Northland Avenue and Northland Mall access by removing one of the two signals.
- 2) On Richmond Street, hereto we address the close spacing between the existing controlled

access of traffic signals at Northland Avenue and Northland Mall access by removing the Northland Mall Access signal. A review of crash records revealed a substantial number of crashes on Richmond Street between the two existing signals, which we feel will be cleared up by permanently removing the Northland Mall traffic signal. Removing the signalized access at Northland Mall access will more safely manage access and limit confusion over which signal drivers should pay attention to. A closed median will restrict left turns from the existing Northland Mall access road. Left turns out of Northland Mall will be maintained by performing a U-turn at the new roundabout at Northland Ave and Richmond Street discussed in item #1 above.

- 3) On Richmond Street, at Weiland Avenue, a left turn lane will be added for northbound traffic to optimize the effectiveness of the proposed roundabout in item #1 above. This also includes a closed median that will restrict left turns from the existing business access on Richmond between Northland and Weiland. Left turns will be maintained by accessing Weiland or performing a U-turn at the new roundabout at Northland Ave and Richmond Street discussed in item #1 above.
- 4) On Northland Avenue, at Bennett Street, at W. Frontage Road (Shopko Access) and Mason Street, install monotube signal assemblies to introduce a signal display per lane, introduce flashing yellow arrow operation for permitted left turns, and add vehicle detection to enable fully actuated operation. These improvements will improve driver visibility of signal displays, will aim to improve permitted left turn safety with flashing yellow arrow (at Mason), and allow a more safe and efficient operation with detection to fully actuate the signal (i.e. no more RED/RED or YELLOW/RED flash). Other than the signal improvements, no other layout, marking, or pavement improvements are included in the original scope of the project.
- 5) On Mason Street, at Northland, add an exclusive 80' right turn lane to northbound and an exclusive 90' right turn lane to southbound Mason Street approaches to Northland. This improvement will allow a more safe and efficient operation by reducing the overall delay of the intersection and increasing green time for Northland Avenue.

**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:**

- Design efforts in addition to that which are needed to accomplish the above mentioned improvements.
- Sanitary and Water system adjustments/replacements if needed.

**TABLE 1: SUMMARY OF COSTS**

Phase	Total Est. Cost	Federal/State Funds	%	City Funds	%	County Funds	%
<b>**Design Engineering:</b>							
<b>ID 6240-26-00</b>							
Plan Development	\$ 477,868	\$ 477,868	100%		0%		0%
<b>**Real Estate Acquisition:</b>							
<b>ID 6240-26-21</b>							
Acquisition Priority 1	\$ 25,000		0%	\$ 25,000	CAP		0%
Acquisition Priority 2	\$ 175,000	\$ 175,000	100%		0%		0%
<b>Construction:</b>							
<b>ID 6240-26-71</b>							
<b>Category 0010 - Roadway Items</b>							
Priority 1	\$ 3,376,000	\$ 3,376,000	100%		0%		0%
Priority 2 - Roadway Items >\$3,376,000	\$ 246,000		TBD		TBD		TBD
<b>Category 0020 - CSS 1.5%</b>							
Priority 1	\$ 58,000	\$ 58,000	CAP		0%		0%
Priority 2 - CSS >1.5% CAP			0%		Balance		0%
<b>Category 0030 - Lighting</b>							
Priority 1 - Standard Lighting	\$ 200,000	\$ 100,000	50%	\$ 100,000	50%		0%
<b>Category 0040 - Non-Participating Items</b>							
Priority 1 - Non-Participating	\$ 200,000		0%		TBD		TBD
<b>SUBTOTAL (Construction):</b>	<b>\$ 4,080,000</b>						
<b>TOTAL COST DISTRIBUTION:</b>	<b>\$ 4,757,868</b>	<b>\$ 4,186,868</b>		<b>\$ 125,000</b>			

**Note: \*\* These cost participation categories have been addressed in a previous SMA.**

This request is subject to the terms and conditions that follow (pages [3] – [5]) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal 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 Agreement.

Signed for and in behalf of the <b>City of Appleton</b> (please sign in blue ink)		
Name	Title	Date
Signed for and in behalf of the State (please sign in blue ink)		
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 shall pay to the State all costs incurred by the State in connection with the improvement that exceed 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 any moneys otherwise due and payable by the State to the Municipality.
3. 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 bridge 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 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.
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 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) Parking lane costs.

- (f) 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.
  - (g) Damages to abutting property due to change in street or sidewalk widths, grades or drainage.
  - (h) Conditioning, if required and maintenance of detour routes.
  - (i) Repair of damages to roads or streets caused by reason of their use in hauling materials incidental to the improvement.
5. 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.
  6. If the Municipality should withdraw the project, it shall 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 shall 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 shall make ample provision for such maintenance each year. This agreement does not remove the current municipal maintenance responsibility.
    - (b) Maintain and accept responsibility for the energy, operation, maintenance, repair, and replacement of the lighting system.
    - (c) Prohibit angle parking.
    - (d) Regulate parking along the highway. The Municipality will file a parking declaration with the State.
    - (e) Use the WisDOT Utility Accommodation Policy unless the Municipality adopts a policy which has equal or more restrictive controls.
    - (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) Maintain all Community Sensitive Solutions and/or enhancement funded items.
    - (h) In cooperation with the Northeast Region assist with public information and public relations for the project.
  9. Basis for local participation:

Only the following project cost participation categories will be addressed in this agreement. Terms and Conditions items 3 through 8 will be addressed in a future state/municipal agreement.

**Construction – Project ID 6240-26-71**

In accordance with Chapter 3 Section 25 Subject 15 of the State’s Program Management Manual, it is the State’s policy to use a CSS (Community Sensitive Solution) approach to enhance construction projects by integrating them into the community and/or environment. Wis. Stat. 85.0205 limits the State’s use of CSS funding to 1.5% of a project’s construction cost. All CSS costs over the fixed 1.5% (\$58,000) shall be funded 100% by the City. Costs are estimated and subject to a final audit.

[END]