



**ORIGINAL  
STATE/MUNICIPAL  
FINANCIAL AGREEMENT FOR  
A STATE – LET HIGHWAY  
PROJECT**

Date: 6/13/2025  
ID: 1130-64-77 (Design: 1130-63-01)  
Road Name: STH 47  
Title: Appleton – De Pere  
Limits: Richmond St (STH 47) Intchg  
County: Outagamie  
Roadway Length: 0.38 Miles

The signatories City of Appleton, Town of Grand Chute and Outagamie County, 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 IH 41 Project corridor, which has four travel lanes – two in each direction – is congested and sees a higher rate of crashes than similarly configured freeways in Wisconsin. By federal standards, the project area has multiple roadway design deficiencies, and much of its pavement and several bridges are nearing the end of their useful lives and must be replaced.

Much of the original pavement in the corridor was built in the 1960s and has reached the end of its useful life, meaning further rehabilitations are no longer cost-effective. The project corridor also has narrow road shoulders, outdated ramp designs, and interchanges spaced too closely to one another – deficiencies that can contribute to safety and operational problems.

**Proposed Improvement – Nature of work:**

The State identified the diverging diamond interchange as the preferred alternative for the Richmond St (STH 47) interchange. At the Richmond St interchange, the diverging diamond interchange (DDI) is the safest interchange option, has the best traffic operations, and has the support of the Municipality. Impacts between alternatives considered are not substantially different.

Richmond Street will be reconstructed, and bike lanes will be added within the project limits. Sidewalks impacted by reconstruction will be replaced. New storm sewer will be installed within the project limits. The existing structures carrying Richmond Street over IH 41 will be replaced with structures B-44-0322 and B-44-0323. Retaining walls R-44-0038 and R-44-0039 will be constructed. Sign structures S-44-0354, S-44-0355, S-44-0356, S-44-0357, S-44-0358, and S-44-0359 will be constructed. New traffic signals will be installed at the IH 41/ Richmond St. ramp terminals. MUTCD compliant signing and pavement markings will be installed with the project. Landscaping elements such as trees, bushes, and grass will be added to the medians and islands of the IH 41 and Richmond Street DDI. Decorative staining will be applied to the bridges and retaining wall B-44-0322, B-44-0323, R-44-0038, and R-44-0039 with CSD funding. Decorative silhouettes will be placed on the STH 47 bridges B-44-0322 and B-44-0323. Landscaping will be added to the medians and islands of the STH 47 interchange ramp terminals.

Meade Street Overpass – Structure is to remain. Existing fencing on parapets of the Meade Street Bridge, B-44-0171, will be replaced with black fencing. Decorative staining will be applied to the Meade Street Bridge.

**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:**

City of Appleton Intelligent Transportation Systems (ITS) infrastructure will be added to the IH 41 and Richmond Street DDI.

SUMMARY OF COSTS											
<sup>1</sup> Phase		Total Est. Cost	Federal/State Funds	%	City of Appleton	%	Town of Grand Chute	%	Outagamie County	%	
Design Engineering		N/A	N/A	100%	\$0.00	0%	\$0.00	0%	\$0.00	0%	
Real Estate Acquisition		N/A	N/A	100%	\$0.00	0%	\$0.00	0%	\$0.00	0%	
Municipal Utility Coordination		N/A	N/A	100%	\$0.00	0%	\$0.00	0%	\$0.00	0%	
<sup>2</sup> Construction: 1130-64-77											
Category	Description										
1000	Roadway Items	\$10,097,000	\$10,097,000	100%	\$0	0%	\$0	0%	\$0	0%	
1110	Lighting	\$301,000	\$301,000	100%	\$0	0%	\$0	0%	\$0	0%	
1210	FTMS/ ITS	\$0	\$0	100%	\$0	0%	\$0	0%	\$0	0%	
1300	Traffic Signals, DDI	\$645,000	\$645,000	100%	\$0	0%	\$0	0%	\$0	0%	
1400	Richmond Street Interchange CSD Items <sup>3</sup>	\$355,000	\$284,000	80%	\$17,750	5% +BAL	\$17,750	5% +BAL	\$35,500	10% +BAL	
1470	Meade Street Overpass CSD Items <sup>3</sup>	\$18,000	\$14,400	80%	\$1,800	10% +BAL	\$0	0% +BAL	\$1,800	10% +BAL	
1620	Local/ Non Participating, City of Appleton	\$24,000	\$0	0%	\$24,000	100%	\$0	0%	\$0	0%	
1630	Local/ Non Participating, Town of Grand Chute	\$15	\$0	0%	\$0	0%	\$15	100%	\$0	0%	
1700	Utilities, City of Appleton	\$6,000	\$5,400	90%	\$600	10%	\$0	0%	\$0	0%	
1710	Utilities, Town of Grand Chute	\$4,000	\$3,600	90%	\$0	0%	\$400	10%	\$0	0%	
1810	100% State Funded	\$22,000	\$22,000	100%	\$0	0%	\$0	0%	\$0	0%	
2040	Structure B-44-0322	\$1,984,000	\$1,984,000	100%	\$0	0%	\$0	0%	\$0	0%	
2050	Structure B-44-0323	\$2,322,000	\$2,322,000	100%	\$0	0%	\$0	0%	\$0	0%	
2060	Structure B-44-0171	\$100,000	\$100,000	100%	\$0	0%	\$0	0%	\$0	0%	
4030	Structure R-44-0038	\$1,020,000	\$1,020,000	100%	\$0	0%	\$0	0%	\$0	0%	
4040	Structure R-44-0039	\$942,000	\$942,000	100%	\$0	0%	\$0	0%	\$0	0%	
6030	Structure S-44-0354	\$138,000	\$138,000	100%	\$0	0%	\$0	0%	\$0	0%	
6040	Structure S-44-0355	\$69,000	\$69,000	100%	\$0	0%	\$0	0%	\$0	0%	
6050	Structure S-44-0356	\$138,000	\$138,000	100%	\$0	0%	\$0	0%	\$0	0%	
6060	Structure S-44-0357	\$138,000	\$138,000	100%	\$0	0%	\$0	0%	\$0	0%	
6070	Structure S-44-0358	\$100,000	\$100,000	100%	\$0	0%	\$0	0%	\$0	0%	
6080	Structure S-44-0359	\$138,000	\$138,000	100%	\$0.00	0%	\$0	0%	\$0	0%	
Construction Subtotal		\$18,561,015	\$18,461,400		\$44,150		\$18,165		\$37,300		
Total Est. Cost Distribution		\$18,561,015	\$18,461,400		\$44,150		\$18,165		\$37,300		
<sup>1</sup> Costs shown are estimates only and may be updated as design progresses											
<sup>2</sup> Estimates include construction engineering.											
<sup>3</sup> Community Sensitive Design (CSD) amenities considered to be the preference of the community are funded with 80% federal funding up to a maximum of: - \$290,400 for Richmond Street Interchange - \$15,000 for Meade Street Overpass No state funding is permitted for CSD amenities. See Item 8 for terms and conditions.											

This request shall constitute agreement between the Municipality and the State; is subject to the terms and conditions that follow (pages [4] – [9]); 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 on behalf of the City of Appleton	
Name	Title
<small>(print)</small>	
Signature	Date

Signed for and on behalf of the Town of Grand Chute	
Name	Title
<small>(print)</small>	
Signature	Date

Signed for and on behalf of Outagamie County	
Name	Title
<small>(print)</small>	
Signature	Date

Signed for and on behalf of the State	
Name	Title
<small>(print)</small>	
Signature	Date

(please sign in blue ink)

**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 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.
  - (k) Eligible Community Sensitive Design (CSD) amenities considered to be the preference of the community, not to exceed CSD funding limit for the project.
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 with state and federal regulations.
  - (h) 20% of costs of eligible Community Sensitive Design (CSD) amenities considered to be the preference of the community up to the CSD funding limit for the project, plus 100% of costs of eligible CSD amenities in excess of the CSD funding limit for the project.

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 on 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:

**Design Engineering, Real Estate Acquisition, Utility Coordination:**

The State will pay 100% of the cost for design engineering, real estate acquisition, and utility coordination.

Costs for design engineering, real estate acquisition, and utility coordination are shown as not applicable (N/A) in the summary of costs table due to the complexities of isolating individual Let Project costs from the Appleton-Green Bay corridor wide design ID (1130-63-01) and this information is not relevant to the municipal construction cost share.

**Construction ID: 1130-64-77**

The Project Agreement will be revised, if necessary, as the project progresses. All costs shown are approximate and subject to final audit.

**Category 1000 – Roadway Items**

The State will pay 100% of the construction costs under Category 1000 – Roadway Items unless otherwise noted.

**Category 1110 – Lighting**

The State will pay 100% of the construction costs under Category 1110 – Lighting (standard WisDOT Lighting) unless otherwise noted.

**Category 1210 – FTMS / ITS**

The State will pay 100% of the construction costs under Category 1210 – FTMS / ITS unless otherwise noted.

**Category 1300 – Traffic Signals, DDI**

The State will pay 100% of the construction costs under Category 1300 – Traffic Signals, DDI unless otherwise noted.

### **Category 1400 – Richmond Street Interchange CSD Items**

CSD amenities are funded with 80% Federal funding up to a maximum of \$290,400 when the Municipality agrees to provide the remaining 20% and any funds in excess of the CSD funding limit.

Richmond Street Interchange CSD items requested by the municipality and included in this project:

- Staining Structure B-44-0322 - \$20,000
- Silhouette Structure B-44-0322 - \$6,000
- Staining Structure B-44-0323 - \$21,000
- Silhouette Structure B-44-0323 - \$6,000
- Staining Structure R-44-0038 - \$14,000
- Staining Structure R-44-0039 - \$13,000
- Diverging Diamond Interchange Landscaping - \$275,000

Category 1400 - Richmond Street Interchange CSD Items costs are estimated to be \$355,000

Category 1400 - Richmond Street Interchange category funding limit = \$363,000

Costs in excess of the CSD amenities funding limit shall be the responsibility of the Municipality.

The State will pay 80% of the construction cost up to the federal CSD funding limit. The city of Appleton will pay 5% of the construction cost, the town of Grand Chute will pay 5% of the construction cost, and Outagamie County will pay 10% of the construction cost of Category 1400 – Richmond Street Interchange CSD Items and any funds in excess of the federal CSD funding limit.

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify the Municipality of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

### **Category 1470 – Meade Street Overpass CSD Items**

CSD amenities are funded with 80% Federal funding up to a maximum of \$15,000 when the Municipality agrees to provide the remaining 20% and any funds in excess of the CSD funding limit.

Meade Street Overpass CSD items requested by the municipality and included in this project:

- Staining Structure B-44-0171 - \$18,000

Category 1470 – Meade Street Overpass CSD Items costs are estimated to be \$18,000

Category 1470 - Meade Street Overpass category funding limit = \$18,750.

Costs in excess of the CSD amenities funding limit shall be the responsibility of the Municipality.

The State will pay 80% of the construction cost up to the federal CSD funding limit. The city of Appleton will pay 10% of the construction cost and Outagamie County will pay 10% of the construction cost of Category 1470 – Meade Street Overpass CSD Items and any funds in excess of the federal CSD funding limit.

CSD funding is governed by Wis. Stat. 85.0205. The department will regularly review the total CSD funding on this and any associated improvement projects to ensure total CSD funding does not exceed statutory limits. If at any point CSD funding exceeds statutory limits, the department will notify the Municipality of any adjustments to CSD funding that may be required to remain in compliance with state statutes.

### **Category 1620 – Local/ Non-Participating, City of Appleton**

In accordance with Local Participation Policy Section 3-25-5 of the State’s Program Management Manual proposed improvements requested by the Municipality within the project limits, but outside the original project scope, are considered 100% the responsibility of the Municipality.

Local/ Non-Participating, City of Appleton costs are estimated to be \$24,000.

Items requested by the municipality and included in this project:

- FTMS/ ITS Items

The city of Appleton will pay 100% of the construction cost under Category 1620 – Local/ Non-Participating, City of Appleton unless otherwise noted.

### **Category 1630 – Local/ Non-Participating, Town of Grand Chute**

In accordance with Local Participation Policy Section 3-25-5 of the State’s Program Management Manual proposed improvements requested by the Municipality within the project limits, but outside the original project scope, are considered 100% the responsibility of the Municipality.

Local/ Non-Participating town of Grand Chute costs are estimated to be \$15

Items requested by the municipality and included in this project:

- 1 ton of Base Aggregate Dense

Outagamie County will pay 100% of the construction cost under Category 1630 – Local/ Non-Participating town of Grand Chute unless otherwise noted.

### **Category 1700 – Utilities, City of Appleton**

Wisconsin State Statute 84.295 (4m) Municipal Utility Relocation; Freeway Construction

- (a) The state shall pay 90 percent of the eligible costs of the relocation or replacement of any municipal utility facilities required by the construction of any freeway undertaken by the department. The affected municipal utility shall pay the balance of such costs.

Utilities, City of Appleton costs are estimated to be \$6,000.

City of Appleton Utility items requested by the municipality and included in this project:

- Sanitary Manhole Adjustments at STA 199+64 NB47, STA 201+57 NB47, STA 202+97 NB47

The State will pay 90% of the construction cost and the city of Appleton will pay 10% of the construction cost for Category 1700 – Utilities, City of Appleton unless otherwise noted.

### **Category 1710 – Utilities, Town of Grand Chute**

Wisconsin State Statute 84.295 (4m) Municipal Utility Relocation; Freeway Construction

- (b) The state shall pay 90 percent of the eligible costs of the relocation or replacement of any municipal utility facilities required by the construction of any freeway undertaken by the department. The affected municipal utility shall pay the balance of such costs.

Utilities, Town of Grand Chute costs are estimated to be \$4,000.

Town of Grand Chute Utility items requested by the municipality and included in this project:

- Sanitary Manhole Adjustments as STA 203+26 RMSB LT, STA 204+54 RMSB LT

The State will pay 90% of the construction cost and the town of Grand Chute will pay 10% of the construction cost for Category 1710 – Utilities, town of Grand Chute unless otherwise noted.

**Category 1810 – 100% State Funded**

The State will pay 100% of the construction costs under Category 1810 – 100% State Funded Items unless otherwise noted.

**Category 2040 –Structure B-44-0322**

The State will pay 100% of the construction costs under Category 2040 – Structure B-44-0322 unless otherwise noted.

**Category 2050 – Structure B-44-0323**

The State will pay 100% of the construction costs under Category 2050 – Structure B-44-0323 unless otherwise noted.

**Category 2060 – Structure B-44-0171**

The State will pay 100% of the construction costs under Category 2060 – Structure B-44-0171 unless otherwise noted.

**Category 4030 – Structure R-44-0038**

The State will pay 100% of the construction costs under Category 4030 – Structure R-44-0038 unless otherwise noted.

**Category 4040 – Structure R-44-0039**

The State will pay 100% of the construction costs under Category 4040 – Structure R-44-0039 unless otherwise noted.

**Category 6030 – Structure S-44-0354**

The State will pay 100% of the construction costs under Category 6030 – Structure S-44-0354 unless otherwise noted.

**Category 6040 – Structure S-44-0355**

The State will pay 100% of the construction costs under Category 6040 – Structure S-44-0355 unless otherwise noted.

**Category 6050 – Structure S-44-0356**

The State will pay 100% of the construction costs under Category 6050 – Structure S-44-0356 unless otherwise noted.

**Category 6060 – Structure S-44-0357**

The State will pay 100% of the construction costs under Category 6060 – Structure S-44-0357 unless otherwise noted.

**Category 6070 – Structure S-44-0358**

The State will pay 100% of the construction costs under Category 6070 – Structure S-44-0358 unless otherwise noted.

**Category 6080 – Structure S-44-0359**

The State will pay 100% of the construction costs under Category 6080 – Structure S-44-0359 unless otherwise noted.

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.