


The local entity is responsible for all maintenance, which would include painting, joint repair, bearing replacement, rail repair or replacement, crack sealing, spalling or pothole repair, snow and ice removal, sweeping and maintaining the lighting system.

The local entity according to Trans 212 also assumes inspection responsibility.

Local cost share for additional lanes will be treated the same as on state trunk highway projects (see **STH Bridge Replacement** below).

6.2.0 State Trunk Highway Bridge Replacement

A cost share equal to 25 percent of the project cost is required for a structurally sound bridge (a bridge not eligible for bridge replacement funds) being replaced due to the need for additional lanes if the traffic on the bridge meets the "significant local traffic" criterion (defined on p.1 of Document 03-25-05).

 A cost share equal to 25 percent of the identifiable cost of additional lanes is required for a bridge being replaced because it is structurally deficient, if new lanes are added at the time of construction and the bridge meets the "significant local traffic" criterion. The identifiable costs will be computed by comparing the estimate of the cost of a replacement bridge without the additional lanes to the estimate of the cost of a replacement bridge with the additional lanes.

6.2.1 Interstate Bridges

For structures, which are shared with another state, a cooperative agreement may already be in place to guide negotiations. Contact the Director of the Bureau of State Highway Programs.

6.3.0 Bridges Crossing the State Trunk Highway System

6.3.1 Definition

Bridges or underpasses that cross the State Trunk Highway System, but do not access the State Trunk Highway System are included in this category. Pedestrian overpasses or underpasses, bikeways and other trail crossings are considered in this category. Railroad bridges or underpasses are **not** in this category.

6.3.2 Cost Share

When a structure meets the definition given above, the state may share in the total cost of new grade separations based on the benefit to the State Trunk Highway system. Reduced congestion and increased safety to the State Trunk Highway system are considered benefits. The Director of the Bureau of Transit and Local Roads must approve negotiated cost share arrangements. Cost share guidance for other trail crossings is located in FDM Procedure 11-45-10.



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November 7, 2007

Larry Nelson, Rob Phillips
City of Madison – Engineering Department
Madison, WI 53961-0026

Re: Project 1010-01-03/73
IH 39/90/94 Bridges Over Lien Road
Review of Cost Share as Submitted in Project Agreement

Gentlemen:

After reviewing the attached September 13, 2007 State/Municipal Agreement between the State of Wisconsin Department of Transportation and the City of Madison regarding the replacement of the Interstate 39/90/94 bridges over Lien Road, I am confident that the cost sharing as developed is consistent with the current policy described in Chapter 03, Section 25 of the February 9, 2006 Revision of the WisDOT Program Management Manual.

Although the scenario on the Lien Road project does not exactly match what is described in the narratives of the Program Management Manual, I believe our interpretation of this policy in developing the proper cost share amounts for this project are fair and consistent with numerous others that have been developed across the State using the same document. I therefore recommend that the City of Madison accept this State/Municipal Agreement as it is written.

Sincerely,

A handwritten signature in cursive script, appearing to read "John A. Vespevan".

for Rose Phetteplace, P.E.
Regional Operations Director
WisDOT SW Region - Madison

Enclosure