



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

Date: 6/29/2026  
ID: 1130-66-77 (Design: 1130-63-01)  
Road Name: IH 41  
Title: Appleton – De Pere  
Limits: STH 55 Intchg  
County: Outagamie  
Roadway Length:0.166 miles

The signatory City of Kaukauna, 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 ESTIMARY SUMMARY:**

**Existing Facility - Describe and give reason for request:**

IH 41, which passes above STH 55, 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 the pavement and several bridges are nearing the end of their useful service lives and must be replaced.

Much of the original pavement on IH 41 was built in the 1960’s and has reached the end of its useful life, meaning further rehabilitation is no longer cost-effective. The road also has narrow shoulders, outdated ramp designs, and interchanges spaced too closely to one another. As part of this project, the IH 41 bridges over STH 55 need to be reconstructed to accommodate design year traffic projections, and much of the roadway underneath will need to be reconstructed due to the impacts of the bridge reconstructions. Additional safety and operational improvements to the STH 55 interchange roundabouts are also needed.

**Proposed Improvement – Nature of work:**

The proposed STH 55 Interchange project will reconstruct STH 55 southbound, replace curb and gutter along STH 55 northbound, and replace sidewalk underneath new IH 41 mainline bridges B-44-334 and B-44-335. The project will also perform pavement replacement and realignment work at the southern interchange roundabout and make other operational and safety improvements to pavement marking and pedestrian crossings. The proposed roadway will be constructed with 9 1/2-in concrete pavement to match the existing roadway.

**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:**

Non-participating work is not necessary to finish the project, but the Municipality has requested a 100% non-participating category be included to be able to address any unanticipated non-participating needs during construction.

SUMMARY OF COSTS						
<sup>1</sup> Phase	Total Est. Cost	Federal/State Funds	%	City of Kaukauna	%	
Design Engineering	N/A	N/A		\$0.00	0%	
Real Estate Acquisition	N/A	N/A		\$0.00	0%	
Municipal Utility Coordination	N/A	N/A		\$0.00	0%	
<sup>2</sup> Construction: 1130-66-77						
Category	Description					
1000	Roadway	\$1,808,705.04	\$1,808,705.04	100%	\$0.00	0%
1120	Lighting	\$261,310.71	\$261,310.71	100%	\$0.00	0%
1650	Local Non-Participating City of Kaukauna	\$10.93	\$0.00	0%	\$10.93	100%
1710	Utilities, City of Kaukauna	\$1,955.00	\$1759.50	90%	\$195.50	10%
1820	100% State Funded	\$575.00	\$575.00	100%	\$0.00	0%
6090	Structure S-44-0389	\$110,055.00	\$110,055.00	100%	\$0.00	0%
<b>Construction Subtotal</b>		\$2,182,611.68	\$2,182,405.25		\$206.43	
<b>Total Est. Cost Distribution</b>		\$2,182,611.68	\$2,182,405.25		\$206.43	

<sup>1</sup>Costs shown are estimates only and may be updated as design progresses.

<sup>2</sup>Estimates include construction engineering.

This request is subject to the terms and conditions that follow (pages [3-5]); is made by the undersigned under property authority to make such request for the designated Municipality, and upon signature by the State and delivery to the Municipality Maintenance Agreement (SMMA) or creation of a new SMMA signed by the Municipality and the State shall be completed in conjunction with this agreement. 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 Kaukauna	
Name <small>(print)</small>	Title
Signature	Date
Signed for and on behalf of the State	
Name <small>(print)</small>	Title
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.
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 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: 1130-66-77**

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

**Category 1000 – Roadway**

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

**Category 1120 – Lighting**

The State will pay 100% of the construction costs under Category 1120 – Lighting unless otherwise noted.

**Category 1650 – Local/Non-Participating, City of Kaukauna**

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.

Item Number	Item Description	Units	Estimated Qty	Unit Price	Amount
305.0120	Base Aggregate Dense 1 ¼ Inch	Ton	1	\$9.50	\$9.50

1130-66-77 Construction Total	\$9.50
15% Construction Engineering	\$1.43
1130-66-77 Project Total	\$10.93

**Category 1710 – Utilities, City of Kaukauna**

In accordance with 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.

<b>Item Number</b>	<b>Item Description</b>	<b>Units</b>	<b>Estimated Qty</b>	<b>Unit Price</b>	<b>Amount</b>
SPV.0060	Special 0106. Adjusting Sanitary Manhole Covers	Each	2.0	\$850.00	\$1,700.00

1130-66-77 Construction Total	\$1,700.00
15% Construction Engineering	\$255.00
1130-66-77 Project Total	\$1,955.00

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

**Category 1820 – 100% State Funded**

The State will pay 100% of the construction costs under Category 1820 – 100% State Funded unless otherwise noted.

**Category 6090 – Structure S-44-0389**

The State will pay 100% of the construction costs under Category 6090 – Structure S-44-0389 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.