

15-23

**JOINT POWERS AGREEMENT  
FOR THE RECONSTRUCTION OF COUNTY STATE AID HIGHWAY 78  
(HANSON BOULEVARD) FROM 139<sup>TH</sup> LN NW/JAY ST TO BLUEBIRD ST NW  
IN THE CITY OF ANDOVER, MN  
S.P. 002-678-022**

THIS AGREEMENT is made and entered into this \_\_\_ day of \_\_\_\_\_, 2018 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, hereinafter referred to as "City".

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct County State Aid Highway 78 (Hanson Blvd) from 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW and,

WHEREAS, said parties mutually agree that County State Aid Highway 78 between 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of County State Aid Highway 78 between 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW in accordance with Anoka County and the Minnesota Department of Transportation standards to a staff approved layout condition; and,

WHEREAS, Anoka County has jurisdiction over County State Aid Highway 78 between 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW and,

WHEREAS, the parties agree that it is in their best interest that the cost of said project be shared; and,

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the state to enter into joint powers agreements for the joint exercise of powers common to each.

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of reconstructing the roadway, drainage, trail, bridge, and traffic control systems as well as other utilities on CSAH 78 (Hanson Blvd) between 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW; as described in the preliminary design plans. The County project number for the reconstruction is SP 002-678-022 and the City project number is SP 198-020-037. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of Project No. 002-678-022 between 139<sup>th</sup> Ln NW/Jay St to Bluebird St NW is in the best interest of the traveling public and that the Preliminary Layout as shown in Exhibit "A" defines the preliminary design of the Project.

It is agreed that the Exhibit "A" Layout dated April 17, 2018 has been reviewed and accepted by the parties and is suitable for preparation of final construction documents. Any significant changes made hereafter to the design as presented in the Exhibit "A" Layout will require approval by the parties as an amendment to this JPA. These same changes will require a change in the cost share to include any additional design engineering costs that may occur.

## II. METHOD

The County shall cause the construction of Anoka County Project SP 002-678-022, City project number SP 198-020-037.

### IMPROVEMENTS:

It is agreed by the parties that in 2019, CSAH 78 will be reconstructed to a four-lane section with concrete median to the extent shown in "Exhibit A". Improvements include, but are not limited to: traffic signal construction/modification at Jay Street/139<sup>th</sup> Lane, CR 16/Andover Blvd and CR 18/Crosstown Blvd, right- and left-turn lanes, through lanes, shoulders, concrete curb and gutter, storm sewer with associated ponding, bituminous trail, and retaining walls.

### INTERSECTIONS:

As agreed by the parties, improvements to the following intersections have been incorporated in the Exhibit "A" Layout design:

CSAH 78 @ 140<sup>th</sup> Lane NW: Right-In Right-Out  
CSAH 78 @ Andover Blvd: Signal  
CSAH 78 @ 147<sup>th</sup> Ave NW: Full Access  
CSAH 78 @ 148<sup>th</sup> Lane NW: Right-In Right-Out  
CSAH 78 @ Andover Elementary (south access): ¾ Access Intersection  
CSAH 78 @ Andover Elementary (north access): Right-In Right-Out  
CSAH 78 @ 150<sup>th</sup> Lane NW: Right-In Right-Out  
CSAH 78 @ CR 18/Crosstown Blvd: Signal  
CSAH 78 @ Bluebird St/Andover Community Center: ¾ Access Intersection

### RIGHT OF WAY:

The parties agree that the County will acquire all necessary right-of-way and easements for the Project. Acquisition of any additional right-of-way and/or easements needed for improvements to the City street intersections beyond what is defined in the Exhibit "A" Layout will be the responsibility of the City. It is agreed by the parties that all necessary right of way and easements will be in legal possession of the County prior to acceptance of bids for the project. Any City owned property or easements required for the construction will be conveyed to the County at no cost.

### TRAFFIC SIGNALS:

The parties agree that the existing traffic control signal system at the CSAH 78 and 139<sup>th</sup> Lane/Jay St intersection will be revised and the existing traffic control signal systems on CSAH 78 at CR 16/Andover Blvd and at CR 18/Crosstown Blvd will be reconstructed with this project. The parties agree that the cost of the reconstruction of the signals pending the availability of Federal funding shall be standard County cost share; with 100% of the EVP reconstruction costs. Traffic signal cost splits for each will be as shown below:

CSAH 78 @ Jay St/139<sup>th</sup> Lane – 75 % to the City; 25% to the County  
CSAH 78 @ CR 16/Andover Blvd – 62.5 % to the City; 37.5% to the County  
CSAH 78 @ CR 18/Crosstown Blvd – 62.5 % to the City; 37.5% to the County

Following the reconstruction, the ongoing traffic signal maintenance will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance, the City reimbursing the County 100% for all ongoing EVP maintenance, the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

If the SJR is not approved by MnDOT, the City may elect to construct the signal at 100% City cost (including design costs). The cost share and ongoing traffic signal maintenance would be consistent with Anoka County non-warranted traffic signal installation maintenance practices, with the County responsible for all traffic signal and EVP maintenance on a 100% reimbursable basis with the City (billed quarterly for 100% of all incurred costs), the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

#### DRAINAGE:

The City shall pay for a percentage of the cost of the storm sewer system, including the detention basins and their outlet structures. The City portion of the cost is based on contributing flow through the storm sewer system to the detention basin determined by the product of contributing area and runoff coefficient.

#### ENVIRONMENTAL ISSUES:

A noise analysis has been performed as part of the Environmental Assessment process. It was concluded that noise walls would not be feasible in the City.

#### BITUMINOUS TRAIL:

The parties agree that the construction of the bituminous trail along the east & west side of the roadway is eligible for federal funds and that the City will be responsible for the local match in areas where no trail exists and the County will be responsible for the local match where a trail currently exists. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

The parties understand that the cost for the trail includes: bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County will pay for the design of the trail, wetland mitigation required by

impacts caused by the trail, the additional right of way and easements required to construct the trail at the proper location, and any removal items, except for any soils correction in areas of existing trails, required to construct the trail.

TRAFFIC CONTROL:

The parties understand and agree that Hanson Boulevard will open thru traffic during all phases of construction. The parties understand and agree that the Andover Boulevard intersection will be closed to Andover Boulevard through traffic at Hanson Boulevard between the end of school and the beginning of school. Crosstown Boulevard will be reduced to a four way stop between the end of school and winter suspension. Jay Street will remain functional as a signal at all times. Turning movements may be restricted at Jay Street during certain phases of construction. Parties agree and understand the cost share for traffic control for the city shall be a prorated share based on the city project cost divided by the total project cost.

DRIVEWAYS:

The parties agree that all driveways by the Project will be reconstructed in kind at 100% project cost with the cost of any upgrades requested by the City, including concrete aprons, to be the sole responsibility of the City.

LANDSCAPING/STREETSCAPING:

The parties agree that if the City wishes to include landscaping or streetscape features in the project, they shall be designed in accordance with Anoka County Highway Department Landscape/Streetscape Guidelines. The City shall supply the signed plans, specifications, and estimated quantities (using MnDOT Item Numbers) and cost for the proposed landscape/streetscape. The total cost of the design as well as the construction cost above standard median cost will be at the expense of the requesting City. All construction documents must be submitted to the County by September 1, 2018. Future maintenance of any landscaping/streetscaping will be the sole responsibility of the City.

RETAINING WALLS & NOISE WALLS:

The parties agree that if the City wishes to include aesthetic treatment to any retaining walls or noise walls, any construction cost above standard cost will be at the expense of the requesting City.

UTILITIES:

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations, as those will be determined during later stages of the design process. The City will be responsible for the design of any sanitary sewer and water main improvements and/or relocations due to road reconstruction, which will be incorporated into the project bid documents. The cost of the design of these features shall be the responsibility of the City. In areas where relocations are solely due to the road reconstruction federal funds shall be applied.

The City's design of any sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities (using MnDOT Item Numbers) and cost. All construction documents must be submitted to the County by September 1, 2018

PERMITS:

The parties agree that the County will secure all necessary permits for this Project. The City agrees to coordinate with the County in securing the permits required by the Coon Creek Watershed District, city permits, as well as any other permits that may be required. The County also requests that the City inform the County of any ordinances or city regulations that affect construction at the time of the signing of this JPA (e.g. setbacks, tree clearing ordinances, or any other city ordinances).

III. COSTS

The contract costs of the work, or if the work is not contracted, the cost of all labor, materials, normal engineering costs and equipment rental required to complete the work, shall constitute the "actual construction costs" and shall be so referred to herein. "Estimated construction costs" are good faith projections of the costs, which will be incurred for this project. Actual costs will vary and those will be the costs for which the relevant parties will be responsible.

The estimated construction cost of the total project is \$7,554,916.32

Federal funds available for the Project are capped at \$7,560,000.00. The federal funds shall be split based on the ratio of eligible cost incurred by each party to the total eligible project cost. Eligible costs are the costs of items that can participate in federal funding as shown on Exhibit B.

The total estimated construction cost to the City is \$720,784.78 (prior to application of federal funds available). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$144,156.96 (\$720,784.78 minus \$576,627.83, the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$720,784.78. The estimated cost to the City for construction engineering is \$57,662.78. In summary, the total City share of this project is \$778,447.57 (includes construction and construction engineering costs). The total cost to the city after federal funds have been applied including construction engineering is \* **\$201,819.74 ( see summary below).**

\*( \$720,784.78 – \$576,627.83 + \$57,662.78 = \$201,819.74, note: construction engineering costs are not federally eligible)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the project estimated at \$191,728.75. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing. The City's share of the cost of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

After final completion of the project the City's share of the construction cost will be based upon actual construction costs. If necessary, adjustments to the initial ninety five percent (95%) charged will be made in the form of credit or additional charges to the City's share. Also, the remaining five percent (5%) of the City's portion of the construction costs shall be paid.

The County agrees to submit to the City for review final quantities and cost within one year of project substantial completion.

IV. TERM

This Agreement shall continue until terminated as provided hereinafter.

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County or City pursuant to this Agreement shall be disbursed by each entity pursuant to the method provided by law.

VI. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the County in conformance to the State laws.

VII. STRICT ACCOUNTABILITY

A strict accounting shall be made of all funds and report of all receipts and shall be made upon request by either party. Prior to city payment to the County, Anoka County shall provide the City a copy of all cost participation documents submitted to MnDOT State Aid to assist the city in their application for MSA funding.

VIII. TERMINATION

This Agreement may be terminated by either party at any time, with or without cause, upon not less than thirty (30) days written notice delivered by mail or in person to the other party. If notice is delivered by mail, it shall be deemed to be received two days after mailing. Such termination shall not be effective with respect to any solicitation of bids or any purchases of services or goods which occurred prior to such notice of termination. The City shall pay its pro rata share of costs which the County incurred prior to such notice of termination.

IX. SIGNALIZATION POWER

The City shall at their sole expense, install and cause the installation of an adequate electrical power source to the service cabinet for all the previously mentioned CSAH 78 traffic control signal systems including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

X. MAINTENANCE

- A. Maintenance of the completed watermain, sanitary sewer, storm sewer (except catch basins and catch basin leads), and detention basins (including ponds and their outlet structures and grit chambers/collectors) shall be the sole obligation of the City.
- B. Maintenance of the bituminous trail on the east & west side of CSAH 78 shall be the responsibility of the City. The City shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. City shall be

responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement. Trail signage will be provided by and maintained by the City.

- C. Maintenance of crosswalk pavement markings shall be the responsibility of the City and the County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings at the signalized intersections. The City will be responsible for all crosswalk pavement markings for any trail/sidewalk crossings at all city streets.
- D. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City. The City will be responsible for long-term maintenance and replacement of the complete street light system including items such as: poles, fixtures, luminaires, and control cabinets.
- E. Maintenance of the completed traffic control signal and signal equipment at the previously mentioned intersections shall be the sole obligation of the County.
- F. The County shall maintain the said traffic signal controllers, traffic signal and pedestrian indications, loop detectors and associated wiring of the said traffic control signals at the sole obligation of the County.
- G. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- H. Timing of the completed traffic control signal shall be determined by the County.
- I. Only the County shall have access to the controller cabinets.
- J. The traffic control signals shall be the property of the County.
- K. The City shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- L. All maintenance of the EVP System shall be completed by the County. The City shall be billed by the County on a quarterly basis for all incurred costs.
- M. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.011, Subdivision 3, and §169.03. The City shall provide a list to the County Engineer, or the County's duly appointed representative, of all such vehicles with emitter units on an annual basis.
- N. Malfunctions of the EVP System shall be immediately reported to the County.
- O. All timing of said EVP System shall be determined by the County.
- P. In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City, written notice thereof from the County, the County shall remove the EVP System. Upon removal of the EVP System pursuant to this paragraph, the field wiring, cabinet wiring, detector

receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.

~~Q. Anoka County shall be responsible for all maintenance of County installed noise walls.~~

XI. NOTICE

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, and to the City Administrator of the City of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, on behalf of the City.

XII. INDEMNIFICATION

The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

XIII. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this Agreement shall be valid only when they have been reduced to writing and duly signed by the parties.

XXIII. COUNTERPARTS

This Agreement may be executed in any number of counterparts, each one of which shall be deemed to be an original, but all such counterparts together shall constitute one and the same instrument.



IN WITNESS WHEREOF, the parties of this Agreement have hereunto set their hands on the dates written below:

**COUNTY OF ANOKA**

**CITY OF ANDOVER**

By: \_\_\_\_\_  
Jerry Soma  
County Administrator

By: Julie Trude  
Julie Trude  
Mayor

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

By: [Signature]  
Jim Dickinson  
City Administrator

Dated: 5-3-18

**RECOMMENDED FOR APPROVAL:**

By: \_\_\_\_\_  
Douglas Fischer, P.E.  
County Engineer

By: Dave Berkowitz  
Dave Berkowitz  
City Engineer

Dated: \_\_\_\_\_

Dated: 5/3/18

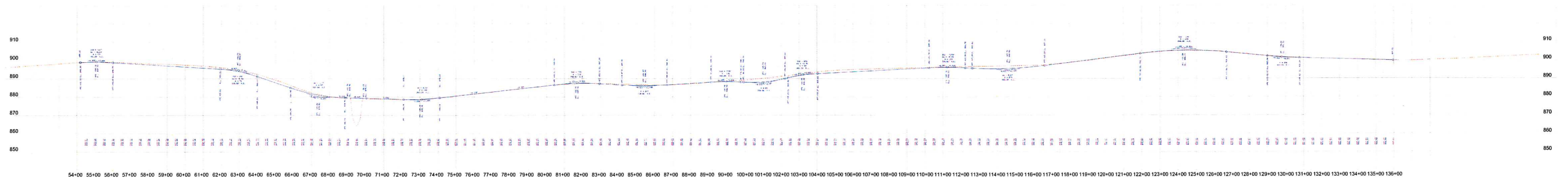
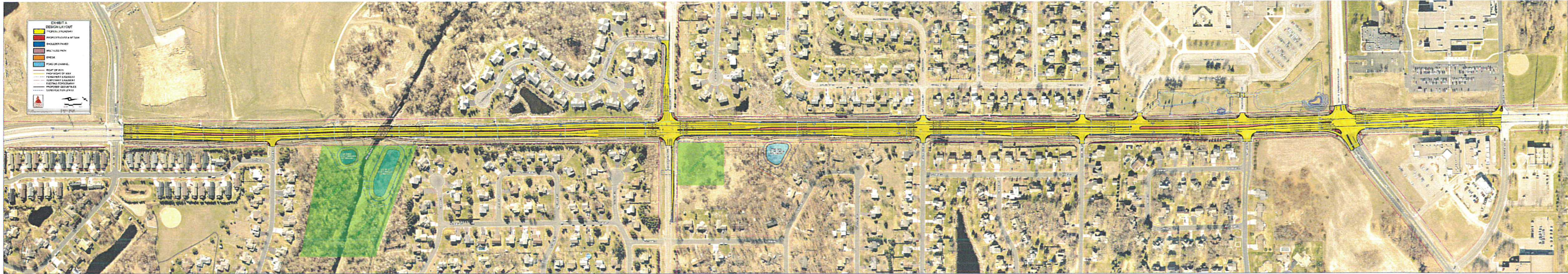
**APPROVED AS TO FORM AND EXECUTION:**

By: \_\_\_\_\_  
Dan Klint  
Assistant County Attorney

By: [Signature]  
Scott Baumgartner  
City Attorney

Dated: \_\_\_\_\_

Dated: 5/15/18



ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL PROJECT QUANTITIES ESTIMATED	ESTIMATE		PARTICIPATING - FEDERAL FUNDS				NON-PARTICIPATING-LOCAL FUNDS					
				Unit Cost	Total	ANOKA COUNTY 002-678-022 ROADWAY QUANTITIES ESTIMATED	ANOKA COUNTY 002-678-022 COST	CITY OF ANDOVER 198-028-037 ROADWAY QUANTITIES ESTIMATED		DRAINAGE QUANTITIES ESTIMATED	DRAINAGE COSTS ESTIMATED	ANOKA COUNTY 002-678-022 ROADWAY QUANTITIES ESTIMATED	ANOKA COUNTY 002-678-022 COST	CITY OF ANDOVER 198-028-037 ROADWAY QUANTITIES ESTIMATED	
								CITY OF ANDOVER 198-028-037 ROADWAY QUANTITIES ESTIMATED	CITY OF ANDOVER 198-028-037 COST					CITY OF ANDOVER 198-028-037 ROADWAY QUANTITIES ESTIMATED	CITY OF ANDOVER 198-028-037 COST
2021.501	MOBILIZATION	LUMP SUM	1.0	\$708,594.33	\$708,594.33	77.13%	\$546,359.05	10.0%	\$	70,859.43	12.9%	\$91,375.84	\$0.00	\$0.00	
2031.502	FIELD OFFICE TYPE D	EACH	1.0	\$20,000.00	\$20,000.00								\$0.00	\$0.00	
2041.610	TRAMEES	HOUR	1200.0	\$1.00	\$1,200.00	1200.00	\$1,200.00						\$0.00	\$0.00	
2101.505	CLEARING	ACRE	4.0	\$3,700.00	\$14,800.00								\$0.00	\$0.00	
2101.524	CLEARING	TREE	80.0	\$135.00	\$10,800.00	80.00	\$10,800.00						\$0.00	\$0.00	
2101.505	GRUBBING	ACRE	2.0	\$3,150.00	\$6,300.00	1.99	\$6,276.35						\$0.00	\$0.00	
2101.524	GRUBBING	TREE	53.0	\$93.00	\$4,929.00	53.00	\$4,929.00						\$0.00	\$0.00	
2102.503	PAVEMENT MARKING REMOVAL	LN FT	14000.0	\$0.70	\$9,800.00	14000.00	\$9,800.00						\$0.00	\$0.00	
2102.518	PAVEMENT MARKING REMOVAL	SO FT	150.0	\$17.00	\$2,550.00	150.00	\$2,550.00						\$0.00	\$0.00	
2104.502	REMOVE PIPE APRON	EACH	33.0	\$900.00	\$29,700.00	33.00	\$29,700.00						\$0.00	\$0.00	
2104.502	REMOVE DRAINAGE STRUCTURE	EACH	16.0	\$460.00	\$7,360.00	16.00	\$7,360.00						\$0.00	\$0.00	
2104.502	REMOVE BITUMINOUS FLUME	EACH	2.0	\$300.00	\$600.00	2.00	\$600.00						\$0.00	\$0.00	
2104.502	REMOVE SIGN TYPE C	EACH	110.0	\$55.00	\$6,050.00	110.00	\$6,050.00						\$0.00	\$0.00	
2104.502	REMOVE SIGN TYPE D	EACH	4.0	\$80.00	\$320.00	4.00	\$320.00						\$0.00	\$0.00	
2104.502	SALVAGE SIGN TYPE C	EACH	2.0	\$55.00	\$110.00	2.00	\$110.00						\$0.00	\$0.00	
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LN FT	129.0	\$5.70	\$736.30	129.00	\$736.30						\$0.00	\$0.00	
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LN FT	4384.0	\$2.70	\$11,836.80	4384.00	\$11,836.80						\$0.00	\$0.00	
2104.503	REMOVE PIPE CULVERTS	LN FT	745.0	\$22.50	\$16,762.50	745.00	\$16,762.50						\$0.00	\$0.00	
2104.503	REMOVE SEWER PIPE (FORM)	LN FT	1456.0	\$13.50	\$19,656.00	1456.00	\$19,656.00						\$0.00	\$0.00	
2104.503	REMOVE CURB AND GUTTER	LN FT	5027.0	\$2.50	\$12,567.50	5027.00	\$12,567.50						\$0.00	\$0.00	
2104.503	REMOVE GUARDRAIL	LN FT	510.0	\$5.00	\$2,550.00	510.00	\$2,550.00						\$0.00	\$0.00	
2104.504	REMOVE BITUMINOUS PAVEMENT	SO YD	51038.0	\$1.75	\$89,311.50	51038.00	\$89,311.50						\$0.00	\$0.00	
2104.518	REMOVE BITUMINOUS WALK	SO FT	83402.0	\$0.50	\$41,701.00	83402.00	\$41,701.00						\$0.00	\$0.00	
2104.518	REMOVE CONCRETE WALK	SO FT	1822.0	\$1.50	\$2,733.00	1822.00	\$2,733.00						\$0.00	\$0.00	
2104.518	REMOVE CONCRETE MEDIAN	SO FT	16135.0	\$1.65	\$26,621.75	16135.00	\$26,621.75						\$0.00	\$0.00	
2104.601	REGULATED WASTE EVALUATION	LUMP SUM	1.0	\$3,000.00	\$3,000.00	1.00	\$3,000.00						\$0.00	\$0.00	
2104.601	HAIL SALVAGED MATERIAL	LUMP SUM	1.0	\$2,000.00	\$2,000.00	1.00	\$2,000.00						\$0.00	\$0.00	
2104.602	SALVAGE SIGN SPECIAL	EACH	7.0	\$700.00	\$4,900.00	7.00	\$4,900.00						\$0.00	\$0.00	
2106.507	COMMON EXCAVATION	CU YD	22859.0	\$10.00	\$228,590.00	22859.00	\$228,590.00						\$0.00	\$0.00	
2106.507	SUBGRADE EXCAVATION	CU YD	20260.0	\$6.00	\$121,560.00	20260.00	\$121,560.00						\$0.00	\$0.00	
2106.502	CHANNEL AND POND EXCAVATION	CU YD	80.00	\$80.00	\$6,400.00	80.00	\$6,400.00						\$0.00	\$0.00	
2106.507	GRANULAR BORROW (CV)	CU YD	15858.0	\$18.00	\$285,444.00	15858.00	\$285,444.00						\$0.00	\$0.00	
2106.601	DEWATERING	LUMP SUM	1.0	\$30,000.00	\$30,000.00	1.00	\$30,000.00						\$0.00	\$0.00	
2112.603	SHOULDER PREPARATION	LN FT	3609.0	\$2.00	\$7,218.00	3609.00	\$7,218.00						\$0.00	\$0.00	
2130.523	WATER	MGAL	650.00	\$30.00	\$19,500.00	650.00	\$19,500.00						\$0.00	\$0.00	
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	11088.0	\$25.00	\$277,200.00	11088.00	\$277,200.00						\$0.00	\$0.00	
2211.509	AGGREGATE BASE CLASS 5	TON	2921.0	\$219.14	\$640,809.14	2921.00	\$640,809.14			12,177.35			\$0.00	\$0.00	
2231.509	BITUMINOUS PATCHING MIXTURE	TON	42.0	\$375.00	\$15,750.00	42.00	\$15,750.00						\$0.00	\$0.00	
2232.504	MILL BITUMINOUS SURFACE (2.0")	SO YD	11520.0	\$2.20	\$25,344.00	11520.00	\$25,344.00						\$0.00	\$0.00	
2317.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	7255.0	\$13.75	\$100,000.00	7255.00	\$100,000.00						\$0.00	\$0.00	
2360.509	TYPE SP 9.5 WEARING COURSE (2.B)	TON	1530.0	\$97.75	\$148,612.50	1110.00	\$108,502.50	420.00	\$	41,050.00			\$0.00	\$0.00	
2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (3.B)	TON	7680.0	\$62.00	\$476,160.00	7680.00	\$476,160.00						\$0.00	\$0.00	
2360.509	TYPE SP 12 WEARING COURSE MIX (3.F)	TON	16685.0	\$71.00	\$1,184,635.00	16685.00	\$1,184,635.00						\$0.00	\$0.00	
2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (4.B) TEMP WIDENING	TON	301.0	\$150.00	\$45,150.00	301.00	\$45,150.00						\$0.00	\$0.00	
2401.503	TYPE MOD 1 (T) 4 BARRIER CONCRETE (SS2)	LN FT	114.0	\$85.00	\$9,690.00	114.00	\$9,690.00						\$0.00	\$0.00	
2401.503	TYPE S (T) 4 BARRIER CONCRETE (SS2)	LN FT	91.0	\$93.00	\$8,463.00	91.00	\$8,463.00						\$0.00	\$0.00	
2401.508	REINFORCEMENT BARS (EPOXY COATED)	POUND	7460.0	\$1.45	\$10,817.00	7460.00	\$10,817.00						\$0.00	\$0.00	
2401.518	RAISED MEDIAN CONCRETE (SS2)	SO FT	720.0	\$20.25	\$14,580.00	720.00	\$14,580.00						\$0.00	\$0.00	
2401.618	SPECIAL SURFACE FINISH (NIP AC)	SO FT	1889.0	\$6.15	\$11,615.35	1889.00	\$11,615.35						\$0.00	\$0.00	
2401.618	BRIDGE SLAB CONCRETE (SYHPC-S)	SO FT	836.0	\$35.00	\$29,260.00	836.00	\$29,260.00						\$0.00	\$0.00	
2404.618	CONCRETE WEARING COURSE (3U17A) 2"	SO FT	10381.0	\$4.75	\$49,309.75	10381.00	\$49,309.75						\$0.00	\$0.00	
2408.500	BRIDGE APPROACH PANELS	SO YD	819.0	\$124.75	\$102,270.00	819.00	\$102,270.00						\$0.00	\$0.00	
2411.618	MODULAR BLOCK RETAINING WALL	SO FT	1681.0	\$25.00	\$42,025.00	1681.00	\$42,025.00						\$0.00	\$0.00	
2433.502	ANCH TYPE REIN BARS (TYPE L)	EACH	296.0	\$30.00	\$8,880.00	296.00	\$8,880.00						\$0.00	\$0.00	
2433.503	REMOVE CONCRETE BRIDGE BARRIER	LN FT	66.0	\$60.00	\$3,960.00	66.00	\$3,960.00						\$0.00	\$0.00	
2433.503	REMOVE METAL TRAFFIC RAIL	LN FT	86.0	\$20.00	\$1,720.00	86.00	\$1,720.00						\$0.00	\$0.00	
2433.507	REMOVE CONCRETE	CU YD	5.0	\$3,000.00	\$15,000.00	5.00	\$15,000.00						\$0.00	\$0.00	
2433.518	REMOVE CONCRETE BRIDGE DECK	SO FT	838.0	\$18.20	\$15,251.60	838.00	\$15,251.60						\$0.00	\$0.00	
2433.518	REMOVE CONCRETE WEARING COURSE	SO FT	3389.0	\$2.75	\$9,319.75	3389.00	\$9,319.75						\$0.00	\$0.00	
2433.602	RECONSTRUCT BEAM ENDS	EACH	16.0	\$5,500.00	\$88,000.00	16.00	\$88,000.00						\$0.00	\$0.00	
2433.606	SEAL CRACKS WITH EPOXY BY CHASE METHOD	GALLON	3.0	\$2,725.00	\$8,175.00	3.00	\$8,175.00						\$0.00	\$0.00	
2433.618	REMOVE AND PATCH SLAB TYPE A	SO FT	330.0	\$27.50	\$9,075.00	330.00	\$9,075.00						\$0.00	\$0.00	
2433.618	REMOVE AND PATCH SLAB TYPE B	SO FT	115.0	\$50.00	\$5,750.00	115.00	\$5,750.00						\$0.00	\$0.00	
2433.618	REMOVE AND PATCH SLAB TYPE C	SO FT	50.0	\$40.00	\$2,000.00	50.00	\$2,000.00						\$0.00	\$0.00	
2501.502	18" RC PIPE APRON	EACH	3.0	\$885.00	\$2,655.00	3.00	\$2,655.00			3.00	\$	\$2,055.00	\$0.00	\$0.00	
2501.502	18" RC PIPE APRON	EACH	8.0	\$730.00	\$5,840.00	8.00	\$5,840.00			8.00	\$	\$5,840.00	\$0.00	\$0.00	
2501.502	24" RC PIPE APRON	EACH	1.0	\$900.00	\$900.00	1.00	\$900.00			4.00	\$	\$3,600.00	\$0.00	\$0.00	
2501.502	30" RC PIPE APRON	EACH	1.0	\$900.00	\$900.00	1.00	\$900.00			1.00	\$	\$900.00	\$0.00	\$0.00	
2501.502	33" RC PIPE APRON	EACH	1.0	\$1,100.00	\$1,100.00	1.00	\$1,100.00			1.00	\$	\$1,100.00	\$0.00	\$0.00	
2501.502	36" RC PIPE APRON	EACH	1.0	\$1,300.00	\$1,300.00	1.00	\$1,300.00			3.00	\$	\$3,900.00	\$0.00	\$0.00	
2503.503	18" RC PIPE SEWER CLASS V	LN FT	4714.0	\$30.00	\$141,420.00	4714.00	\$141,420.00						\$0.00	\$0.00	
2503.503	18" RC PIPE SEWER CLASS III	LN FT	2288.0	\$31.00	\$70,928.00	2288.00	\$70,928.00						\$0.00	\$0.00	
2503.503	21" RC PIPE SEWER CLASS III	LN FT	882.0	\$33.00	\$29,186.00	882.00	\$29,186.00						\$0.00	\$0.00	
2503.503	24" RC PIPE SEWER CLASS III	LN FT	874.0	\$35.00	\$30,590.00	874.00	\$30,590.00						\$0.00	\$0.00	
2503.503	27" RC PIPE SEWER CLASS III	LN FT	1522.0	\$47.00	\$71,534.00	1522.00	\$71,534.00						\$0.00	\$0.00	
2503.503	30" RC PIPE SEWER CLASS III	LN FT	1298.0	\$49.00	\$63,602.00	1298.00	\$63,602.00						\$0.00	\$0.00	
2503.503	33" RC PIPE SEWER CLASS III	LN FT	577.0	\$57.00	\$32,889.00	577.00	\$32,889.00						\$0.00	\$0.00	
2503.503	36" RC PIPE SEWER CLASS III	LN FT	268.0	\$65.00</											

**EXHIBIT "C"**

**COST-SHARING AGREEMENT  
FOR PROJECTS CONSTRUCTED IN ANOKA COUNTY  
USING COUNTY STATE AID FUNDS OR LOCAL TAX LEVY DOLLARS**

<u>ITEMS</u>	<u>COUNTY SHARE</u>	<u>CITY SHARE</u>
Concrete Curb & Gutter	50%	50%
Concrete Curb & Gutter for Median Construction	100%	0%
Concrete Median	100%	0*1
Concrete Sidewalk	0%	100%
Concrete Sidewalk Replacement	100%	0%
Bikeways	0%	100%
Bikeway Replacement	100%,	0%
	Unless existing trail not placed at edge of R/W	
Construction or Adjustment of Local Utilities	0%	100%
Grading, Base and Bituminous	100%	0%
Storm Sewer	based on state aid letter*2	based on state aid letter*2
Driveway Upgrades	100%, in-kind	100%, of up-grades
Traffic Signals, new & replacements (communities larger than 5,000) w/ State Aid approved SJR	½ the cost of its legs of the intersection	the cost of its legs of the intersection plus ½ the cost of the County legs of the intersection
Traffic Signals, new & replacements (communities less than 5,000) w/ State Aid approved SJR	100%	0%
Traffic Signal, w/o State Aid approved SJR	0%	100%
EVP	0%	100%
Engineering Services	*3	*3
Right-of-Way	100%*4	0%
Street Lights	0%	100%
Noise Walls	100%, if not previously notified*5	100%, if previously notified*5

- \*1 The County pays for 100% of Standard Median Design such as plain concrete. If a local unit of government requests decorative median such as brick, stamped concrete, or landscaping, the local unit will pay the additional cost above the cost of standard median.
- \*2 In the event no State Aid is being used, or in the event the state aid letter does not determine cost split percentages, drainage cost shares will be computed by the proportion of contributing flow outside the County right of way to the total contributing flow.
- \*3 Engineering shall be paid by the Lead Agency except that any participating agency will pay construction engineering in the amount of 8% of the construction costs paid by that agency.
- \*4 In the event that the Township or City requests purchase of right-of-way in excess of those right-of-ways required by County construction, the Township or City participates to the extent an agreement can be reached in these properties. For instance, a Township or City may request a sidewalk be constructed alongside a County roadway which would require additional right-of-way, in which case the Township or City may pay for that portion of the right-of-way. Acquisition of right-of-way for new alignments shall be the responsibility of the Township or City in which the alignment is located. This provision may be waived by agreement with the County Board if the roadway replaces an existing alignment and the local unit of government takes jurisdiction of that existing alignment. In addition, any costs, including right-of-way costs, incurred by the County because a Township or City did not acquire sufficient right-of-way during the platting process or redevelopment process as requested by the County shall be paid by the Township or City.
- \*5 Notification includes any letter to the agency indicating that noise will potentially be an issue in the future, likely received during the Plat Review Process. Maintenance shall be the responsibility of the agency paying for the initial installation. When the County is the responsible agency, it shall pay 100% of Standard Noise Wall Cost. If a local agency requests decorative noise walls, the requesting agency will pay the additional cost above the cost of standard noise wall.