JOINT POWERS AGREEMENT FOR THE RECONSTRUCTION OF COUNTY STATE AID HIGHWAY 116 (BUNKER LAKE BOULEVARD) BETWEEN CSAH 7 (SEVENTH AVE) AND 38TH AVENUE NW IN THE CITIES OF ANOKA, MN AND ANDOVER, MN (SP 02-716-12)

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct County State Aid Highway 116 (Bunker Lake Boulevard) from CSAH 7 (Seventh Ave) to 38th Avenue NW and,

WHEREAS, said parties mutually agree that County State Aid Highway 116 between CSAH 7 and 38th Avenue NW is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of County State Aid Highway 116 between CSAH 7 and 38th Avenue 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 116 between CSAH 7 and 38th Avenue 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 AND UNDERSTANDING

The parties have joined together for the purpose of reconstructing the roadway, drainage, trail, and traffic control systems on a portion of CSAH 116 (Bunker Lake Boulevard) between CSAH 7 and 38th Avenue NW, and the extension of the trail construction to CSAH 9 (Round Lake Boulevard); as described in the plans and specifications numbered Anoka County Project S.P. 02-716-12 (hereinafter referred to as "Project") on file in the office of the Anoka County Highway Department. As part of the approval of the Project, the City and County have reached an agreement with regards to other matters which are described below:

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of County State Aid Project No. 02-716-12 between CSAH 7 and 38th Avenue 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 September 27, 2011 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.

IMPROVEMENTS:

It is agreed by the parties that in 2012, CSAH 116 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 reconstruction at CSAH 7, new traffic signal at 38th Avenue NW, right- and left-turn lanes, through lanes, shoulders, concrete curb and gutter, storm sewer with associated ponding, bituminous trail and a noise wall.

INTERSECTIONS:

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

CSAH 116 / CSAH 7: Full Access Intersection with Traffic Signal

CSAH 116 / Blackfoot St NW: Full Access

CSAH 116 / 140th Ave NW: Right In / Right Out

CSAH 116 / 38th Ave NW: Full Access Intersection with Traffic Signal

CSAH 116 / Future city street connection (40th Lane Extension) west of CSAH 7:

[The City has requested a full access intersection at this future city street connection (1,800 feet west of CSAH 7). This location is outside the limits of the center concrete median for this project, and not impacted by this project. This access nominally meets the County Access Spacing Guidelines and would be allowed with the appropriate safety improvements to CSAH 116.]

CSAH 7 / Future city street connection (143rd Ave) north of CSAH 116:

[The City has requested a full access intersection at this future city street connection. This location is outside the limits of the center concrete median for this project, and not impacted by this project. Per County access spacing guidelines, there are three full accesses allowed between CSAH 116 and CSAH 20. Three full access locations along CSAH 7 between CSAH 116 and CSAH 20 will be allowed, with the first full access location to be located in the vicinity of the driveway for the CenterPoint Energy/Northern Natural Gas Co. site. The remaining two full access locations will be determined at a later date and are subject to agreement in a future JPA. This was approved at the January 25, 2011 City Council Workshop.]

CSAH 7 / 40th Lane NW East Leg: Full Access

CSAH 7 / 40th Lane NW West Leg: Full Access [After the future 40th Lane Extension west to CSAH 116 is constructed, the left turn movement to travel north on CSAH 7 will not be allowed].

The City is currently working with City of Andover staff on a traffic study for this area to determine what future local roadway network and intersection control will be necessary to facilitate development and accommodate existing and future traffic in the area. If this study determines that an alternative design provides benefit to the County roadway system, these changes may be incorporated into the design, pending County approval of the study.

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:

CSAH 116 and CSAH 7 Intersection:

The parties agree that the existing traffic control signal system at the CSAH 116 and CSAH 7 intersection will be reconstructed with this project pending state and federal approval. The parties agree that the cost of the reconstruction of this signal pending the availability of Federal funding shall be standard County cost share; with 100% of the EVP reconstruction costs (50% City of Andover, 50% City of Anoka); and 25% of the traffic signal cost to the City of Anoka, and 50% of the traffic signal cost to the County.

CSAH 116 and 38th Ave NW Intersection:

The traffic analysis has determined that a traffic signal is warranted at the CSAH 116 and 38th Avenue NW intersection. The parties agree that a traffic control signal system will be constructed at this intersection with this project pending state and federal approval. The parties agree that the cost of this new traffic signal pending the availability of Federal funding shall be standard County cost share, with 100% of the EVP reconstruction costs (50% City of Andover, 50% City of Anoka); and 33.3% of the traffic signal cost to the City of Anoka, and 33.3% of the traffic signal cost to the County.

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 a noise wall would be feasible at one location in the City of Andover, but none in Anoka. The County will meet with these property owners to review their options concerning the noise wall.

The parties agree that the costs of these improvements, pending the availability of Federal funding, shall be standard county cost share. The county pays 100% of the local share for the noise walls. The City of Andover pays for any costs above the base cost of the noise wall.

BITUMINOUS TRAIL:

CSAH 116 (Bunker Lake Boulevard) Trail:

The parties agree that the construction of the bituminous trail along the north side of CSAH 116 is eligible for Federal funds and that the City of Andover will contribute all matching funds, [except for the replacement of the existing trail west of CSAH 7, which is paid for by the County]. 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. This trail is part of the County Regional Trail System and is eligible for potential funding through the Metropolitan Council's Regional Parks Capital Improvement Program after the project has been constructed and a request has been received from the City. If the Anoka County Parks and Recreation Department receives a letter of request from the City of Andover, the Anoka County Parks and Recreation Department will seek reimbursement for one-half of the City's share for trail construction along CSAH 116. If funds are secured, the Anoka County Parks and Recreation Department will reimburse the City with the additional funds received.

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, with the exception of soils, required to construct the trail.

CSAH 7 (Seventh Avenue) Trail:

The parties agree that the construction of the bituminous trail along the east side of CSAH 7 is eligible for federal funds and that the City will contribute all matching funds [except for the replacement of the existing trail south of CSAH 116, which is paid for by the County]. 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 trail segment north of CSAH 116 is part of the County Regional Trail System and shall follow the same process for reimbursement as discussed above.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 116 will be closed to thru traffic during construction, but access for local traffic will be maintained during construction. The 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 affected (excluding those identified for removal) by the Project will be reconstructed in kind 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 plan sheets and specifications 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 or split between the requesting Cities. All construction documents must be submitted to the County by December 15, 2011. Future maintenance of any landscaping/streetscaping will be the sole responsibility of the 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. The cost of construction of these features, other than those relocations solely due to roadway reconstruction, shall be the responsibility of the City. The cost of construction of these features solely due to road reconstruction shall be the responsibility of the County.

The City's design of the sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities and cost. All construction documents must be submitted to the County by December 15, 2011.

The City shall provide all City utility easement documents to the County upon signature of this agreement.

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 Lower Rum River WMO, 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.)

II. METHOD

The County shall cause the construction of Anoka County Project SP 02-716-12, in conformance with proposed engineering plans and specifications.

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 \$7.014,655.52. Federal funds available for the Project are capped at \$4,708,480. 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 \$327,196.50 (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 \$92,997.87 (\$327,196.50 minus \$234,198.63, 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 \$327,196.50. The estimated cost to the City for construction engineering is \$26,175.72. In summary, the total City share of this project is \$353,372.22 (includes construction and construction engineering costs). The total cost to the city after federal funds have been applied including construction engineering is *\$119,173.59 (see summary below).

*(\$327.196.50 - \$234,198.63 + \$26,175.72 = \$119,173.59, 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 \$113,214.91. 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.

Upon 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.

IV. TERM

This Agreement shall continue until terminated as provided hereinafter.

V. <u>DISBURSEMENT OF FUNDS</u>

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 of Andover shall at their sole expense, install and cause the installation of an adequate electrical power source to the service cabinet for the CSAH 116/CSAH 7 traffic control signal system and the CSAH 116/38th Avenue NW traffic control signal system including any necessary extension of power lines. The City of Andover shall be the lead agency in this matter. Upon completion of said traffic control signal installation, the ongoing cost of the electrical power to the signal shall be the sole cost and expense of the City of Andover and the City of Anoka. The City shall enter into a separate agreement with the City of Andover regarding cost sharing of the ongoing electrical power costs for the completed traffic control signals as applicable.

X. MAINTENANCE

- A. Maintenance of the completed watermain, sanitary sewer, storm sewer (except catch basins and catch basin leads), 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 trails shall be the responsibility of the City and Anoka County Parks and Recreation Department. The City shall be responsible for general routine maintenance such as, sweeping, clearing, plowing, trash removal and other incidental items. The County Parks and Recreation Department 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 County Parks and Recreation Department.
- 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 non-signalized city streets.
- D. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.
- E. Maintenance of the completed traffic control signals and signal equipment at the CSAH 116/CSAH 7 intersection and the CSAH 116/38th Avenue NW intersection 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 signals 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 signals 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 of Andover and the City of Anoka shall be responsible for maintenance of the luminaires, luminaire relamping, and luminaire painting.
- L. All maintenance of the EVP Systems at the CSAH 116/CSAH 7 intersection and the CSAH 116/38th Ave NW intersection shall be completed by the County. The City of Andover shall be billed by the County on a quarterly basis for all incurred costs. The City shall enter into a separate agreement with the City of Andover regarding cost sharing of the ongoing EVP maintenance costs for the completed traffic control signal as applicable.
- M. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.01, Subdivision 5, 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 Systems shall be immediately reported to the County.
- O. All timing of said EVP Systems shall be determined by the County.
- P. In the event said EVP Systems 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 Systems. Upon removal of the EVP Systems 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 Manager of Anoka, 2015 First Avenue North, Anoka, MN 55303, on behalf of the City.

XII. INDEMNIFICATION

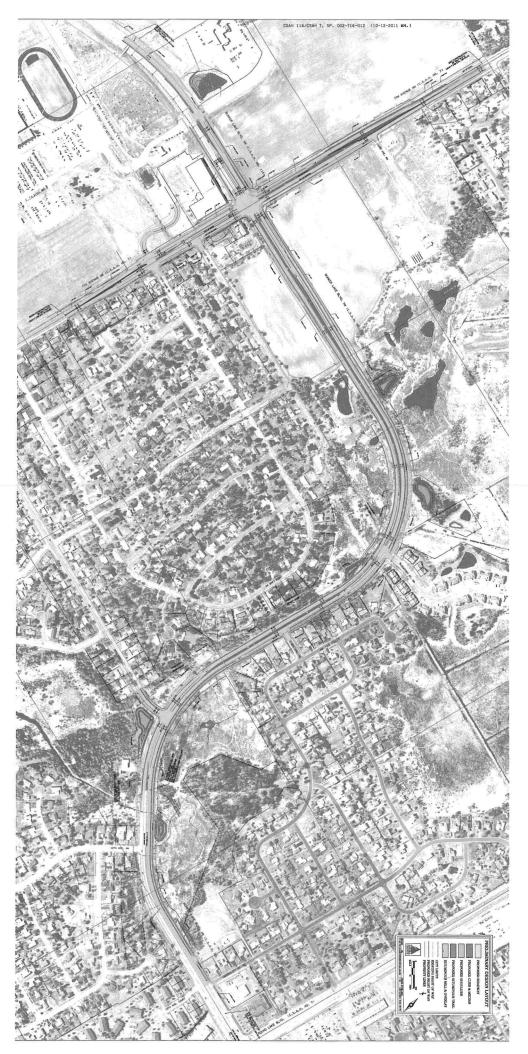
The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

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.

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

| COUNTY OF ANOKA | CITY OF ANOKA |
|-------------------------------------------------------------------------------------------------|------------------------------------------------------|
| By: Rhonda Sivarajah, Chair Board of Commissioners | By: Phil Rice Mayor |
| Dated: 12-14-1 | Dated: October 17, 2011 |
| ATTEST By: Jerry Soma County Administrator Dated: | By: Tim Cruikshank City Manager Dated: |
| By: Douglas W. Fischer, P.E. County Engineer Dated: 12/13/1/ | By: See See See See See See See See See Se |
| APPROVED AS TO FORM By: Dan Klint Thomas Halas lea Assistant County Attorney Dated: 12/19/11 | By: Scott Baymgartner City Attorney Dated: 10/25/11 |



09/28/2011 7:52 AM

| DATION C = Cost Sheiring Agreement by MARIO 09-27-2011 | | | | Ć | (0) 000 1100 | A 1 GT/11411 | 10.10 | | 100100 | A46 (PINICED A 62) INVESTOR AND INTERPOLOTION COSTS | 2.50.1 | | | | |
|----------------------------------------------------------------|-----------------------------------------|--------------|----------|----------------|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-------------------------------|-----------------------------------------------------|-------------------------------------------|-----------------------|---------------------|-------------------|-------------------|
| | | | | , | מ) מון נוער | ON THE PERSON OF | COATH TO (DOWNER LAKE BLYV) AND INTERSECTION COATH ((III AVE.) PARTICIPATING FEDERAL FUNDS TOTAL PARTICIPATING FEDERAL FUNDS | G FEDERAL F | TOTAL TOTAL |) LESAN / | (In Ave.) | | ON | NON-PARTICIPATING | ATING |
| ITEM | TINO | UNIT | PROJECT | LTOTAL | ANOKA COUNTY (A) SP 002-716-012 | UNTY (A) 16-012 | CITY OF ANDOVER (B) MSAP (198-020-030, | 30VER (B) -020-030, 98-020-0331 | CITY OF ANOKA (C) CP 10-27 | | COUNTY=78.2% (D) ANDOVER=8.8% ANOKA=13.0% | 2% (D) ANOKA=13.0% | CITY OF ANDOVER (E) | (E) | CITY OF ANOKA (F) |
| | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY AN | AMOUNT QU | QUANTITY AMOUNT |
| MOBILIZATION | LUMPSUM | \$280,000.00 | - | \$280,000,00 | 0.787 | \$220,380.00 | | \$12,880.00 | 0.033 | \$9,240,00 | 0,103 | \$28.640.00 | 0.031 | \$8,680,00 | |
| THELD OFFICE LITTED | EACH | \$15,000,00 | , | \$15,000.00 | 0.787 | \$11,805.00 | 0.046 | \$690,00 | 0.033 | \$495.00 | | \$1,545.00 | | \$465.00 | |
| C FARING | NOOF A | 00.00 | 1,800 | \$7,600,00 | 009,1 | \$1,600.00 | | | | | | 1 | | | 1 |
| OT FABRICA | 200 | 22,000,00 | 3,00 | 37,000,00 | 3.60 | 37,500.00 | | | | | | | | | |
| 2101.506 GRUBBING | ACBE | 00.000.03 | 2 08 6 | 67 600 00 | 2 00 0 | \$10,675.0U | | | | | | | | | |
| GRUBBING | 11.00 | \$50.00 | 108 | 85 300 00 | 300 | 37,500.00 | | | | | | | | | |
| | | 2000 | 3 | 20.000 | 2 | 00.000.00 |]. | | | † | | 1 | | | 1 |
| REMOVE PIPE CULVERT | LINE | \$8.00 | 341 | \$2,728.00 | 341 | \$2,728.00 | | | | 1 | | | | | |
| REMOVE PIPE SEWERS | LIN日 | \$8.00 | 2,127 | \$19,143.00 | 2,099 | \$18,891.00 | 28 | \$252.00 | | 1 | | | | | |
| REMOVE WATER MAIN | FINIT | \$2.50 | | | | | | | | | | | | | |
| REMOVE CURB AND GUTTER | LINI | \$2.75 | 10,477 | \$28,811.75 | 10,477 | \$28,811.75 | | | | 1 | T | | | | |
| REMOVE BITUMINOUS CURB | LINE | \$2.60 | | | | | | | | | | - | | | _ |
| REMOVE RETAINING WALL | LINFT | \$10.00 | | | | _ | | | | | | | | | |
| | LINFT | \$2.50 | 1,639 | \$4,097.50 | 1,639 | \$4,097.50 | | | | | | | | | |
| | SOF | \$1.00 | 9,032 | \$9,032.00 | 9,032 | \$9,032.00 | | | | | | | | | |
| 2104.503 REMOVE CONC SIDEWALK | SOFT | \$0.90 | 4,793 | \$4,313.70 | 4,793 | \$4,313.70 | | | | | | | | | |
| REMOVE CONCRETE MEDIAN | SOFT | \$2.00 | 19,864 | \$39,728.00 | 19,864 | \$39,728.00 | | | | | | | | | |
| | SQYD | \$2.00 | 108,387 | \$216,774.00 | 108,387 | \$216,774.00 | | | | | - | | | | |
| | EACH | \$200.00 | 11 | \$2,200.00 | 11 | \$2,200.00 | | | | | | _ | | | |
| 2104.509 REMOVE MANHOLE OR CATCH BASIN | EACH | \$250.00 | 24 | \$6,000.00 | 24 | \$6,000.00 | | | | | | | | | |
| REMOVE CONCRETE HEAD WALL | EACH | \$300.00 | | \$300.00 | | \$300.00 | | | | | | | | | |
| REMOVE DRAINAGE FLUME | EACH | \$150.00 | 2 | \$300.00 | - | \$150.00 | | | | | | | - | \$150.00 | |
| REMOVE SIGNAL SYSTEM | EACH | \$8,000.00 | - ; | \$8,000.00 | - | \$8,000.00 | | | | | | | | | |
| SAWING CONCRETE PAVEMENT (FOLL DEPTH) | | 00.00 | 7 2450 | \$370.00 | 4/ 602 | \$370.00 | 000 | 00000 | | | | | | | |
| SALVAGE GATE VALVE & BOY | ביייייייייייייייייייייייייייייייייייייי | 95.30 | 9,138 | OC. 180, 16 | 170,1 | 00.710,00 | 76g'l | 94,080.U0 | | | | | | | |
| SALVAGE HYDRANT AND ASSEMBLY | FACH | 2500.00 | ·c | \$5 400 00 | † | - | | | u | \$4 500 00 | | | | 0000 | |
| SALVAGE MAILBOX | EACH | \$2.50 | | \$2.50 | - | \$2.50 | | | , | 200001 | | $\frac{1}{1}$ | | 000000 | |
| SALVAGE SIGN TYPE C | EACH | \$25.00 | | | | | | | | | | | | | |
| SALVAGE SIGN TYPE D | EACH | \$50.00 | | | | | | | | | | | | | - |
| SALVAGE SIGN TYPE SPECIAL | EACH | \$30.00 | | | | | | | | | | | | | |
| 2104.601 HAUL SALVAGED MATERIAL | LUMP SUM | \$1,000.00 | - | \$1,000.00 | - | \$1,000.00 | | | | - | | | | | |
| | | | | | | - | | | | | | | | | |
| COMMON EXCAVATION (EV) (P) | כה אנט | \$5.50 | 26,089 | \$143,489.50 | 25,037 | \$137,703.50 | | | | - | | | H | \$5,786.00 | _ |
| COMMON EXCAVATION (EV) (PONDS) | G YD | \$6.00 | 18,712 | \$112,272.00 | 18,018 | \$108,108.00 | | | | | | | Н | 1,164.00 | |
| 2105.505 MUCK EXCAVATION | 당 | \$7.50 | 79,434 | \$595,755.00 | 75,927 | \$569,452.50 | | | | | | | Н | 3,302.50 | |
| SUBGRADE EXCAVATION (EV) (P) | G /G | \$6.00 | 21,763 | \$130,578.00 | 21,489 | \$128,934.00 | | | | | | | 274 \$1 | \$1,644.00 | _ |
| SELECT GRANDLAR BORROW (LV) | 25.00 | 26.80 | 778,88 | \$668,963.50 | 90,240 | \$613,632.00 | | | | | | | + | 5,331.60 | |
| WATER | MGALLONS | UU 668 | 210 | \$4 620 OO | 180 | - C3 080 00 | | | 1 | 1 | | | 8 | 00 000 | |
| AGGREGATE BASE (CV) CLASS 5 (TEMPORARY) | NOT | \$15.00 | | | 3 | | | | | | | | 1 | 20000 | |
| AGGREGATE BASE (CV) CLASS 5 (DRIVEWAYS) | CC YD | \$30.00 | | | - | | | | | | | | | | |
| AGGREGATE BASE (CV) CLASS 5 (P) | cu yp | \$18.00 | 10,229 | \$184,122.00 | 10,061 | \$181,092.60 | | | | | | | L | \$3,029.40 | |
| MILL BITUMINOUS SURFACE | SQYD | \$1.50 | 2,244 | \$3,366.00 | 211 | \$316.50 | | | | | | | 2,033 | 3,049.50 | |
| TYDE 1V 4 (WEARING COI IBSE MIXTI IBE CTEMBORABY) | Ę | 485.00 | + | \uparrow | | 1 | | | 1 | 1 | | + | | + | |
| 2550.501 11PE LV 4 WEARING COURSE MIXIURE (IEMPORARY) | NO. | 385.UU | | 000000 | 017.0 | 00 077 000 | | 1 | | | | | _ | | |
| BILUMINOUS MALEKAL FOR JACK COAL | GALLON | 92.50 | 8,406 | \$21,016.00 | 8,176 | SZ0,440.00 | | | | | | | 730 | S576.00 | |
| TYPE SP 12.5 WEARING COURSE MIX (2,B) (DRIVEWAYS) | NOT | \$82.00 | 90 | \$4,100.00 | 99 | \$4,100.00 | | | | | | | | | |
| 2360.501 TYPE SP 12.5 WEARING COURSE MIX (2,B) (BITUMINOUS PAT | | \$65.00 | 1,009 | \$65,585,00 | 135 | \$8,775.00 | 623 | \$41,535.00 | 89 | \$4,225.00 | | | 170 \$11 | \$11,050.00 | |
| TYPE SP 12.5 WEARING COURSE MIX (3,F) | NOT | \$70.00 | 18,542 | \$1,297,940.00 | 18,542 | \$1,297,940.00 | | | | | | | Н | | |
| 2360,502 TYPE SP 12.5 NON WEAR COURSE MIX (3,B) | NOT | \$60.00 | 11,728 | \$703,680.00 | | \$693,654.00 | | | | | | | 167 \$10 | \$10,026.00 | |
| TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING | NOI | \$105.00 | | | + | | | | | 1 | | | | 1 | |
| MODULAR BLOCK RETAINING WALL | Bos | 220.00 | 1.080 | \$21,194.60 | 1 060 | \$27 194 60 | | 1 | | | | | | | |
| 2422.618 WOOD NOISE BARRIER | F OS | \$25.00 | 909 9 | \$165 150 00 | 8,608 | \$165 150 00 | | | | | | | 1 | | |

P:\02-716-12\Documents\Road & Bridge Design\Estimate\0271612 SEQ.xlsx

09/28/2011 7:52 AM

P:\02-716-12\Documents\Road & Bridge Design\Estimate\0271612 SEQ.xisx

| Control Cont | EXHIBIT "A" = | Project Layout | TI TIOIN | - | | | 141 VIV. | יים ביי | TO TTARE | 1000 | 10000 | 11011011 | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------------|------------|------------|----------|--------------|--------------------------|------------------------|-----------------------------|-------------------------------------|------------------------|---------------|--------------------------|------------------------|--------------|---------------|------------|---------|
| Part | EXHIBIT "B" = EXHIBIT "C"=(| 60% Estimated Cost Share Cost Shering Agreement | 09-27-2011 | • | | ິິ | .0% ENGIN SAH 116 (BL | EER S'EST INKER LAF | KE BLVD) A | ND INTER | SECTION | CSAH 7 (7 | th Ave.) | | | | | |
| Control Cont | | | | | | | | | PARTICIPATING | 3 FEDERAL FI | SUNI | L | STORMS | EWER | | NON-PARTIC | PATING | |
| | ITEM | ITEM | TINN | UNIT | PROJECT | TOTAL | ANOKA COU SP 002-71 | NTY (A) 6-012 | CITY OF ANDC MSAP (198-0 | 3VER (B) 120-030, 18-020-0331 | CITY OF AND CP 10-3 | | COUNTY=78 NDOVER=8.8% | .2% (D) ANOKA=13.0% | CITY OF AND | OVER (E) | CITY OF AN | OKA (F) |
| No. 10.00 No. | | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | 1 | - | ⊢ | YTITNAUS | AMOUNT |
| CONTRICTORNER CONTRICT | 2451.513 F. | NE FILTER AGGREGATE (LV) | cu vo | \$25.00 | | | | | | | | | | | | | | |
| CENTRALISMENT CENTRALI | 2501.511 24 | "RC PIPE CULVERT CLASS !!! | L.N. | \$37.00 | 241 | \$8 922 55 | 184 | SR 813 55 | 25 | \$2 100 00 | | | | | | 1 | | |
| CONDER ANDRON SECUND SECUND CONDER ANDRON | 2501.511 30 | " RC PIPE CULVERT CLASS III | LINE | \$42.00 | 23 | \$1,218.00 | 53 | \$1,218.00 | 5 | 95,109.00 | | | | | | 1 | | |
| Control Cont | 2501,515 12 | " RC PIPE APRON | | \$400.00 | 1 | \$400.00 | | | | | - | | - | \$400.00 | | | | |
| 1 | 2501.515 1 | 7" RC PIPE APRON | EACH | \$400.00 | 13 | \$5,200.00 | | | | | - | | 6 | \$3,600.00 | 4 | \$1,600,00 | | |
| CHANGE AND | 2501.515 1 | 3" RC PIPE APRON | EACH | \$450.00 | 1 | \$450.00 | | | | | | | - | | 1 | \$450.00 | | |
| Statistication Stat | 2501.515 2 | RC PIPE APRON | EACH | \$500.00 | - | \$500.00 | | | | | | | - | \$500.00 | | | | |
| CHANCE AREA (MICHINE ADMINITED AND ALL | 2501.515 2 | FRC PIPE APRON | EACH | \$550.00 | 0 | \$4,950.00 | ဖ | \$3,300.00 | | | | | | | 3 | \$1,650.00 | | |
| SECTION CONTINUENCE | 2501.515 30 | NO FILE ATROIT | EACH | \$750.00 | 7 - | \$750.00 | ٣ | \$750.00 | ľ | | | | 2 | \$1,360.00 | | 1 | | |
| Particular Par | 2501.515 60 | 7 RC PIPE APRON | EACH | \$1,500.00 | - | \$1.500.00 | | 2000 | | | | | | - | * | \$4.500.00 | - | |
| Second Control Methods Second Control Meth | 2501.521 58 | SPAN RC PIPE-ARCH CULVERT CLASS IIIA | LINET | \$75.00 | 167 | \$12,525.00 | 167 | \$12,525.00 | | | - | - | | | | 2000 | | |
| Part | 2501.525 50 | "SPAN RC PIPE-ARCH APRON | EACH | \$900.00 | 2 | \$1,800.00 | 2 | \$1,800.00 | | | | | | | | | | |
| | 2501.602 Ti | SASH GUARD FOR 12" APRON | EACH | \$180.00 | - | \$180.00 | | | | | | | 1 | \$180.00 | | | | |
| | | AASH GUARU FUR 18" AFRON | FACH | \$250.00 | 2 | \$1,250.00 | | | | | | | r. | \$1,250.00 | | | | |
| The Set Quarter Post Stream Part Second 1 Secon | | SASH GLARD FOR 30" APRON | E ST | \$500.00 | 0 , | \$1,140,00 | 7 7 | \$760.00 | 1 | | | | | \$380.00 | | + | | |
| TYPE DEPTIES MORNET LESS AND CLAY LINITY SSEZION 152 SSLATION | | SASH GUARD FOR 58" SPAN PIPE APRON | EACH | \$950.00 | . ,- | \$950.00 | - 4- | \$950.00 | | | | | | + | | | | |
| 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.00 15.0 | | | | | | | | | | | | | | | | | | |
| 15 15 15 15 15 15 15 15 | | " RC PIPE SEWER DES 3006 CLV | HNI | \$27.00 | 125 | \$3,375.00 | | | _ | | | | 125 | \$3,375.00 | | | | |
| 18 18 18 18 18 18 18 18 | | 7" RC PIPE SEWER DES 3006 CLV | LINT | \$30.00 | 5,346 | \$160,380.00 | | | | | | | - | \$148,800.00 | 386 | \$11,580.00 | | |
| Matter M | | TRC PIPE SEWER DES 3006 CLIII | | \$30.00 | 1,921 | \$57,630.00 | | _ | | | | | 1,733 | \$51,990.00 | 188 | \$5,640.00 | | |
| 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 | 2503.541 24 | RC PIPE SEWER DES 3006 CLIII | | \$40.00 | 1,504 | \$60.180.00 | | | 1 | + | | 1 | 1,808 | \$63,280.00 | 259 | \$9,065.00 | | |
| National Courty National C | 2503.541 27 | "RC PIPE SEWER DES 3006 CLIII | ENI | \$45.00 | 212 | \$9,540.00 | | - | | | - | | 212 | \$9.540.00 | P | 22,300,00 | + | |
| Interpretation Inte | 2503.541 30 | r RC PIPE SEWER DES 3006 CLII! | LINET | \$50.00 | 479 | \$23,950.00 | | | | | | | 479 | \$23,950.00 | | - | | |
| Part | 2503.541 60 | " RC PIPE SEWER DES 3006 CLIII | UNFT | \$55.00 | 92 | \$4,180.00 | | | | | | - | | | 76 | \$4,180.00 | | |
| Deciding Standard Name | 2503.602 C. | DINNECT TO EXISTING STORM SEWER | EACH | \$800.00 | 10 | \$8,000.00 | | | | | | | 6 | \$7,200.00 | - | \$800.00 | | |
| Commetation of the properties of the propertie | | AMPOBARY WATER SERVICE | MINO | 00000 | | | | _ | | | | | | | | | 1 | |
| SECRETAL PROMINE PROMINE PACES SECRETAL PA | | ONNECT TO EXISTING WATERMAIN | FACH | 2900 DO | | | | | | | | | | | 1 | | | |
| Courte Delaymee STRUCTURE DESIGNS Courte Delaymee STRUCTURE DESIGNS Courte Delaymee STRUCTURE DESIGNS Courte Delaymee STRUCTURE DESIGNS 64-dzo C | 2504.602 Rt | ELOCATE HYDRANT AND VALVE | EACH | \$2,500.00 | | | | | ľ | | | | | | | + | | |
| CANADIA DECOMES CANADIA DE | 2504.602 8" | GATE VALVE AND BOX | EACH | \$1,800.00 | | | | | | | | | | | | - | | |
| F. CHAPPELLAND SECOND SE | 2504.602 12 | " GATE VALVE AND BOX | EACH | \$2,500.00 | | | | | | | | | | | | | | |
| For the part of | 2504.602 18 | " BUTTERFLY VALVE | EACH | \$3,100.00 | | | | | | | | | | | | | | |
| EVENTAL ENAME CONST. DRANAGE STRUCTURE DESIGN 4-4020 LIN FT \$220.00 CONST. DRANAGE STRUCTURE DESIGN 4-4020 LIN FT \$22.00 CONST. DRAN | | PROMETTAP | EACH | \$3,600.00 | | | | | | | | | | | | | | |
| 12 DIP WATERMAIN CLASS 92 | | DIP WATERMAIN CLASS 53 | I I | \$220.00 | | | | - | | | | 1 | | | | | | |
| Part | | " DIP WATERMAIN CLASS 52 | FNI | \$250.00 | | | | - | | | | | | | Š | | | |
| POLYDIN SASSON | 2504.603 16 | " DIP WATERMAIN CLASS 52 | LIN 71 | \$300.00 | | | | | | | | _ | | | | | _ | |
| DUCTILE RON FITINGS POUND \$425.00 FOUND \$425.00 FOUND \$425.00 FOUND \$425.00 FOUND \$421.00 FOUND FOUND <t< td=""><td>2504.604 2"</td><td>POLYSTYRENE INSULATION</td><td>SQ YD</td><td>\$350.00</td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<> | 2504.604 2" | POLYSTYRENE INSULATION | SQ YD | \$350.00 | | | | - | | | | | | | | | | |
| CONST. DRAINAGE STRUCTURE DESIGN F LIN FT \$240.00 51 \$12,120.00 14 CONST. DRAINAGE STRUCTURE DESIGN G LIN FT \$25,020.00 120.6 \$25,020.00 166.8 \$22,920.00 14 CONST. DRAINAGE STRUCTURE DESIGNAL HAD LIN FT LIN FT \$250.00 420.2 \$10,200.00 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 < | 2504.608 Di | JCTILE IRON FITTINGS | POUND | \$425.00 | | | | | | | - | | | | | | | |
| CONST. DRANAGE STRUCTURE DESIGN G LIN FT \$255,825.00 1/2.6. \$255,825.00 1/2.6. \$255,825.00 1/2.6. \$255,825.00 1/2.6. \$255,825.00 1/2.6. \$255,825.00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 1/2.6. \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 \$250,00 | | NOST DRAINAGE STRITCH IS DESIGN E | LI N. | \$340 DD | 2 | \$12.120.00 | - | | | | | | ŭ | \$42 420,00 | | | | |
| CONST. DRANAGE SITEUCTURE DESIGNAL LIN FT \$22,860.00 43 \$2,860.00 64 CONST. DRANAGE SITEUCTURE DESIGNAL 44-020 LIN FT \$32,800.00 47.2 \$10.00 87.2 \$2.200.00 64 CONST. DRANAGE SITEUCTURE DESIGNAL 44-020 LIN FT \$350.00 17.3 \$20,256.00 77.9 \$20,256.00 16 CONST. DRANAGE SITEUCTURE DESIGNA 64-020 LIN FT \$350.00 17.3 \$20,256.00 17.0 \$20,256.00 17.0 CONST. DRANAGE SITEUCTURE DESIGNA 64-020 LIN FT \$350.00 17.3 \$350.00 17.0 \$350.00 17.0 CONST. DRANAGE SITEUCTURE DESIGNA 64-020 LIN FT \$350.00 17.3 \$350.00 17.0 \$350.00 17.0 \$350.00 17.0 \$350.00 17.0 \$22,460.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 \$35,760.00 17.1 </td <td>2506.501</td> <td>ONST. DRAINAGE STRUCTURE DESIGN G</td> <td>ENIT</td> <td>\$215.00</td> <td>120.6</td> <td>\$25.929.00</td> <td></td> <td>-</td> <td></td> <td> </td> <td></td> <td></td> <td>106.8</td> <td>\$22,82,00</td> <td>41</td> <td>\$2,967.00</td> <td></td> <td></td> | 2506.501 | ONST. DRAINAGE STRUCTURE DESIGN G | ENIT | \$215.00 | 120.6 | \$25.929.00 | | - | | | | | 106.8 | \$22,82,00 | 41 | \$2,967.00 | | |
| CONST. DRAINAGE STRUCTURE DESIGNA, 46-4020 LIN FT \$250.00 429.2 \$107,300.00 64 COOKST. DRAINAGE STRUCTURE DESIGNA, 46-4020 LIN FT \$500.00 110.3 \$53,000.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 110.3 \$500.00 | 2506.501 CC | ONST. DRAINAGE STRUCTURE DESIGN H | ENI | \$220.00 | 13 | \$2,860.00 | | | | | | | 13 | \$2,860.00 | | | | |
| CONST. DRAINAGE STRUCTURE DESIGNS 64-4020 LIN FT \$320,000 110,3 \$53,000 16 94,1 \$22,250,00 16 CONST. DRAINAGE STRUCTURE DESIGNS 64-4020 LIN FT \$40,000 18.8 \$20,260,00 16.8 \$20,260,00 18.8 \$20,260,00 17.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 \$20,260,00 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 < | 2506.501 Ct | ONST. DRAINAGE STRUCTURE DESIGN 48-4020 | LINE | \$250.00 | 429.2 | \$107,300.00 | | | | | | | 375.3 | \$93,825.00 | 54 | \$13,475.00 | | |
| CONST. DRAIMAGE STRUCTURE DESIGNA LIN FT \$550.00 67.9 \$20.285.00 67.9 \$20.285.00 57.9 CONST. DRAIMAGE STRUCTURE DESIGNA 84-020 LIN FT \$500.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 4.1 \$3.885.00 | 2506.501 Ct | ONST. DRAINAGE STRUCTURE DESIGN 54-4020 | LINE | \$300.00 | 110.3 | \$33,090.00 | | | | | | | 94.1 | \$28,230.00 | 16 | \$4,860.00 | _ | |
| COMEST_DANAMAGE_STRUCTURE_DESIGNS RE-ACCOUNTS_LINETY \$560.000 19.31 \$9.870.000 19.32 \$9.870.000 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 19.32 | 2506.501 Ct | ONST. DRAINAGE STRUCTURE DESIGN 60-4020 | 탈 | \$350.00 | 67.9 | \$20,265.00 | | | | | - | | 57.9 | \$20,265.00 | - | | | |
| CONST. DRAINAGE STRUCTURE DESIGN 96-4020 LIN FT \$3.00.00 4.1 \$3.895.00 4.1 RECONSTRUCT DRAINAGE STRUCTURE DESIGN 96-4020 LIN FT \$856.00 4.1 \$3.895.00 4.1 RECONSTRUCT DRAINAGE STRUCTURE DESIGN 96-4020 LIN FT \$856.00 7.7 \$85.780.00 7.7 CASTING ASSENBLY EACH \$356.00 7 \$2,450.00 7 \$2,450.00 | 2506.507 | ONST. DRAINAGE STRUCTURE DESIGN 66-4020 | LINE . | \$450.00 | 19.8 | \$8,910.00 | | + | | | | | 18.8 | \$8,910.00 | | | | |
| RECONSTRUCT DEALMAGE STRUCTURE LIN FT SSEG.00 171 SSE,700.00 7 SSE,600.00 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 | 2506.501 | ONST. DRAINAGE STRUCTURE DESIGN 72-4020 | 1 N 1 | \$700.00 | 44 | 43 805 00 | | | | | | 1 | , | 63 805 00 | | | | |
| CASTING ASSEMBLY EACH \$560.00 171 \$86,780.00 7 \$2,450.00 7 \$2,450.00 | 2506.503 Rt | CONSTRUCT DRAINAGE STRUCTURE | : E | 20,000 | i | 201000100 | | | | \dagger | | $\frac{1}{1}$ | Ī | 00,000,00 | | T | | |
| ADJUST FRAME AND RING CASTING EACH \$380.00 7 \$2,450.00 7 \$2,450.00 | 2506.516 C | ASTING ASSEMBLY | EACH | \$560.00 | 171 | \$95,760.00 | | | | | | T | 171 | \$95,760.00 | - | | | |
| | 2506.522 AL | JUST FRAME AND RING CASTING | EACH | \$350.00 | 7 | \$2,450.00 | 7 | \$2,450.00 | | | | | _ | | | | | |
| | | | | | | | - - | - | | _ | | | | | | | | |

09/28/2011 7:52 AM

P:\02-716-12\Documents\Road & Bridge Design\Estimate\0271612 SEQ.xisx

| Part | EXHIBIT "A" = Project Layout EXHIBIT "B" = 60% Estimated Cost Share EXHIBIT "C" = Cost Shering Agreement "EXHIBIT "C" = Cost Shering Agreement | O _I | EXHIBIT "B" 09-27-2011 | | | _ه ی | 60% ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) AND INTERSECTION CSAH 7 (7th Ave.) | EER'S EST JNKER LA | IMATE OF I KE BLVD) A | PROBABL | E CONSTR SECTION | CSAH 7 (7 | COSTS 7th Ave.) | | | | | : |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------------------|--------------|----------|----------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|------------------------------------|---------------------|-------------|--------------------------|-----------------------|-------------|-------------|-------------|---------|
| Control Cont | יו אין | | | | | | | | PARTICIPATING | S FEDERAL F | SUND | <u> </u> | STORMS | WER | | NON-PARTIC | SIPATING | |
| Control Property Control Pro | | | UNIT | UNIT | PROJECT | TOTAL | ANOKA COU SP 002-71 | INTY (A) 6-012 | CITY OF AND MSAP (198-0 | DVER (B) 120-030, 18-020-033 | CITY OF AN | | COUNTY=78 NDOVER=8.8% | 2% (D) ANOKA=13.0% | CITY OF AND | over (E) | CITY OF ANC | JKA (F) |
| NOTICE THE PROPERTY | | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT | | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | ╁ | H | AMOUNT |
| Contrict No. | | | OL YO | \$90.00 | 92 | \$8,298.00 | 24 | \$2,133.00 | | | | | 40 | \$3,573.00 | 53 | \$2,592.00 | | |
| Control Cont | | | 0.1 | 92.70 | 717 | \$746.82 | 2 | \$181.87 | | | | | 118 | \$321.57 | 98 | \$233.28 | | |
| Conception State Description | | | SQFT | \$3.00 | 75,682 | \$227,046.00 | 75,682 | \$227,046.00 | | | | | | | | | | |
| Charge Presentation | | N B418 | L S | 89.50 | 17,732 | \$168,454.00 | 17,732 | \$168,454.00 | | | | | | | | | | |
| Particle | | N B424 | SON | \$11.50 | 19,446 | \$223,629.00 | 8,926 | \$102,649.00 | 6,177 | \$71,035.50 | 2,749 | \$31,613,50 | | | 1,594 | \$18,331.00 | | |
| Particular Par | 2531.502 CONCRETE MEDIAN NOSE | | Series | 39.00 | 353 | \$3.177.00 | 353 | \$3 177 00 | | | | ľ | Ì | | | | | |
| | 2531.604 DRAINAGE FLUME | | SQ YD | \$80.00 | | - | | | | | | | | | | | | |
| | 2531.618 TRUNCATED DOMES | | SO EL | \$40.00 | 314 | \$12,556.00 | | - | 218 | \$8,760.00 | 35 | \$3,796.00 | | | | | | |
| MACHIOLAGINATION MACHIOLAGIN | 2531,518 PEDESTRIAN CURB RAMP | | SOF | \$5.00 | 1,192 | \$5,960.00 | | | 352 | \$1,760.00 | 840 | \$4,200.00 | | 1 | | 1 | | |
| MacENDECEDIONICALE MacENDE | 2540.602 MAILBOX SUPPORT | | EACH | \$140.00 | | | | | | | | | | | | | | |
| PACIFIC CONTINUES ASSESSMENT | | | | | | | | | | | | | | | | | | |
| NAMES PROPERTY P | | | LINET | \$18.50 | | | | | | | 1 | | + | 1 | | | | |
| NAMES PROPER PR | | 333 | LUMP SUM | \$50,000 | | 850,000,00 | 282'0 | \$39,350,00 | 0.046 | \$2,300.00 | 0.033 | \$1,650,00 | 0.103 | \$5.150.00 | 0.031 | \$1 550 CD | | |
| SECTION PROCESSION P | | | HOUR | \$90.00 | 30 | \$2,700.00 | 30 | \$2,700.00 | | | | | 200 | 70.00 | 200 | | | |
| Particle | | | l | 000 | | | | | | | | | | | | | | |
| | 2564 531 SIGN PANELS LYPE C | | N S | \$30.00 | | | | | | | | | | | | | | |
| | 2564 550 IDEI INEATOR TYPE X4.73 | | 100 | 850.00 | | | | - | | | | | | | - | | | |
| ENCORTEGN SHOWN STREAM ENCORTEGN STREAM ENCOR | 2564.552 HAZARD MARKER X4-2 | | EACH | \$60.00 | | | | | | | | | | | | | | |
| TRAPPIC COMPTOL SIGNAL SYSTEMA SIG SYS SEGRODIO 1 SERO, DOLD 1 STROLD 1 STRO | 2564,553 CLEARANCE MARKER X4-4 | | EACH | \$140.00 | | | | | | | | | | | | | | |
| INTERFECT CONTRICE SIGNAL STREAM | | | | | | | | | | | | | | | | | | |
| DEPENDENCY VEHICLE PREMEMPTION SYSTEMA LUMP SIMA SYLOGOLOGY 1 SYLOGOLOGY | 2565.511 IRAFFIC CONTROL SIGNAL SYSTEM | Y S | SIGSYS | \$260,000.00 | | \$260,000.00 | 0.50 | \$130,000.00 | 0 | \$65,000.00 | 0.25 | \$65,000.00 | | | | | | |
| DEFECUENCY TREACE PRESENTION SYSTEM LUMP SIM SECOND 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 | 2565 601 EMERGENCY VEHICLE PREEMPTION | V SYSTEM A | I IMP SIM | \$11 000 00 | | 2240,000.00 | \$5.0 | \$81,600.00 | | \$79,200.00 | 0.33 | \$79,200.00 | | | | | | |
| TITATE COUNTROL INTERCONNECTION LIMP SIM SEGODOLO 1 | 2565.601 EMERGENCY VEHICLE PREEMPTION | A SYSTEM B | LUMP SUM | \$9,000.00 | | \$9,000.00 | | | - | \$4,500.00 | 0.50 | \$4,500.00 | | | | | | |
| SECONOM PACKADE SLICED LIN FT SE 200 10.0590 SE71.200.00 14.2 SE7.200.00 | 2565.601 TRAFFIC CONTROL INTERCONNECT | NOL | LUMP SUM | \$50,000.00 | 1 | \$50,000.00 | | | 1 | \$25,000.00 | 0.50 | \$25,000.00 | | | | | | |
| SEED MICHINE 240 | | | | | | | | | | | | | | | | | | |
| STORAND PARAM NEET POST CONTROL SUPERVISOR STAGOD S | | | L L | \$2.00 | 10,630 | \$21,260.80 | 10,630 | \$21,260.80 | | | | | | | | | 1 | |
| SEED MINCHINGE AND COLUMN | | | FACH | \$10,00 | 142 | \$1,420.00 | 142 | \$7,420.00 | S | 00 000 00 | | | 105 | 200 00 | | | | |
| SEEDING SEED | | | LUMP SUM | \$14,000.00 | 1 | \$14,000.00 | 2 - | \$14,000,00 | 22 | 95,000.00 | | | 8 | 923, 100,00 | | | - | |
| SEED MAXUNE 240 | П | | | | | | | | | | | | | | | | | |
| SEED MAXTURE 240 SEED MAXTUR | | | ACRE | \$220.00 | 14 | \$3,146.00 | 14.3 | \$3,146.00 | | | | | | | | | | |
| SEED MATCHER 310 SEED MATCHE | 25/5:50Z SEED MIXTURE 240 | | D COOR | 210.00 | 189 | \$1,890.00 | 188 | \$1,890.00 | | | | | | | | | | |
| SECTION MATTER STATEMENT SECTION | 2575.502 SEED MIXTURE 310 | | DOUND | \$17.00 | 825 | \$14,025.00 | 825 | \$14,025.00 | | | | | | | | | - | |
| SOCIONAL TYPE SALT RESISTANT SQ YO \$2.50 16.321 538.302.50 16.321 | 2575.502 SEED MIXTURE 325 | | POUND | \$6.00 | 37 | \$222.00 | 37 | \$222.00 | | | | | | | | | | |
| MULCH WHITERLA TYPE 1 DISK ANCHORNING BINGLICH WHITERLA TYPE 3 BINGLICH WHITERLA TYPE 3 BINGLICH WHITERLA TYPE 3 BINGLICH WHITERLA TYPE 3 BINGLICH WHITE PEPCONNED THERMOPLAS BENDIND SECTION CONTROL BLANKETS CATEGORY 3 SECTION CATEGORY CATEGORY 3 SEC | 2575,505 SODDING TYPE SALT RESISTANT | | sayo | \$2.50 | 15,321 | \$38,302.50 | 15,321 | \$38,302.50 | | | | | | | | | | |
| DISTS ANACTORNING 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 3.3 578.00 | | | NO | \$200.00 | 6.7 | \$1,340.00 | 6.7 | \$1,340.00 | | | | | | | | | | |
| PACINICAL SEANCE SCALEGORY 3 | | 6,000 | ACRE | \$60.00 | 3.3 | \$198.00 | 3.3 | \$198.00 | | 1 | 1 | | † | | + | 1 | 1 | |
| ACTION A | | EGURY 3 | SC YD | 20.70 | 37,326 | \$20,128.20 | 37,326 | \$26,128.20 | | | | | 1 | | | | | |
| ### SOLID LINE YELLOW - PREFORMED THERMOPLAS | 25/3,332 FERTILIZER TITE 3 | | MGALLON | \$300,00 | 26. | \$46.770.00 | 25.75 | \$16.770,00 | | 1 | | T | 1 | <u> </u> | T | \dagger | - | |
| PAVENIENT MESSAGE (LT ARROW) PREFORMED THERMOPLAS FACILI DIME MATELE EPOXY 4. BROCKEN LINE WHITE - EPOXY 4. SOLID LINE WHITE - EPOXY 4. SOLID LINE WHITE - EPOXY 5. SOLID LINE WHITE - EPOXY 5. SOLID LINE WHITE - EPOXY 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT 6. SOLIT LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT LINE YELLOW - PROFORMED THERMOPLASTIC 6. SOLIT LINE YELLOW - PREFORMED THERMOPLASTIC 6. SOLIT LINE YELLOW - PROFORMED THERMOPLASTIC SOLIT LINE YELLOW - PROFORMED THERM | | | | ***** | ; | ,,,,, | | - | | | | | | T | T | T | İ | |
| PAVEMENT MESSAGE (FT ARROW) PREFORMED THERMOPLAS 4" SOLID LINE WHITE - EPOXY 4" SOLID LINE WHITE - EPOXY 4" SOLID LINE YELLOW - EPOXY 4" SOLID LINE YELLOW - EPOXY 4" SOLID LINE YELLOW - EPOXY 5" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SO FT 5" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SO FT 5" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SO FT | | PREFORMED THERMOPLAS | EACH | \$300.00 | | | | | | | | | | | | | | |
| 4" SOLID LINE WHITE - EPOXY 4" SOLID LINE WHITE - EPOXY 4" SOLID LINE YELLOW- EPOXY 4" SOLID LINE YELLOW- EPOXY 4" SOLID LINE YELLOW- EPOXY 5" SOLID LINE YELLOW- EPOXY 5" SOLID LINE YELLOW- SPETORNED THERMOPLASTIC SOLIT SO | | PREFORMED THERMOPLAS | EACH | \$300.00 | 1 | 1 | 1 | | | 1 | | | | | - | | | |
| 4. SOLID LINE YELLOW - EPOXY 4. DOUBLE SOLID LINE YELLOW - EPOXY 5. SOLID LINE YELLOW - PREFORMED THERMOPLASTIC 5. SOLID LINE YELLOW - PROFORMED THERMOPLASTIC LINE YELLOW - PROFORM | 2582.502 4" SOLID LINE WHITE - EPOXY | | LINI | \$0.30 | + | + | + | | 1 | 1 | † | 1 | | | 1 | | 1 | |
| 4 DOUBLE SOLID LINE YELLOW - EPOXY CROSSWALK MARKING - WHITE PREPENDED THERMOPLASTIC SOFT SAFE SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SOFT SAFE SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SOFT SAFE SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SOFT | 2582 502 4" SOLIDLINE VELLON, EDOXY | | | \$0.40 | | | | | | | | l | | | | + | | |
| CROSSWALK MARKING - WHITE PREFORMED THERMOPLASTIC SQ FT 24" STOP LINE WHITE - PREFORMED THERMOPLASTIC SQ FT 24" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC SQ FT | 2582-502 4" DOUBLE SOLID LINE YELLOW - EP | - CXX | : EN | \$0.60 | + | | | | | | | l | | T | | T | | |
| SOFT | 2582.503 CROSSWALK MARKING - WHITE PRE | FORMED THERMOPLASTIC | SOFT | \$11.00 | ļ . | | | | | | | | | T | | - | | |
| SQFT | 2582.618 24" STOP LINE WHITE - PREFORMED |) THERMOPLASTIC | SOFT | \$12.00 | | | | | | | | | | | | | | |
| | 2582,618 24" SOLID LINE YELLOW - PREFORM | ED THERMOPLASTIC | SO FT | \$9.00 | | | | | | | | | | | | | | |

| EXHBIT THBIT | EXHIBIT "9" = Invoice that Oost Shere EXHIBIT "9" = 60% Estimated Oost Shere EXHIBIT "9" = 60% Shering Agreement EXHIBIT "0" = Cost Shering Agreement | EXHIBIT "B" 09-27-2011 | | | - ຮ | 30% ENGIN 3AH 116 (BI | 60% ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) AND INTERSECTION CSAH 7 (7th Ave.) | IMATE OF I (E BLVD) A | PROBABL ND INTER | E CONSTI | SUCTION (| COSTS 7th Ave.) | | | | | |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------|-------------------------------|----------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------|-------------------------------|--------------------|----------------------------------------------|-------------------------|---------------------|-------------------|-------------------|---------|
| Dy MARIC | 1107-17-60 | | | | | | a. | PARTICIPATING FEDERAL FUNDS | FEDERAL FI | UNDS | - | STORM SEWER | EWER | | NON-PARTICIPATING | IPATING | |
| ITEM | ITEM | FINU | UNIT | PROJECT TOTAL | r TOTAL | ANOKA COUNTY (A) SP 002-716-012 | UNTY (A) - 16-012 | CITY OF ANDOVER (B) MSAP (198-020-030, 198-020-033) | 20-030, R-020-0331 | CITY OF ANOKA (C) CP 10-27 | | COUNTY=78.2% (D) ANDOVER=8.8% ANOKA=13.0% | 9.2% (D) ANOKA=13.0% | CITY OF ANDOVER (E) | OVER (E) | CITY OF ANOKA (F) | OKA (F) |
| | | | | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT | QUANTITY | AMOUNT |
| | | | | | | | | | - | | | | | | | | |
| | | | | | | | | | | | | | | | - | | |
| | | | | | | | - | | - | | | | | | - | | |
| | | | | | | | | - | - | | | | | | | | |
| | | | | | | | | | - | | | | | | | | |
| | SUBTOTAL | | | | \$7,014,655.52 | | \$5,519,725.67 | | \$321,901.50 | | \$233,419.50 | | \$721,361,57 | 33 | \$218,247.28 | | |
| | | | | | \$7,014,655.52 | | ¥ | ı | m | | 0 | ı | ۵ | j | ш | J | L |
| | | | | | | | | | | | | | | | | | |
| | Federal Funds Available | \$4,708,480.00 | | Funding Group: | | L | Group A | _ | Group B | _ | Group C | L. | Group D | | Group E | L. | Group F |
| | % Federal Funding | 71.58% | - | Totals: | \$7,014,655.52 | | \$5,519,725.67 | | \$321,901.50 | | \$233,419.50 | | \$721,361.57 | | \$218,247,28 | | |
| | | | Total Federa | Total Federal Eligible Items: | \$6,796,408.24 | | \$5,519,725.67 | | \$321,901.50 | | \$233,419.50 | | \$721,361.57 | - | - | | |
| | | | Federal | Federal Funds Available | \$4,708,480.00 | | \$3,950,878.99 | | \$230,408.89 | | \$167,075.73 | | \$516,332.23 | | | | |
| | | | | Rounded to: | | | \$3,794,660.00 | | \$230,410.00 | | \$167,080.00 | | \$516,330,00 | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | SP 002 | SP 002-716-012 - CSAH 1 | | SAH 7 Improv | 16 and CSAH 7 Improvement Project - FUNDING SPLITS | # - FUNDING | SPLITS | | | | | | | | |
| | | | PROJECT | ANOKA | ANOKA | ANOKA | ANOKA | CITY OF. | <u> </u> | CITY OF ANDOVER | CITY OF ANDOVER | CITY OF ANOKA | | CITY OF ANOKA | CITY OF ANOKA | | |
| | | | IOIALS | TOTALS | FUNDS | FUNDS | LOCAL FUNDS | Kidet | FUNDS | FUNDS | FUNDS | 3888 | FUNDS | FUNDS | FUNDS | | |
| | ROADWAY | | 6,293,293.95 | 5,519,725.67 | 3,794,660.00 | 1,725,065.67 | - | 540,148.78 | 230,408.89 | 91,492.61 | 218,247.28 | 233,419.50 | 167,075.73 | 66,343.77 | | | |
| | DRAINAGE (78.2% County, 13.0% Anoka, 8.8% Andover) | | 721,361.57 | 564,104.74 | 403,770.05 | 160,334.69 | | 63,479.81 | 45,437.03 | 18,042.78 | | 93,777.00 | 67,122.90 | 26,654.10 | | | |
| | CONSTRUCTION TOTAL | | 7,014,655.52 | 6,083,830.41 | 4,198,430.05 | 1,885,400.36 | | 603,628.59 | 275,845.93 | 109,535.38 | 218,247.28 | 327,196.50 | 234,198.63 | 92,997.87 | | | |
| | 8% CONSTRUCTION ENGINEERING | | 561,172.44 | 486,706.43 | | 486,706.43 | | 48,290.29 | | 48,290.29 | | 26,175.72 | | 26,175.72 | | | |
| | DESIGN ENGINEERING | | | 1 | 1 | 1 | 1 | † | 1 | | 1 | + | 1 | + | | | |
| | AVX DC HICKORY | - | _ | _ | _ | | | _ | _ | _ | _ | - | _ | _ | - | | |

| 62.28 | | |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--|
| 5.2025 | 0.031 | |
| ,034.50 ,034.50 | 0.103 | |
| 031.50 | 0.033 | |
| 3052 | 0.046 | |
| 68,655.52 | 0.787 | |
| 699'9S | 1.0000 | |
| PED, AND TRAFFIC CONTROL | OTAL VEFIC CONTROL) | |
| PROBATA ITEMS OTAL WITHOUT WOBILIZATION, FIELD OFFICE TYPE 6, AND TRAFFIC CONTROL. | RATIO OF COLUMN SUBTOTAL VS. PROJECT SUBTOTAL (BOTH WO MOBILIZATION, FIELD OFFICE, AND TRAFFIC CONTROL) | |
| TOTAL WITH | RATIO OF CA (BOTH W/O M | |

EXHIBIT "C"

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

| ITEMS Concrete Curb & Gutter | COUNTY SHARE 50% | CITY SHARE 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% |
| Unles | ss existing trail not placed at edge of | RW |
| 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 5,0 w/ State Aid approved SJR | 00) 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 | 0) 100% | 0% |
| Traffic Signal, w/o State Aid approved SJR | 0% | 100% |
| EVP | 0% | 100% |
| Engineering Services | *3 | * 3 |
| Rìght-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.
- 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.