

**JOINT POWERS AGREEMENT  
FOR THE RECONSTRUCTION OF COUNTY STATE AID HIGHWAY/COUNTY ROAD 7  
CSAH 7 (7<sup>th</sup> AVENUE) at 143<sup>rd</sup> AVENUE  
IN THE CITIES OF ANDOVER AND ANOKA, MN**

**ANOKA COUNTY PROJECT NUMBER 002-607-028  
CITY OF ANDOVER PROJECT NUMBER 21-45B  
CITY OF ANOKA PROJECT NUMBER 2022-253**

THIS AGREEMENT is made by the parties on the last date executed below, 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", the City of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, hereinafter referred to as "City of Andover", and the City of Anoka, 2015 First Avenue, Anoka, MN 55303, hereinafter referred to as "City of Anoka".

WITNESSETH

WHEREAS, the parties agree it is in the best interest of the traveling public to reconstruct County State Aid Highway 7 (7<sup>th</sup> Avenue NW), hereinafter referred to as CSAH 7 from 600' north of County State Aid Highway 116 (Bunker Lake Boulevard NW), hereinafter referred to as CSAH 116 to 1,000' north of 145<sup>th</sup> Avenue NW, as this segment is in need of reconstruction; and,

WHEREAS, the City of Andover has prepared preliminary design plans for the reconstruction of CSAH 7 from 600' north of CSAH 116 to 1,000' north of 145<sup>th</sup> 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 CSAH 7 from 600' north of CSAH 116 to 1,000' north of 145<sup>th</sup> Avenue NW; and,

WHEREAS, the parties agree that it is in their best interests that the costs 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, which may include the exercise of powers by one or more of the participating governmental units on behalf of the other participating units.

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of reconstructing the roadway, drainage, trail, traffic control system as well as other utilities on CSAH 7 from 600' north of CSAH 116 to 1,000' north of 145<sup>th</sup> Avenue NW (hereinafter the "Project"); said project is described in the preliminary design plans. 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 reconstruction of CSAH 7 between 600' north of CSAH 116 to 1,000' north of 145<sup>th</sup> Avenue NW is in the best interest of the traveling public and that the Preliminary Layouts as shown in Exhibits A and B, define the preliminary design of the Project.

It is agreed that the Exhibit A Layout dated April 25, 2022, addresses the design of intersections at CSAH 7 and 143<sup>rd</sup> /145<sup>th</sup> Avenues. It is agreed that the Exhibit B Layout dated January 12, 2022, addresses the design of the intersection at CSAH 116 / Hopi Street.

The parties agree that Layouts referenced above have been reviewed and accepted by the parties and are suitable for preparation of final construction documents. Any significant changes made hereafter to the design as presented in the attached Exhibits A and B (Layouts) will require approval by the parties as an amendment to this JPA. Those changes may also require a change in the cost share to include any additional design engineering costs that may occur.

Additionally, Exhibit C dated April 25, 2020, and Exhibit D address the allocation of Project costs, unless otherwise specified herein. Those exhibits are incorporated and made part of this Agreement.

## II. METHODS

The City of Andover shall cause the construction of the Project, with responsibilities and costs allocated as described in this Agreement.

### A. IMPROVEMENTS:

It is agreed by the parties that in 2022, CSAH 7 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 at 143<sup>rd</sup>, right- and left-turn lanes, through lanes, shoulders, concrete curb and gutter, storm sewer with associated ponding if necessary, bituminous trail, and retaining walls if necessary.

### B. INTERSECTIONS:

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

CSAH 7 / 143<sup>rd</sup> Avenue: Signal System  
CSAH 7 / 145<sup>th</sup> Avenue: Full Access

As agreed by the County and the City of Andover, improvements to the following intersections have been incorporated in the Exhibit "B" Layout design:

CSAH 116 / Hopi St.: Right in / Right out

**C. RIGHT OF WAY:**

The parties do not anticipate to acquire any right-of-way or easements for the Project. In the event any right-of-way and/or easements needed for improvements beyond what is defined in the Exhibit "A" Layout those acquisitions will be the responsibility of the City of Anoka, with the exception of any right-of-way required for the right-turn lane from CSAH 7 to 145<sup>th</sup> Avenue NW, which would be the responsibility of the County.

**D. CSAH 7 RIGHT TURN LANE:**

The City of Andover shall pay for all costs to construct the CSAH 7 right turn lane south of the 143<sup>rd</sup> intersection. This area is approximated as the blue color in Exhibit A

**E. TRAFFIC SIGNALS:**

The parties agree that a new traffic control signal system at the CSAH 7 and 143<sup>rd</sup> Avenue intersection will be constructed with this Project. The parties agree that the cost share and ongoing traffic signal maintenance at the CSAH 7 / 143<sup>rd</sup> intersection would be consistent with the County non-warranted traffic signal installation maintenance practices, with the County responsible for all signal and EVP maintenance on a 100% reimbursable basis from the City of Andover (billed quarterly for 100% of all incurred costs). The costs to be billed to the City of Andover include all luminaire maintenance and the ongoing supply of electrical power for the traffic signal system. The City of Andover and City of Anoka agree to then split 50/50 the associated costs of said EVP and luminaire maintenance, as well as the associated electrical power costs.

**F. 145<sup>th</sup> AVENUE RIGHT TURN LANE:**

The County shall pay for all costs to construct the 145<sup>th</sup> Avenue right turn lane. This area is approximated as the salmon colored area in Exhibit A.

**G. DRAINAGE:**

The City of Andover shall pay for all modifications or additions to the existing storm sewer system, including any changes to detention basins and their outlet structures that may be required by the watershed. If an Operations & Maintenance Agreement is required, the City of Andover coordinate such agreement with the watershed district.

**H. TRAFFIC CONTROL:**

The parties understand and agree that construction of CSAH 7 will be staged in such a way that provides two-way traffic at all times during construction. Access for local traffic will be maintained during construction. The parties agree and understand the cost share for traffic control for the City of Andover and City of Anoka shall be a prorated share based on the respective city project cost divided by the total project cost.

**I. TRAILWAY:**

There is one new bituminous trailway being constructed along the west boulevard of CSAH 7. This new trail location is located in the City of Anoka and its location has been agreed to by the County. This trailway is approximated as the orange coloreds are in Exhibit A.

The parties agree that the costs will be pay by the City of Anoka as shown in C.

**J. DRIVEWAYS:**

The parties agree that all driveways affected (excluding those identified for removal) by the Project will be reconstructed in kind at 100% project cost with the cost of any upgrades requested by the City of Andover, including concrete aprons, to be the sole responsibility of the City of Andover.

**K. RETAINING WALLS:**

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

**L. 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. There are no current plans for any watermain or sanitary work to occur with this Project.

**M. PERMITS:**

The parties agree that the City of Andover will secure all necessary permits for this Project. The County agrees to coordinate with the City of Andover in securing the permits required by Lower Rum River WMO, county permits, as well as any other permits that may be required. The County also requests that the City of Andover and City of Anoka 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 \$1,542,786.65.

The total estimated construction cost to the County is \$124,872.50.

The total estimated construction cost to the City of Andover is \$715,035.55.

The total estimated construction cost to the City of Anoka is \$702,878.60.

The County participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$124,872.50. The estimated cost to the County for construction engineering is \$9,989.80.

The City of Anoka participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$702,878.60. The estimated cost to the City of Anoka for construction engineering is \$56,230.29.

The Andover Crossings development associated with the CSAH 7 reconstruction project contains an access point to the westbound leg of CSAH 116. This connection requires construction of a westbound left turn lane along CSAH 116. The County agrees to pay the City of Andover \$2,500 for the engineering involved with the design of said turn lane.

In summary, the total County share of this Project is \$137,362.30\* (includes construction and construction engineering costs).

$$*\$124,872.50 + \$9,989.80 + \$2,500 = \$137,362.30$$

In summary, the total City of Anoka share of this Project is \$759,108.89\*\* (includes construction and construction engineering costs).

$$**\$702,878.60 + \$56,230.29 = \$759,108.89$$

In summary, the total City of Andover share of this project is \$715,035.55.

Upon award of the contract, the County and City of Anoka shall pay to the City of Andover, upon written request by the City of Andover, ninety five percent (95%) of its relative portion of the cost of the Project. The County's 95% share is estimated at \$130,494.19. The City of Anoka's 95% share is estimated at \$721,153.45. Prior to billing, this estimate will be updated by the City of Andover to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the County and City of Anoka at the time of billing. The County and City of Anoka'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 City of Andover.

After final completion of the Project, the costs will be reconciled and the County's and City of Anoka's shares of the construction costs 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 County's and City of Anoka's share. Also, the remaining five percent (5%) of the County's and City of Anoka's portion of the construction costs shall be paid.

The City of Andover agrees to submit to the County and City of Anoka for review documentation regarding final quantities and costs within one year of Project substantial completion.

#### IV. TERM / TERMINATION

This Agreement shall become effective immediately upon execution, and will remain in effect until the Project and all restoration activities are completed, *with exception* of the maintenance and ownership provisions in Section IX within this Agreement, which continue indefinitely and shall survive termination of the JPA.

#### V. DISBURSEMENT OF FUNDS

All funds disbursed by the County, City of Anoka, or City of Andover 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 City of Andover in conformance with 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 County and City of Anoka payment to the City of Andover, The City of Andover shall provide the County and City of Anoka a copy of all cost participation documents submitted to MnDOT State Aid to assist in their applications for MSA funding.

## VIII. 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 all the previously mentioned CSAH 7 / 143<sup>rd</sup> Avenue 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 installations, the ongoing cost of the electrical power to the signals shall be split 50/50 between the City of Andover and the City of Anoka.

## IX. MAINTENANCE

- A. Maintenance of the completed 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 of Andover. Maintenance of the catch basins and catch basin leads will be the responsibility of the County.
- B. Maintenance of the bituminous trailway along the west boulevard of CSAH 7 shall be the sole obligation of the City of Anoka. Maintenance includes; snow removal, sweeping and debris removal, patching, crack repair, pavement replacement, signage, pavement markings, and any other maintenance activities to perpetuate the trailway in a safe and usable condition.
- C. Maintenance of crosswalk pavement markings at the signalized intersection shall be the responsibility of the County.
- D. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City of Andover. The City of Andover 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. The City of Andover will split the associated costs of said maintenance 50/50 with the City of Anoka.
- E. Maintenance of the completed traffic control signal and signal equipment at the intersection of CSAH 7 and 143<sup>rd</sup> Avenue shall be performed by the County on a 100% reimbursable basis from the City of Andover, billed quarterly for 100% of all incurred costs. The City of Andover will split the associated costs of said maintenance 50/50 with the City of Anoka.

- F. The County shall maintain said traffic signal controllers, traffic signal and pedestrian indications, loop detectors, fiber interconnect, and associated wiring of the said traffic control signals on a 100% reimbursable basis from the City of Andover, billed quarterly for 100% of all incurred costs. The City of Andover will split the associated costs of said maintenance 50/50 with the City of Anoka.
- G. Maintenance of the galvanized coating on the traffic signal system poles and mast arms shall be the obligation of the City of Andover and City of Anoka. Any variation of painting choice standards shall be the obligation of the City of Andover and City of Anoka. The cost of said maintenance will be split 50/50 between the City of Andover and City of Anoka.
- 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 of Andover and City of Anoka 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 of Andover shall be billed by the County on a quarterly basis for all incurred costs. The City of Andover will enter into a separate agreement with the City of Anoka regarding cost sharing for the ongoing EVP maintenance.
- 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 of Andover or Anoka, 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.

#### X. 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, to the City Administrator of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, on behalf of the City of Andover, and to the City Manager of Anoka, 2015 First Avenue, Anoka, MN 55303, on behalf of the City of Anoka.

# XI. INDEMNIFICATION

To the extent allowed by law, the City of Andover, City of Anoka, 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 any party under this Agreement.

# XII. 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.

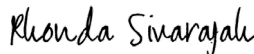
# XIII. COUNTERPARTS

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 to this Agreement have hereunto set their hands on the dates written below:


**COUNTY OF ANOKA**

DocuSigned by:  
By:   
27D3CB52C23648E...  
Rhonda Sivarajah  
County Administrator  
4/28/2022  
Dated: \_\_\_\_\_

**RECOMMENDED FOR APPROVAL**

DocuSigned by:  
By:   
A03442ADA7B14FB...  
Joseph J. MacPherson, P.E.  
Transportation Division Manager  
4/26/2022  
Dated: \_\_\_\_\_

**APPROVED AS TO FORM AND EXECUTION:**

DocuSigned by:  
By:   
40EA3B1301A24A7...  
Christine V. Carney  
Assistant County Attorney  
4/28/2022  
Dated: \_\_\_\_\_

**CITY OF ANDOVER**

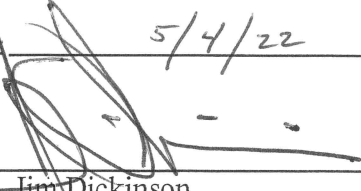
By: \_\_\_\_\_

  
Sheri Bukkila  
Mayor

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

5/4/22

By: \_\_\_\_\_

  
Jim Dickinson  
City Administrator

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

5/4/22

**APPROVED AS TO FORM:**


By: \_\_\_\_\_

  
Scott Baumgartner  
City Attorney

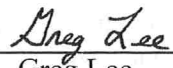
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5/4/22

**CITY OF ANOKA**

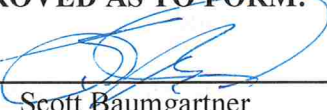
By:   
Phil Rice  
Mayor

Dated: May 2, 2022

By:   
Greg Lee  
City Manager

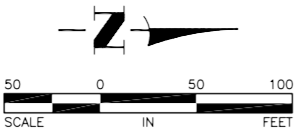
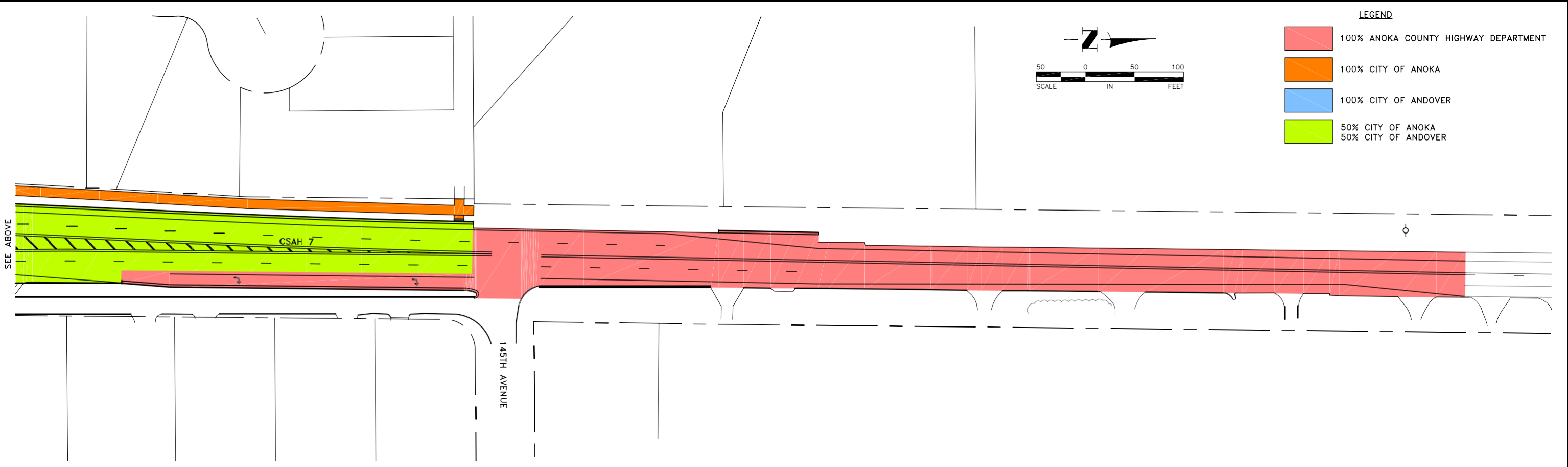
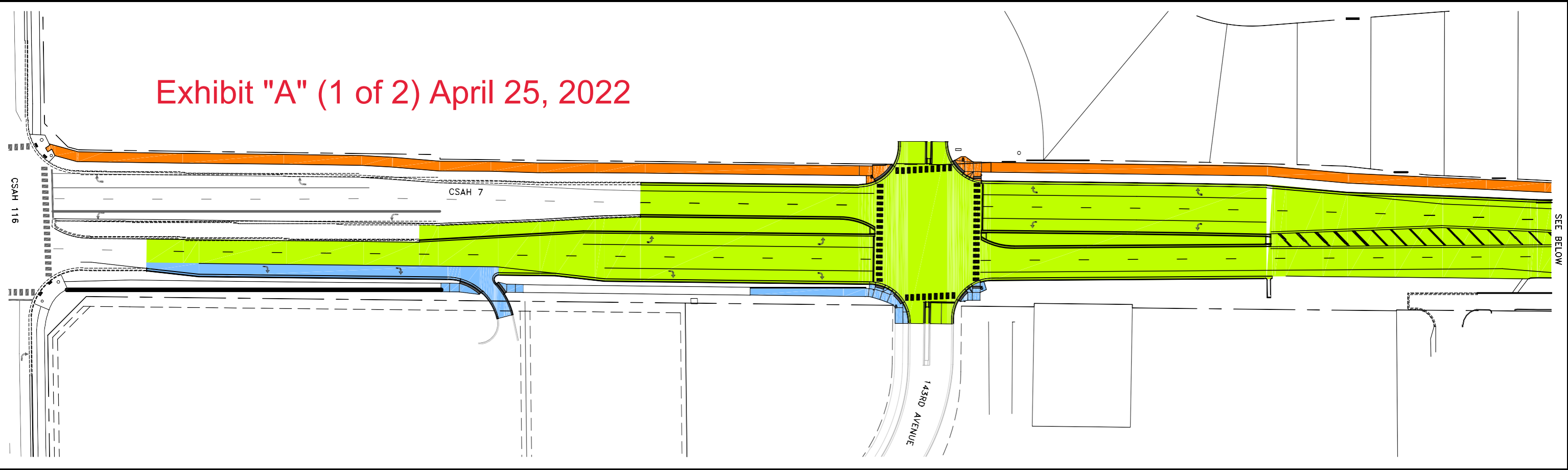
Dated: May 2, 2022

**APPROVED AS TO FORM:**

By:   
Scott Baumgartner  
City Attorney

Dated: May 2, 2022

Exhibit "A" (1 of 2) April 25, 2022



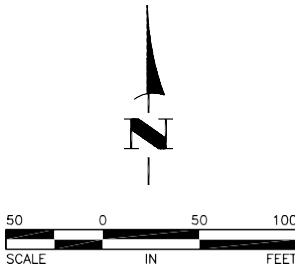
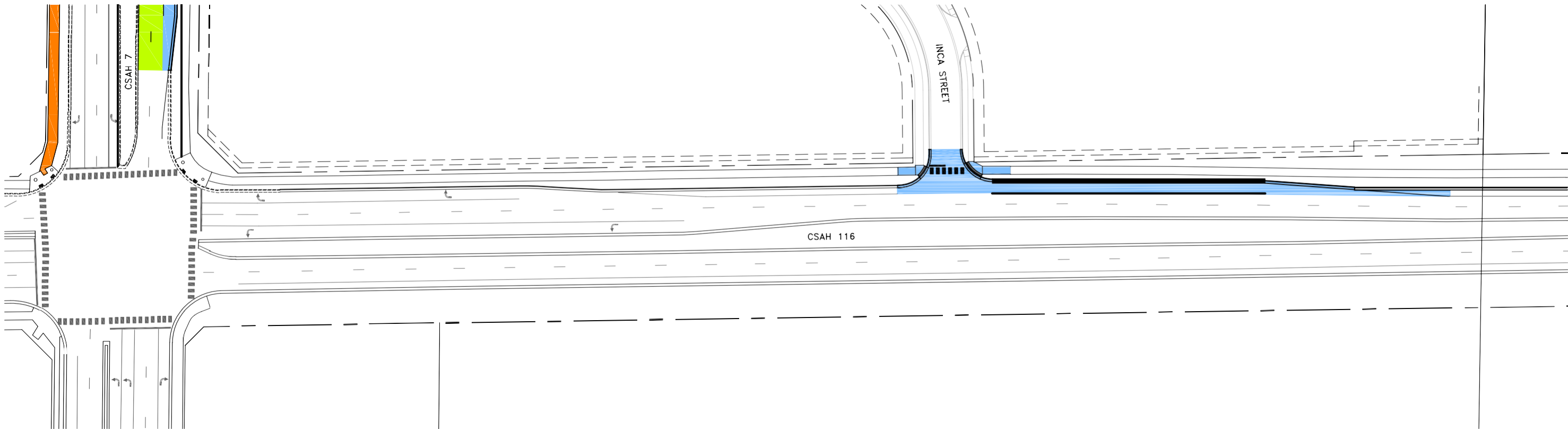
- LEGEND
- 100% ANOKA COUNTY HIGHWAY DEPARTMENT
  - 100% CITY OF ANOKA
  - 100% CITY OF ANDOVER
  - 50% CITY OF ANOKA  
50% CITY OF ANDOVER

Apr 21, 2022 - 1:53pm  
K:\MUNICIPAL\AD303\ENGINEERING\EXHIBITS\AD303 COST BREAKDOWN.dwg



CSAH 7 (7TH AVENUE) 143RD AVENUE INTERSECTION IMPROVEMENTS	GEOMETRIC LAYOUT AND COST BREAKDOWN	SHEET 1 OF 2 SHEETS
	CITIES OF ANOKA AND ANDOVER	AD303

Exhibit "A" (2 of 2) April 25, 2022



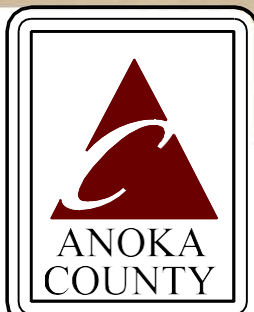
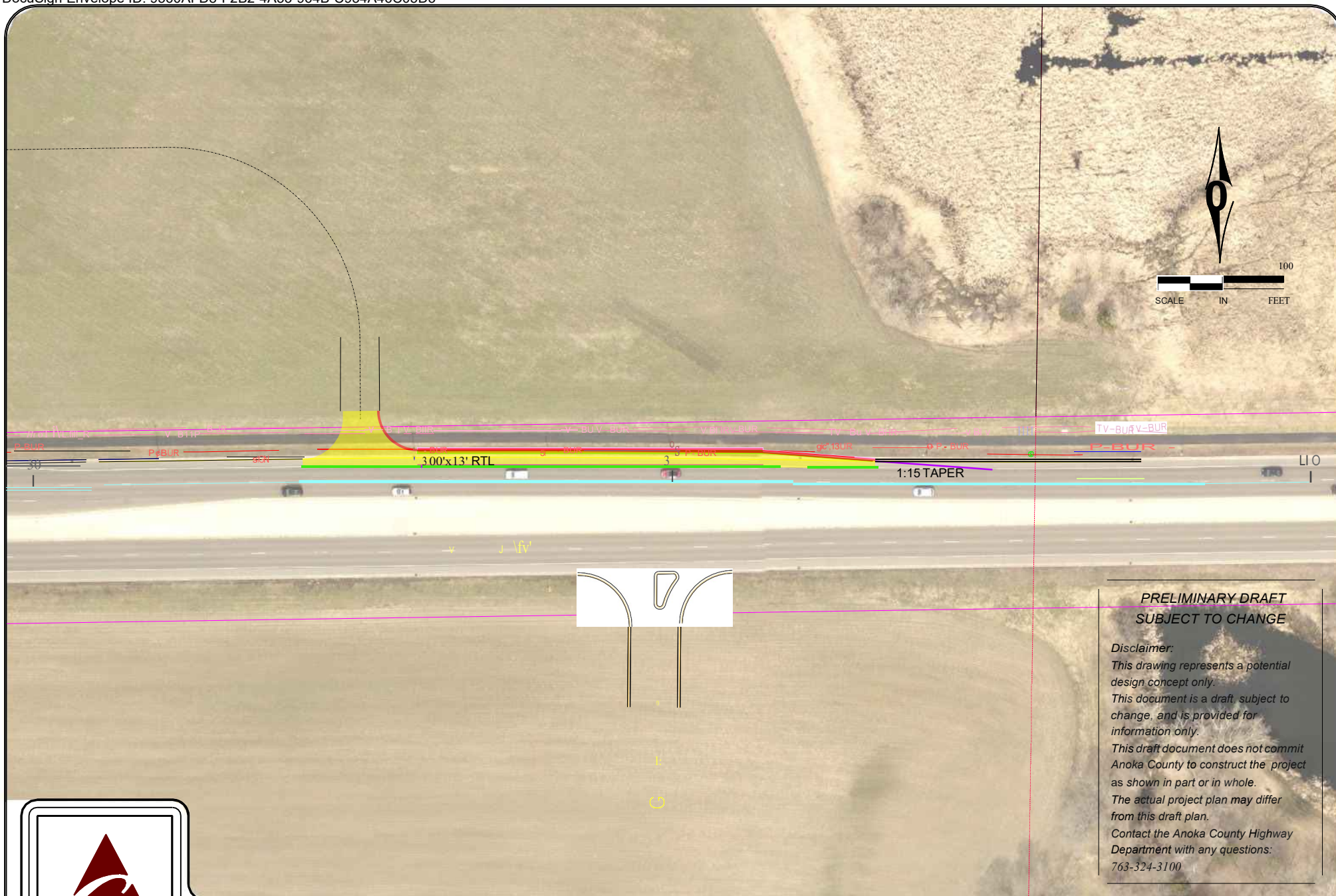
- LEGEND
- 100% CITY OF ANOKA
  - 100% CITY OF ANDOVER
  - 50% CITY OF ANOKA  
50% CITY OF ANDOVER

CSAH 7 (7TH AVENUE) 143RD AVENUE  
INTERSECTION IMPROVEMENTS

GEOMETRIC LAYOUT AND  
COST BREAKDOWN  
CITIES OF ANOKA AND ANDOVER

SHEET  
2  
OF  
2  
SHEETS





# Proposed Right Turn Lane

Bunker Lake Blvd. at Hopi Street, Andover

**EXHIBIT B**  
**Date: 01/12/2022**



Exhibit "C" April 25, 2022

ENGINEER'S ESTIMATE  
CSAH 7 (7TH AVENUE) AND 143RD AVENUE INTERSECTION IMPROVEMENTS  
CITIES OF ANOKA AND ANDOVER

ITEM NO.	SPEC. REF.	DESCRIPTION	UNIT	UNIT COST	CITY OF ANOKA		CITY OF ANDOVER		ANOKA COUNTY HIGHWAY DEPARTMENT		TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST	ENGINEER'S ESTIMATE		ENGINEERS ESTIMATE COMPARED TO BID
					ESTIMATED QUANTITY	EXTENSION	ESTIMATED QUANTITY	EXTENSION	ESTIMATED QUANTITY	EXTENSION			UNIT	EXTENSION	
1	2021.501	MOBILIZATION	LUMP SUM	\$49,000.00	0.46	\$22,540.00	0.41	\$20,090.00	0.13	\$6,370.00	1	\$49,000.00	\$40,000.00	\$40,000.00	\$9,000.00
2	2101.502	CLEARING	EACH	\$93.00	45	\$4,185.00					45	\$4,185.00	\$125.00	\$5,625.00	-\$1,440.00
3	2101.502	GRUBBING	EACH	\$62.00	45	\$2,790.00					45	\$2,790.00	\$90.00	\$4,050.00	-\$1,260.00
4	2101.505	CLEARING	ACRE	\$79,000.00					0.10	\$7,900.00	0.10	\$7,900.00	\$8,000.00	\$800.00	\$7,100.00
5	2101.505	GRUBBING	ACRE	\$52,000.00					0.10	\$5,200.00	0.10	\$5,200.00	\$8,000.00	\$800.00	\$4,400.00
6	2102.503	PAVEMENT MARKING REMOVAL	LIN FT	\$0.80			158	\$126.40	2205	\$1,764.00	2363	\$1,890.40	\$1.40	\$3,308.20	-\$1,417.80
7	2104.502	REMOVE STORM MANHOLE OR CATCH BASIN	EACH	\$790.00	1	\$790.00	1	\$790.00			2	\$1,580.00	\$240.00	\$480.00	\$1,100.00
8	2104.502	REMOVE CASTING	EACH	\$320.00	1	\$320.00	4	\$1,280.00			5	\$1,600.00	\$300.00	\$1,500.00	\$100.00
9	2104.502	REMOVE GATE VALVE AND BOX	EACH	\$265.00	1	\$265.00					1	\$265.00	\$200.00	\$200.00	\$65.00
10	2104.502	REMOVE HYDRANT	EACH	\$2,120.00	1	\$2,120.00					1	\$2,120.00	\$200.00	\$200.00	\$1,920.00
11	2104.502	REMOVE SIGN	EACH	\$37.00	3	\$111.00	2	\$74.00	4	\$148.00	9	\$333.00	\$35.00	\$315.00	\$18.00
12	2104.502	SALVAGE MAILBOX SUPPORT	EACH	\$105.00					1	\$105.00	1	\$105.00	\$100.00	\$100.00	\$5.00
13	2104.502	SALVAGE PEDESTAL POLE AND BASE	EACH	\$560.00			2	\$1,120.00			2	\$1,120.00	\$1,000.00	\$2,000.00	-\$880.00
14	2104.502	SALVAGE SIGN	EACH	\$37.00	6	\$222.00	5	\$185.00	1	\$37.00	12	\$444.00	\$100.00	\$1,200.00	-\$756.00
15	2104.503	SAWING CONCRETE PAVEMENT - FULL DEPTH	LIN FT	\$11.00	8	\$88.00	8	\$88.00			16	\$176.00	\$4.00	\$64.00	\$112.00
16	2104.503	SAWING BITUMINOUS PAVEMENT - FULL DEPTH	LIN FT	\$5.00	709	\$3,545.00	1604	\$8,020.00	818	\$4,090.00	3131	\$15,655.00	\$4.00	\$12,524.00	\$3,131.00
17	2104.503	REMOVE WATERMAIN	LIN FT	\$17.00	15	\$255.00					15	\$255.00	\$11.00	\$165.00	\$90.00
18	2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$13.00	120	\$1,560.00	6	\$78.00			126	\$1,638.00	\$16.00	\$2,016.00	-\$378.00
19	2104.503	REMOVE CONCRETE CURB	LIN FT	\$5.30	730	\$3,869.00	1559	\$8,262.70			2289	\$12,131.70	\$3.50	\$8,011.50	\$4,120.20
20	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$3.15	3232	\$10,180.80	3915	\$12,332.25	939	\$2,957.85	8086	\$25,470.90	\$2.00	\$16,172.00	\$9,298.90
21	2104.518	REMOVE CONCRETE WALK	SQ FT	\$1.05	4292	\$4,506.60	4292	\$4,506.60			8584	\$9,013.20	\$1.50	\$12,876.00	-\$3,862.80
22	2104.607	SALVAGE RANDOM RIPRAP	CU YD	\$11.00			16	\$176.00			16	\$176.00	\$125.00	\$2,000.00	-\$1,824.00
23	2106.507	EXCAVATION-COMMON	CU YD	\$10.20	1456	\$14,851.20	1721	\$17,554.20	97	\$989.40	3274	\$33,394.80	\$15.00	\$49,110.00	-\$15,715.20
24	2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	\$14.20	508	\$7,213.60	734	\$10,422.80	170	\$2,414.00	1412	\$20,050.40	\$12.00	\$16,944.00	\$3,106.40
25	2211.509	AGGREGATE BASE CLASS 5	TON	\$25.20	1907	\$48,056.40	1425	\$35,910.00	279	\$7,030.80	3611	\$90,997.20	\$17.00	\$61,387.00	\$29,610.20
26	2232.504	MILL BITUMINOUS SURFACE (2")	SQ YD	\$2.00	2197	\$4,394.00	2945	\$5,890.00	1580	\$3,160.00	6722	\$13,444.00	\$1.60	\$10,755.20	\$2,688.80
27	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLONS	\$3.20	806	\$2,579.20	995	\$3,184.00	304	\$972.80	2105	\$6,736.00	\$3.75	\$7,893.75	-\$1,157.75
28	2360.504	TYPE SP 9.5 WEARING COURSE MIXTURE (2;B) 2.5" THICK	SQ YD	\$18.20	2040	\$37,128.00	166	\$3,021.20	65	\$1,183.00	2271	\$41,332.20	\$20.00	\$45,420.00	-\$4,087.80
29	2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (3;F)	TON	\$79.25	1464	\$116,022.00	1862	\$147,563.50	580	\$45,965.00	3906	\$309,550.50	\$86.00	\$335,916.00	-\$26,365.50
30	2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (3;B)	TON	\$71.90	588	\$42,277.20	737	\$52,990.30	179	\$12,870.10	1504	\$108,137.60	\$83.00	\$124,832.00	-\$16,694.40
31	2411.502	CONCRETE FLUME	EACH	\$550.00			1	\$550.00			1	\$550.00	\$700.00	\$700.00	-\$150.00
32	2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$57.60	554	\$31,910.40	111	\$6,393.60			665	\$38,304.00	\$47.00	\$31,255.00	\$7,049.00
33	2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	\$61.50	243	\$14,944.50					243	\$14,944.50	\$51.00	\$12,393.00	\$2,551.50
34	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	\$1,980.00	1	\$1,980.00	5	\$9,900.00			6	\$11,880.00	\$1,000.00	\$6,000.00	\$5,880.00
35	2503.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$2,700.00			4	\$10,800.00			4	\$10,800.00	\$1,500.00	\$6,000.00	\$4,800.00
36	2504.602	CONNECT TO EXISTING WATERMAIN	EACH	\$5,100.00	1	\$5,100.00					1	\$5,100.00	\$3,500.00	\$3,500.00	\$1,600.00
37	2504.602	HYDRANT	EACH	\$5,240.00	1	\$5,240.00					1	\$5,240.00	\$5,500.00	\$5,500.00	-\$260.00
38	2504.602	6" GATE VALVE AND BOX	EACH	\$2,000.00	1	\$2,000.00					1	\$2,000.00	\$2,500.00	\$2,500.00	-\$500.00
39	2504.603	HYDRANT RISER	LIN FT	\$1,200.00	1	\$1,200.00					1	\$1,200.00	\$850.00	\$850.00	\$350.00
40	2504.603	6" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$56.00	13	\$728.00					13	\$728.00	\$60.00	\$780.00	-\$52.00
41	2504.608	DUCTILE IRON FITTINGS	POUND	\$9.00	266	\$2,394.00					266	\$2,394.00	\$7.00	\$1,862.00	\$532.00
42	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN G	EACH	\$1,550.00	2	\$3,100.00	6	\$9,300.00			8	\$12,400.00	\$600.00	\$4,800.00	\$7,600.00
43	2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 24"x36"	EACH	\$1,900.00			1	\$1,900.00			1	\$1,900.00	\$600.00	\$600.00	\$1,300.00
44	2506.502	CASTING ASSEMBLY	EACH	\$675.00	6	\$4,050.00	15	\$10,125.00			21	\$14,175.00	\$700.00	\$14,700.00	-\$525.00
45	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	\$600.00	15.8	\$9,480.00	20.3	\$12,180.00			36.1	\$21,660.00	\$400.00	\$14,440.00	\$7,220.00
46	2521.518	4" CONCRETE WALK	SQ FT	\$5.15	4154	\$21,393.10	4154	\$21,393.10			8308	\$42,786.20	\$4.75	\$39,463.00	\$3,323.20
47	2521.518	6" CONCRETE WALK	SQ FT	\$9.40	962	\$9,042.80	1631	\$15,331.40			2593	\$24,374.20	\$8.00	\$20,744.00	\$3,630.20
48	2531.503	CONCRETE CURB AND GUTTER DESIGN B418	LIN FT	\$18.50	647	\$11,969.50	647	\$11,969.50			1294	\$23,939.00	\$15.00	\$19,410.00	\$4,529.00
49	2531.503	CONCRETE CURB AND GUTTER DESIGN B424	LIN FT	\$18.80	1076	\$20,228.80	1921	\$36,114.80	474	\$8,911.20	3471	\$65,254.80	\$16.00	\$55,536.00	\$9,718.80
50	2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	\$25.00	44	\$1,100.00	81	\$2,025.00			125	\$3,125.00	\$15.00	\$1,875.00	\$1,250.00
51	2531.618	TRUNCATED DOMES	SQ FT	\$73.50	114	\$8,379.00	216	\$15,876.00			330	\$24,255.00	\$50.00	\$16,500.00	\$7,755.00

ITEM NO.	SPEC. REF.	DESCRIPTION	UNIT	UNIT COST	CITY OF ANOKA		CITY OF ANDOVER		ANOKA COUNTY HIGHWAY DEPARTMENT		TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST	ENGINEER'S ESTIMATE		ENGINEERS ESTIMATE COMPARED TO BID
					ESTIMATED QUANTITY	EXTENSION	ESTIMATED QUANTITY	EXTENSION	ESTIMATED QUANTITY	EXTENSION			UNIT	EXTENSION	
52	2540.602	INSTALL MAILBOX SUPPORT	EACH	\$105.00					1	\$105.00	1	\$105.00	\$50.00	\$50.00	\$55.00
53	2545.502	SERVICE CABINET	EACH	\$10,700.00	0.5	\$5,350.00	0.5	\$5,350.00			1	\$10,700.00	\$8,000.00	\$8,000.00	\$2,700.00
54	2563.601	TRAFFIC CONTROL	LUMP SUM	\$34,000.00	0.46	\$15,640.00	0.41	\$13,940.00	0.13	\$4,420.00	1	\$34,000.00	\$60,000.00	\$60,000.00	-\$26,000.00
55	2563.602	TYPE III BARRICADES	EACH	\$370.00	3.00	\$1,110.00					3	\$1,110.00	\$300.00	\$900.00	\$210.00
56	2564.502	INSTALL SIGN	EACH	\$131.00	6	\$786.00	5	\$655.00	1	\$131.00	12	\$1,572.00	\$200.00	\$2,400.00	-\$828.00
57	2564.518	SIGN PANELS TYPE C	SQ FT	\$58.00	38.8	\$2,250.40	45.1	\$2,615.80	12.5	\$725.00	96.4	\$5,591.20	\$40.00	\$3,856.00	\$1,735.20
58	2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	LUMP SUM	\$11,000.00	0.5	\$5,500.00	0.5	\$5,500.00			1.0	\$11,000.00	\$15,000.00	\$15,000.00	-\$4,000.00
59	2565.501	TRAFFIC CONTROL INTERCONNECT	LUMP SUM	\$29,700.00	0.5	\$14,850.00	0.5	\$14,850.00			1.0	\$29,700.00	\$15,000.00	\$15,000.00	\$14,700.00
60	2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYSTEM	\$257,900.00	0.5	\$128,950.00	0.5	\$128,950.00			1.0	\$257,900.00	\$297,000.00	\$297,000.00	-\$39,100.00
61	2565.602	INSTALL PEDESTAL POLE AND BASE	EACH	\$5,650.00			2	\$11,300.00			2	\$11,300.00	\$1,000.00	\$2,000.00	\$9,300.00
62	2573.502	STORM DRAIN INLET PROTECTION	EACH	\$365.00	9	\$3,285.00	12	\$4,380.00			21	\$7,665.00	\$250.00	\$5,250.00	\$2,415.00
63	2573.503	SILT FENCE; TYPE MS	LIN FT	\$2.10	1023	\$2,148.30	275	\$577.50	375	\$787.50	1673	\$3,513.30	\$2.00	\$3,346.00	\$167.30
64	2573.503	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	\$3.15	60	\$189.00	10	\$31.50	60	\$189.00	130	\$409.50	\$3.00	\$390.00	\$19.50
65	2574.504	ROLLED EROSION PREVENTION CATEGORY 15	SQ YD	\$1.70	1452	\$2,468.40	678	\$1,152.60	532	\$904.40	2662	\$4,525.40	\$1.85	\$4,924.70	-\$399.30
66	2574.507	COMMON TOPSOIL BORROW	CU YD	\$11.00	744	\$8,184.00	210	\$2,310.00	175	\$1,925.00	1129	\$12,419.00	\$4.142	\$4,676.32	\$7,742.68
67	2574.508	FERTILIZER TYPE 1	POUND	\$1.05	375	\$393.75	111	\$116.55	54	\$56.70	540	\$567.00	\$1.25	\$675.00	-\$108.00
68	2575.505	SEEDING	ACRE	\$525.00	1.25	\$656.25	0.37	\$194.25	0.18	\$94.50	1.80	\$945.00	\$500.00	\$900.00	\$45.00
69	2575.508	SEED MIXTURE 25-131	POUND	\$5.00	275	\$1,375.00	81	\$405.00	40	\$200.00	396	\$1,980.00	\$3.00	\$1,188.00	\$792.00
70	2575.508	HYDRAULIC MULCH MATRIX	POUND	\$2.10	2375	\$4,987.50	575	\$1,207.50	175	\$367.50	3125	\$6,562.50	\$1.25	\$3,906.25	\$2,656.25
71	2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	\$0.50	2120	\$1,060.00	2860	\$1,430.00	1925	\$962.50	6905	\$3,452.50	\$0.85	\$5,869.25	-\$2,416.75
72	2582.503	4" BROKEN LINE MULTI-COMPONENT	LIN FT	\$0.50	280	\$140.00	350	\$175.00	100	\$50.00	730	\$365.00	\$0.85	\$620.50	-\$255.50
73	2582.503	8" BROKEN LINE MULTI-COMPONENT	LIN FT	\$2.05					105	\$215.25	105	\$215.25	\$1.70	\$178.50	\$36.75
74	2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	\$1.00	740	\$740.00	740	\$740.00	945	\$945.00	2425	\$2,425.00	\$1.70	\$4,122.50	-\$1,697.50
75	2582.503	24" SOLID LINE PREFORM THERMOPLASTIC	LIN FT	\$31.50	310	\$9,765.00	326	\$10,269.00			636	\$20,034.00	\$5.00	\$3,180.00	\$16,854.00
76	2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC	SQ FT	\$24.20	60	\$1,452.00	90	\$2,178.00	30	\$726.00	180	\$4,356.00	\$10.50	\$1,890.00	\$2,466.00
77	2582.518	CROSSWALK PREFORM THERMOPLASTIC	SQ FT	\$15.70	477	\$7,488.90	585	\$9,184.50			1062	\$16,673.40	\$10.50	\$11,151.00	\$5,522.40
					\$702,878.60		\$715,035.55		\$124,872.50		\$1,542,786.65		\$1,482,546.67		\$60,239.98



**EXHIBIT "D"****FOR PROJECTS CONSTRUCTED IN ANOKA COUNTY**

<u>ITEMS</u>	<u>COUNTY SHARE</u>	<u>CITY SHARE</u>
Concrete Curb & Gutter	50%	50%
Concrete Curb & Gutter for Median and Center Island Construction	100%	0%
Concrete Median	100%	0*1
Concrete Sidewalk	0%	100%
Concrete Sidewalk Replacement	100%	0%
Bikeways	0%	100%
Bikeway Replacement	100%, Unless existing trail not placed at edge of R/W	0%
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 (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, replacement (communities larger than 5,000) w/ State Aid approved SJR	the cost of its legs of the intersection	the cost of its 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.