

**JOINT POWERS AGREEMENT
FOR THE SIGNAL RECONSTRUCTION AND PAVEMENT REHABILITATION OF
COUNTY STATE AID HIGHWAY 1 FROM EGRET BLVD NW TO THE JUNCTION OF
EAST RIVER ROAD AND COON RAPIDS BLVD
IN THE CITY OF COON RAPIDS, MN
(SAP 002-601-050; SAP 114-020-054; CITY PROJ. 18-13)**

THIS AGREEMENT is made and entered into this 15 day of May, 2019 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, hereinafter referred to as "City".

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct the traffic control signal systems at the intersections of County State Aid Highway (CSAH) 1 (Coon Rapids Blvd) and Avocet Street NW and CSAH 1 and Egret Blvd NW, and recondition the pavement surface between Egret Blvd NW and the junction of East River Road and Coon Rapids Blvd; and,

WHEREAS, said parties mutually agree that the traffic control signal systems at these intersections are in need of reconstruction; and,

WHEREAS, the City and County have prepared preliminary design plans for the reconstruction of these traffic signal systems and the CSAH 1 pavement reconditioning between Egret Blvd NW and the junction of Coon Rapids Blvd and East River Road in accordance with City of Coon Rapids, 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 1; and,

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

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

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

I. PURPOSE

The parties have joined together for the purpose of reconstructing the traffic control systems at the intersection of CSAH 1 and Avocet Street NW and CSAH 1 and Egret Blvd NW, and reconditioning of the pavement surface along CSAH 1 between Egret Blvd NW and the junction of Coon Rapids Blvd and East River Road; as described in the preliminary design plans. The County project number for the reconstruction is SAP 002-601-050 and the City project numbers are SAP 114-020-054 and CP 18-13.

Said engineering plans are filed in the office of the Anoka County Highway Department and City of Coon Rapids Engineering Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of County Project No. 002-601-050 / City Project No. SAP 114-020-054/CP 18-13 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 March 29, 2019 has been reviewed and accepted by the parties and is suitable for preparation of final construction documents. Any significant changes made hereafter to the design as presented in the Exhibit "A" Layout will require approval by the parties as an amendment to this JPA. These same changes will require a change in the cost share to include any additional design engineering costs that may occur.

II. METHOD

The City shall cause the construction of Anoka County Project SAP 002-601-050, City project number SAP 114-020-054/CP 18-13.

IMPROVEMENTS:

Improvements include but are not limited to: traffic signal reconstruction and associated geometric/lane reconfiguration at CSAH 1 and Avocet Street NW, major traffic signal system revision at CSAH 1 and Egret Blvd NW, the addition of right-turn lanes on CSAH 1, shoulders, concrete curb and gutter, storm sewer with associated ponding, bituminous pavement rehabilitation, bituminous trail, landscaping/streetscaping, and street lighting.

INTERSECTIONS:

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

CSAH 1 / Egret Blvd NW: Full Access - Add northbound Egret Blvd right-turn lane and major traffic signal system revisions, which includes ADA improvements and roadway improvements

CSAH 1 / Avocet Street NW: Full Access – Add southbound combined thru/right-turn lane and replace existing signal system, which includes ADA intersection improvements

RIGHT OF WAY:

No additional ROW acquisition is expected along CSAH 1. If additional ROW is necessary, the parties agree that the City 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, 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 City and/or County prior to completion of construction. Any City owned property or easements required for the construction will be conveyed to the County at no cost.

TRAFFIC SIGNALS:

The parties agree that the existing traffic control signal system at the CSAH 1 and Avocet Street NW intersection will be reconstructed with this project. The parties agree that the cost of the reconstruction of this signal shall be standard County cost share; with 100% of the EVP reconstruction costs and 50% of the traffic signal cost to the City, and 50% of the traffic signal cost to the County. The reconstructed traffic signal system poles shall be galvanized per Anoka County standards.

The parties agree that the existing traffic control signal system at the CSAH 1 and Egret Blvd NW intersection will receive major revisions in association with the addition of the northbound Egret Blvd NW right turn lane. Improvements include: relocation of the existing traffic signal system pole and mast arm in the SE quadrant of the intersection due to the addition of the NB Egret Blvd right turn lane, replacement of existing signal poles and mast arms with new galvanized poles per Anoka County standards, ADA improvements, replacement of existing traffic signal system control cabinet, the installation of additional loop detectors where they are deemed necessary, and other associated work to provide a functioning traffic control signal system. Existing signal equipment will remain in place to the extent practical. The traffic control signal system revision costs will be shared per the standard Anoka County cost share policy; with 50% of the costs borne by the City and 50% of the costs borne by the County. The roadway improvement work along Egret Blvd associated with the addition of the NB right turn lane is the City's responsibility.

If the SJR, or signal modification memo, for either signal system is not approved by MnDOT, the City may elect to construct, or modify, the signal at 100% City cost (including design costs). In this case, the cost share and ongoing traffic signal maintenance at the CSAH 1 / Avocet Street NW intersection, or CSAH 1 / Egret Blvd NW intersection, would be consistent with Anoka County non-warranted traffic signal installation maintenance practices, with the County responsible for all traffic signal and EVP maintenance on a 100% reimbursable basis with the City (billed quarterly for 100% of all incurred costs), the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

SIDEWALK:

The parties agree that the City shall be responsible for the costs for construction of the new sidewalk along the north and east side of Coon Rapids Blvd.

The parties understand that the cost for the new sidewalk includes: concrete surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment.

The parties further agree that the County shall pay for any required sidewalk replacement costs throughout the project limits including all ADA pedestrian curb ramp upgrades required at the intersections of Coon Rapids Boulevard and Egret Boulevard and Coon Rapids Boulevard and Avocet Street, except those portions of existing sidewalk replaced at the request of the City.

BITUMINOUS TRAIL:

The parties agree that the reconstruction of the bituminous trail on the south side of Coon Rapids Boulevard shall be a shared cost; 50% borne by the City and 50% borne by the County. 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 Department receives a letter of request from the City prior to the start of construction, the Anoka County Parks Department will seek reimbursement for one-half of the City's share for this trail construction. When funds are secured, the Anoka County Parks Department will reimburse the City with the additional funds when received.

If the trail location changes per the City's request after execution of this agreement, additional costs associated with this change will be the responsibility of the City.

The parties understand that the cost for the trail includes: bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment.

TRAFFIC CONTROL:

The parties understand and agree that portions of CSAH 1 will not be closed to thru traffic during construction. The parties agree and understand the cost share for traffic control for the County shall be a prorated share based on the County 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 at 100% project cost with the cost of any upgrades requested by the City, including concrete aprons, to be the sole responsibility of the City.

LANDSCAPING/STREETSCAPING:

The parties agree that if the City wishes to include landscaping or streetscape features in the project, they shall be designed in accordance with Anoka County Highway Department Landscape/Streetscape Guidelines. The City shall supply the signed plans, specifications, and estimated quantities (using MnDOT Item Numbers) and cost for the proposed landscape/streetscape. The total cost of the design as well as the construction cost above standard median cost will be at the expense of the City. Future maintenance of any landscaping/streetscaping will be the sole responsibility of the City. For purposes of this agreement, landscaping/streetscaping shall include any street lighting installed as part of this project.

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 roadway reconstruction, or impacts due to the adjacent Riverwalk Redevelopment project, which will be incorporated into the project bid documents. The cost of the design, construction, and inspection of these features shall be the responsibility of the City.

PERMITS:

The parties agree that the City will secure all necessary permits for this Project. The County agrees to coordinate with the City in securing the permits required by the Coon Creek Watershed District, City permits, as well as any other permits that may be required. The County shall inform the City of any ordinances or County regulations that affect construction at the time of the signing of this JPA (e.g. setbacks, tree clearing ordinances, or any other county 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 \$4,477,286.85.

The total estimated construction cost to the County is \$2,621,384.25. The County participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share. The estimated cost to the County for construction engineering is \$209,710.74. The City and County will also share in the costs of the County furnished traffic control signal cabinets (50% City/50% County). The estimated costs to the County for said materials is \$30,000. In summary, the total County share of this project is \$2,861,094.99 (includes construction, construction engineering and County furnished signal cabinet costs).

Upon award of the contract, the County shall pay to the City, upon written demand by the City, ninety five percent (95%) of its portion of the construction and construction engineering costs of the project estimated at \$2,689,540.24. Prior to billing, this estimate will be updated by the City to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the County at the time of billing. The County'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.

After final completion of the project the County'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 County's share. Also, the remaining five percent (5%) of the County's portion of the construction costs shall be paid.

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

IV. TERM

This Agreement shall continue until terminated as provided hereinafter.

V. DISBURSEMENT OF FUNDS

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

VI. CONTRACTS AND PURCHASES

All contracts let and purchases made pursuant to this Agreement shall be made by the City 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 County payment to the City, the City shall provide the County a copy of all cost participation documents submitted to MnDOT State Aid to assist the County in their application for CSAH 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 County shall pay its pro rata share of costs which the City incurred prior to such notice of termination.

IX. SIGNALIZATION POWER

The City shall at their sole expense, install and cause the installation of an adequate electrical power source to the service cabinet for the previously mentioned CSAH 1 / Avocet Street NW and CSAH 1 / Egret Blvd NW traffic control signal systems including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations and revisions, the ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

X. MAINTENANCE

- A. Maintenance of the completed watermain, sanitary sewer, storm sewer (except catch basins and catch basin leads), and detention basins (including ponds and their outlet structures and grit chambers/collectors) shall be the sole obligation of the City.
- B. Maintenance of the bituminous trail on the south side of CSAH 1 shall be the responsibility of the City. The City shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. The City shall be responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement.
- C. Maintenance of crosswalk pavement markings shall be the responsibility of the City and the County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings at the signalized intersections. The City will be responsible for all crosswalk pavement markings for any trail/sidewalk crossings at all city streets.
- D. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City. The City will be responsible for long-term maintenance and replacement of the complete street light system including items such as: poles, fixtures, luminaires, and control cabinets.
- E. Maintenance of the completed traffic control signals and signal equipment at the intersections of CSAH 1 / Avocet Street NW and CSAH 1 / Egret Blvd NW 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. Maintenance of the galvanized coating on the traffic signal system poles and mast arms shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- H. Timing of the completed traffic control signal shall be determined by the County.
- I. Only the County shall have access to the controller cabinets.
- J. The traffic control signals shall be the property of the County.
- K. The City shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- L. All maintenance of the EVP System shall be completed by the County. The City shall be billed by the County on a quarterly basis for all incurred costs.
- M. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.011, Subdivision 3, and §169.03. The City shall provide a list to the County Engineer, or the County's duly appointed representative, of all such vehicles with emitter units on an annual basis.
- N. Malfunctions of the EVP System shall be immediately reported to the County.
- O. All timing of said EVP System shall be determined by the County.
- P. In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City, written notice thereof from the County, the County shall remove the EVP System. Upon removal of the EVP System pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.
- Q. Maintenance of landscaping items (including trees, shrubs, ornamental grasses, retaining walls, irrigation systems, and decorative concrete) installed as part of this project, and within the Coon Rapids Boulevard corridor, shall be the sole obligation of the City. All landscaping items shall be reviewed and approved by the Anoka County Highway Department prior to installation.

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 Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, 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

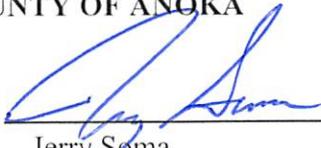
It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to 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.

XIV. COUNTERPARTS

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

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

COUNTY OF ANOKA

By: 

Jerry Soma
County Administrator

Dated: 5-15-19

CITY OF COON RAPIDS

By: 

Jerry Koch
Mayor

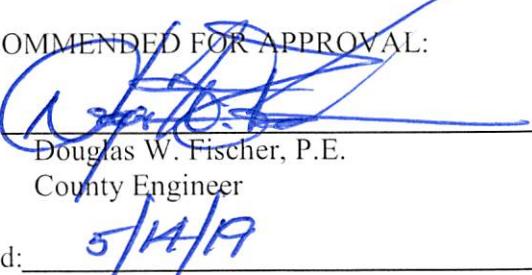
Dated: 4/17/2019

By: 

Matt Stemwedel
City Manager

Dated: 4/17/2019

RECOMMENDED FOR APPROVAL:

By: 

Douglas W. Fischer, P.E.
County Engineer

Dated: 5/14/19

By: 

Tim Himmer, P.E.
Public Works Director

Dated: 4/18/19

APPROVED AS TO FORM AND EXECUTION:

By: 

Dan Klint / CHARIS CARNEY
Assistant County Attorney

Dated: 5-17-19

By: 

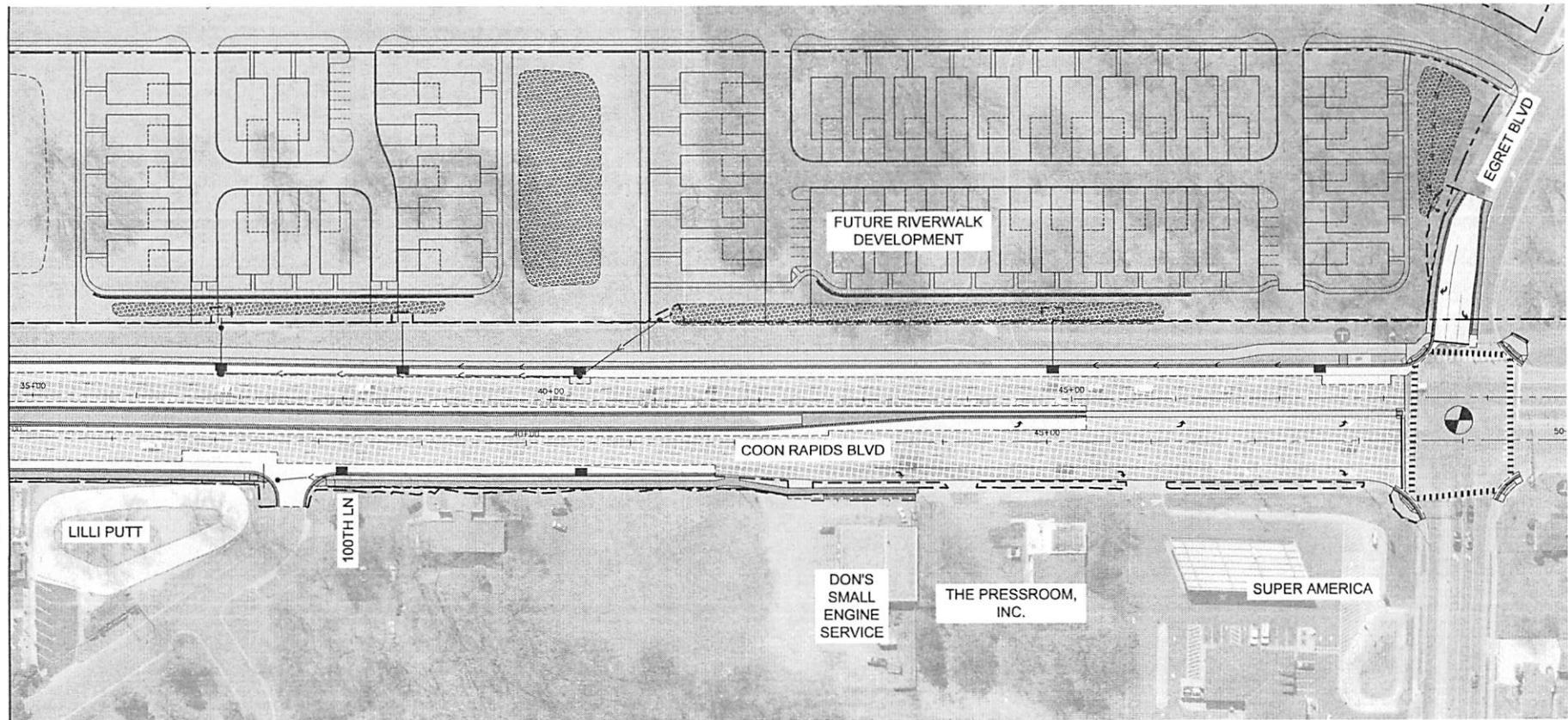
David Brodie
City Attorney

Dated: 4/17/2019

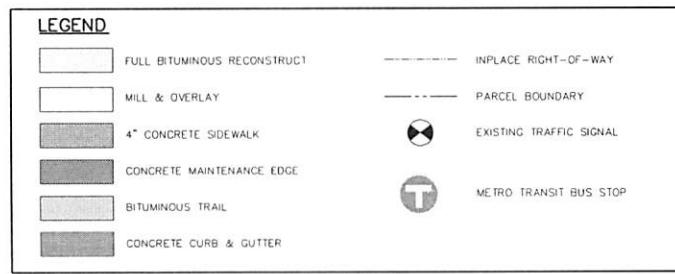
EXHIBIT "A"

Layout

MATCH LINE
SEE SHEET 1 OF 2



Kimley Horn



COON RAPIDS BOULEVARD IMPROVEMENTS AT RIVERWALK
JOINT POWERS AGREEMENT
EXHIBIT A
S.A.P. 114-020-054 & S.A.P. 002-601-050
MARCH 29, 2019
SHEET 2 OF 2

EXHIBIT “B”

Cost Distribution Spreadsheet

EXHIBIT B - COST PARTICIPATION
SAP 002-601-050 / SAP 114-020-054

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	UNIT COST	TOTAL COST	ROADWAY		ROADWAY		STORM SEWER		STORM SEWER		LANDSCAPING		LOCAL FUNDS ROADWAY		
						ESTIMATED QUANTITY	COST	ESTIMATED QUANTITY	COST									
222-501	NOBE (2) TATCH	1 UNIT/SAW	1	\$ 200.00/ea	\$ 200.00/ea	0.5	\$ 100.00/ea	0.5	\$ 100.00/ea	0.5								
203-502	FIELD OFFICE TYPE D	EACH	1	\$ 50.00/ea	\$ 50.00/ea	0.5	\$ 25.00/ea	0.5	\$ 25.00/ea	0.5								
2101-524	CLEARING	TREE	1	\$ 75.00/ea	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1
2101-524	GRUBBING	TREE	1	\$ 75.00/ea	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1	\$ 75.00/ea	1
2102-505	PAVEMENT MARING REMOVAL	LINE FT	10445	\$ 0.05/	\$ 0.05/	8,870.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
2104-502	REMOVE ANCHORAGE ASSEMBLY	EACH	6	\$ 250.00/ea	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1
2104-502	REMOVE TWISTED END TREATMENT	EACH	2	\$ 250.00/ea	\$ 500.00	1	\$ 500.00	1	\$ 500.00	1	\$ 500.00	1	\$ 500.00	1	\$ 500.00	1	\$ 500.00	1
2104-502	REMOVE CATCH BASK	EACH	74	\$ 50.00/ea	\$ 3,700.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4
2104-502	REMOVE GATE VALVE & BOX	EACH	6	\$ 50.00/ea	\$ 3,000.00	5	\$ 3,000.00	5	\$ 3,000.00	5	\$ 3,000.00	5	\$ 3,000.00	5	\$ 3,000.00	5	\$ 3,000.00	5
2104-502	REMOVE DELEATOR	EACH	4	\$ 50.00/ea	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4	\$ 2,000.00	4
2104-502	REMOVE SIGN TYPE C	EACH	6	\$ 25.00/ea	\$ 150.00	3	\$ 150.00	3	\$ 150.00	3	\$ 150.00	3	\$ 150.00	3	\$ 150.00	3	\$ 150.00	3
2104-502	REMOVE SIGN TYPE C	EACH	67	\$ 40.00/ea	\$ 2,680.00	18	\$ 2,680.00	18	\$ 2,680.00	18	\$ 2,680.00	18	\$ 2,680.00	18	\$ 2,680.00	18	\$ 2,680.00	18
2104-502	REMOVE SIGN TYPE SPECIAL	EACH	6	\$ 45.00/ea	\$ 270.00	3	\$ 270.00	3	\$ 270.00	3	\$ 270.00	3	\$ 270.00	3	\$ 270.00	3	\$ 270.00	3
2104-502	REMOVE SIGNAL SYSTEM	EACH	1	\$ 800.00/ea	\$ 800.00	0.5	\$ 400.00	0.5	\$ 400.00	0.5	\$ 400.00	0.5	\$ 400.00	0.5	\$ 400.00	0.5	\$ 400.00	0.5
2104-502	REMOVE ENERGY ABSORBING TERMINAL	EACH	2	\$ 500.00/ea	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1
2104-502	SALVAGE SIGN TYPE C	EACH	5	\$ 45.00/ea	\$ 225.00	1	\$ 225.00	1	\$ 225.00	1	\$ 225.00	1	\$ 225.00	1	\$ 225.00	1	\$ 225.00	1
2104-502	SALVAGE SIGN TYPE D	EACH	2	\$ 100.00/ea	\$ 200.00	1	\$ 200.00	1	\$ 200.00	1	\$ 200.00	1	\$ 200.00	1	\$ 200.00	1	\$ 200.00	1
2104-503	SAWING BI PAVEMENT (FULL DEPTH)	LINE FT	118000	\$ 4.00/	\$ 464,000.00	2500	\$ 10,000.00	3	\$ 10,000.00	3	\$ 10,000.00	3	\$ 10,000.00	3	\$ 10,000.00	3	\$ 10,000.00	3
2104-503	REMOVE WATER MAIN	LINE FT	1750	\$ 15.00/	\$ 26,250.00	1	\$ 26,250.00	1	\$ 26,250.00	1	\$ 26,250.00	1	\$ 26,250.00	1	\$ 26,250.00	1	\$ 26,250.00	1
2104-503	REMOVE SEWER PIPE (STORM)	LINE FT	1262	\$ 15.00/	\$ 18,930.00	1	\$ 18,930.00	1	\$ 18,930.00	1	\$ 18,930.00	1	\$ 18,930.00	1	\$ 18,930.00	1	\$ 18,930.00	1
2104-503	REMOVE CURB & GUTTER	LINE FT	115000	\$ 2.00/	\$ 220,000.00	300	\$ 6,000.00	1	\$ 6,000.00	1	\$ 6,000.00	1	\$ 6,000.00	1	\$ 6,000.00	1	\$ 6,000.00	1
2104-503	REMOVE CHAIN LINK FENCE	LINE FT	450	\$ 10.00/	\$ 4,500.00	450	\$ 4,500.00	450	\$ 4,500.00	450	\$ 4,500.00	450	\$ 4,500.00	450	\$ 4,500.00	450	\$ 4,500.00	450
2104-503	REMOVE GUARDRAIL PLATE BEAM	LINE FT	600	\$ 7.50/	\$ 4,500.00	750	\$ 7.50/	1,000	\$ 7.50/	1,000	\$ 7.50/	1,000	\$ 7.50/	1,000	\$ 7.50/	1,000	\$ 7.50/	1,000
2104-503	REMOVE CONCRETE PAVEMENT	SQ YD	106	\$ 15.00/	\$ 2,490.00	86	\$ 1,620.00	86	\$ 1,620.00	86	\$ 1,620.00	86	\$ 1,620.00	86	\$ 1,620.00	86	\$ 1,620.00	86
2104-504	REMOVE BITUMINOUS PAVEMENT	SQ FT	1465	\$ 7.50/	\$ 10,931.25	3600	\$ 3,000.00	1	\$ 3,000.00	1	\$ 3,000.00	1	\$ 3,000.00	1	\$ 3,000.00	1	\$ 3,000.00	1
2104-512	REMOVE CONCRETE WALK	SQ FT	10315	\$ 10.00/	\$ 10,115.00	3115	\$ 3,115.00	1	\$ 3,115.00	1	\$ 3,115.00	1	\$ 3,115.00	1	\$ 3,115.00	1	\$ 3,115.00	1
2104-512	REMOVAL CONCRETE WALK	SQ FT	465	\$ 3.00/	\$ 1,290.00	1	\$ 1,290.00	1	\$ 1,290.00	1	\$ 1,290.00	1	\$ 1,290.00	1	\$ 1,290.00	1	\$ 1,290.00	1
2104-502	RELOCATE STREET LIGHT	EACH	1	\$ 1,000.00/	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1
2106-507	EXCAVATION, DITCH	CU YD	27245	\$ 10.00/	\$ 272,450.00	5668	\$ 46,480.00	5	\$ 46,480.00	5	\$ 46,480.00	5	\$ 46,480.00	5	\$ 46,480.00	5	\$ 46,480.00	5
2106-507	SELECT GRANULAR ENRANKMENT (CV)	CU YD	7100	\$ 25.00/	\$ 171,500.00	1870	\$ 46,750.00	5	\$ 46,750.00	5	\$ 46,750.00	5	\$ 46,750.00	5	\$ 46,750.00	5	\$ 46,750.00	5
2106-507	STREET SWEEPER (WITH PUMP DROPS)	HR	2905	\$ 14.40/0.00	\$ 42,000.00	1335	\$ 13,350.00	5	\$ 13,350.00	5	\$ 13,350.00	5	\$ 13,350.00	5	\$ 13,350.00	5	\$ 13,350.00	5
2211-507	AGGREGATE BASE (CV) CLASS 5	CU YD	7280	\$ 15.00/	\$ 118,720.00	1050	\$ 27,000.00	5	\$ 27,000.00	5	\$ 27,000.00	5	\$ 27,000.00	5	\$ 27,000.00	5	\$ 27,000.00	5
2231-503	JOINT ADHESIVE	LINE FT	30300	\$ 0.50/	\$ 15,000.00	93	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1	\$ 1,500.00	1
2222-504	MILLEN LUMIN/SS SUN-SEAL (175)	SCYD	35620	\$ 2.00/	\$ 70,000.00	5	\$ 15,000.00	1	\$ 15,000.00	1	\$ 15,000.00	1	\$ 15,000.00	1	\$ 15,000.00	1	\$ 15,000.00	1
2260-509	TYPE SP 9.5 WEARING COURSE MIX (2 C)	TON	1245	\$ 60.00/	\$ 74,400.00	910	\$ 54,600.00	5	\$ 54,600.00	5	\$ 54,600.00	5	\$ 54,600.00	5	\$ 54,600.00	5	\$ 54,600.00	5
2260-509	TYPE SP 12 WEARING COURSE MIX (3 E)	TON	2365	\$ 70.00/	\$ 164,900.00	6145	\$ 47,590.00	5	\$ 47,590.00	5	\$ 47,590.00	5	\$ 47,590.00	5	\$ 47,590.00	5	\$ 47,590.00	5
2501-502	15'-RC DIPPE APHON	EACH	2	\$ 500.00/	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1
2501-502	18'-RC DIPPE APHON	EACH	2	\$ 500.00/	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1	\$ 1,000.00	1
2502-503	15'-PERF TO PIPE DRAIN	LINE FT	700	\$ 8.00/	\$ 5,600.00	1	\$ 5,600.00	1	\$ 5,600.00	1	\$ 5,600.00	1	\$ 5,600.00	1	\$ 5,600.00	1	\$ 5,600.00	1
2503-503	17'-PC PIPE CENTER OF STOKE CV	LINE FT	77	\$ 50.00/	\$ 3,850.00	1	\$ 3,850.00	1	\$ 3,850.00	1	\$ 3,850.00	1	\$ 3,850.00	1	\$ 3,850.00	1	\$ 3,850.00	1

**EXHIBIT B - COST PARTICIPATION
SAP 002-601-050 / SAP 114-020-054**

008 003 601 050 / SAP 11A-030-050

/ 72 /

COST PARTICIPATION SPLITS		CITY OF COON RAPIDS					
		ANTRIA COUNTY		STATE AID FUNDS		LOCAL FUNDS	
PROJECT	TOTALS	TOTAL	STATE AID FUNDS	LOCAL FUNDS	STATE AID FUNDS	LOCAL FUNDS	
ROADWAY	\$2,155,182.55	\$2,405,162.25	\$2,405,162.25	\$1,309,769.50	\$1,270,191.60	\$38,356.00	
DRIVEWAY	\$33,455.00	\$215,612.00	\$215,612.00	\$137,402.00	\$137,402.00		
LANDSCAPING	\$408,293.01			\$408,293.00	\$408,293.00		
CONSTRUCTION TOTAL	\$4,477,206.55	\$2,681,138.45	\$2,681,138.45	\$1,855,922.60	\$1,816,655.60	\$38,356.00	
50% CONSTRUCTION ENGINEERING	\$560,000.00	\$30,000.00	\$30,000.00	\$1,426,412.21	\$1,416,717.21		
50% COUNTY FURNISHED SIGNAL CABINETS	\$560,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00		
50% CITY 50% COUNTY	\$560,000.00	\$30,000.00	\$30,000.00	\$2,024,372.81	\$1,985,226.81	\$38,356.00	

EXHIBIT "C"**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 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.