

**JOINT POWERS AGREEMENT
FOR THE SIGNAL RECONSTRUCTION AND ADA IMPROVEMENTS OF
COUNTY STATE AID HIGHWAY 1 AT XAVIS ST
IN THE CITY OF COON RAPIDS, MN
(SAP 002-601-063)
(SAP 114-020-062)
(CP 23-14)**

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", and the City of Coon Rapids, 11155 Robinson Drive NW, 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 signal on County State Aid Highway (CSAH) 1 (Coon Rapids Blvd NW) at Xavis St NW and the pedestrian ramps at CSAH 1 and Direct River Dr; and,

WHEREAS, said parties mutually agree that the signal on County State Aid Highway 1 at Xavis ST NW and pedestrian ramps at CSAH 1 and Direct River Dr are in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 1 at Xavis St NW, in accordance with Anoka County and the Minnesota Department of Transportation standards, to a staff approved layout condition; and,

WHEREAS, Anoka County has jurisdiction over County State Aid Highway 1 and the City of Coon Rapids has jurisdiction over Xavis St NW and Direct River Dr NW; and,

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

WHEREAS, Minn. Stat. § 471.59 authorizes political subdivisions of the state and other public entities 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 signal system, pedestrian ramps on CSAH 1 at Xavis St NW, and pedestrian ramps at Direct River Drive; as described in the design plans (hereinafter collectively the "Project"). The County project number for the reconstruction is SAP 002-601-063 and the City project numbers are SAP 114-020-062 and CP 23-14. Said engineering plans are on file in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of the Project is in the best interests 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 June, 22nd 2023 has been reviewed and accepted by the parties and is suitable for preparation of final construction documents. Any significant changes made hereafter to the design as presented in the Exhibit "A" Layout will require approval by the parties as an amendment to this JPA. These same changes will require a change in the cost share to include any additional design engineering costs that may occur.

II. METHOD

The County shall cause the construction of the Project.

IMPROVEMENTS:

It is agreed by the parties that in 2023, the signal at the intersection of CSAH 1 and Xavis St NW will be reconstructed. Improvements include, but are not limited to: replacing the existing deteriorating signal system with a new signal infrastructure, Accessible Pedestrian Signal push buttons, and ADA pedestrian ramp improvements.

The intersection at CSAH 1 and Direct River Dr will include ADA upgrades to pedestrian ramps which will be fully funded by the City of Coon Rapids under CP 23-14. The City will provide all construction staking, inspection, field management, and coordination for the work to be performed at this intersection.

INTERSECTIONS:

The CSAH 1 at Xavis St NW intersection will continue to be a full access signalized intersection.

RIGHT OF WAY:

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

TRAFFIC SIGNALS:

The parties agree that the existing traffic control signal system at the CSAH 1 and Xavis St NW intersection will be reconstructed with this project. The parties agree that the cost of the reconstruction of this signal shall be the standard County cost share; with 100% of the Emergency Vehicle Preemption (EVP) reconstruction costs and 50% of the traffic signal cost to the City, and 50% of the traffic signal cost to the County. Traffic signal steel will be galvanized finish.

Following the reconstruction, the ongoing traffic signal maintenance at the CSAH 1/Xavis St NW intersection will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance, the City reimbursing the County 100% for all ongoing EVP maintenance, the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

DRAINAGE:

The Project contains no drainage improvements.

SIDEWALK & BITUMINOUS TRAIL:

The parties understand that the cost for the sidewalk/bituminous trail includes: concrete surfacing/bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County is responsible for the design costs of the sidewalk and the removal of any items required to construct the sidewalk.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 1 & Xavis St NW and CSAH 1 & Direct River Dr will be open to traffic during construction. The parties agree and understand that 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 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.

UTILITIES:

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations. There is no anticipated utility relocations or improvements as part of this Project

PERMITS:

No permits are required for the Project. The County requests that the City inform the County of any ordinances or city regulations that affect construction at the time of the signing of this JPA (e.g. setbacks, tree clearing ordinances, or any other city ordinances).

III. COSTS

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

The estimated construction cost of the total project is \$763,999.00

The estimated cost of the County Furnished Signal Cabinet is \$30,000.00.

The estimated cost of the County Furnished Mast Arm Steel is \$101,969.00.

The total estimated construction cost to the City is \$280,377.65. The estimated cost to the City for the County Furnished Signal Cabinet is \$15,000.00. The estimated cost to the City for the County Furnished Mast Arm Steel is \$50,984.50.

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$280,377.65. The estimated cost to the City for construction engineering is \$16,865.49. In summary, the total City share of this project is \$363,227.64 (includes construction, construction engineering costs, and county furnished materials).

$$\underline{\$280,377.65 + \$16,865.49 + \$15,000.00 + 50,984.50 = \$363,227.64}$$

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 **\$345,066.26**. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing. The City's share of the cost of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

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

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

IV. TERM / 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 ownership and maintenance provisions within this Agreement which shall survive termination of the JPA and continue indefinitely.

V. DISBURSEMENT OF FUNDS

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

VI. CONTRACTS AND PURCHASES

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

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

IX. MAINTENANCE

- A. Maintenance of the bituminous trail along CSAH 1 and shall continue to 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 crack sealing and replacement.
- B. Maintenance of the sidewalk at the intersection of CSAH 1 and Xavis St NW 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 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 signal and signal equipment at the intersection of CSAH 1 and Xavis St 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. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards requested by City 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.

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, and to the City Administrator of Coon Rapids, 11155 Robinson Drive NW, Coon Rapids, MN 55433, on behalf of the City.

XI. 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.

XII. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

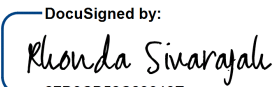
It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to 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 of this Agreement have hereunto set their hands on the dates written below:

COUNTY OF ANOKA


By: 
Rhonda Sivarajah
County Administrator
8/9/2023

CITY OF COON RAPIDS

By: 
Jerry Koch
Mayor
7/19/2023
Dated: _____


By: 
Matt Stemwedel
City Manager
7/19/2023
Dated: _____

RECOMMENDED FOR APPROVAL:

By: 
Joseph J. MacPherson, P.E.
Transportation Division Manager
8/9/2023

By: 
Tim Himmer
Public Works Director
7/19/2023
Dated: _____

APPROVED AS TO FORM AND EXECUTION:

By: 
Christine V. Carney
Assistant County Attorney
8/9/2023

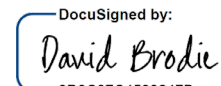
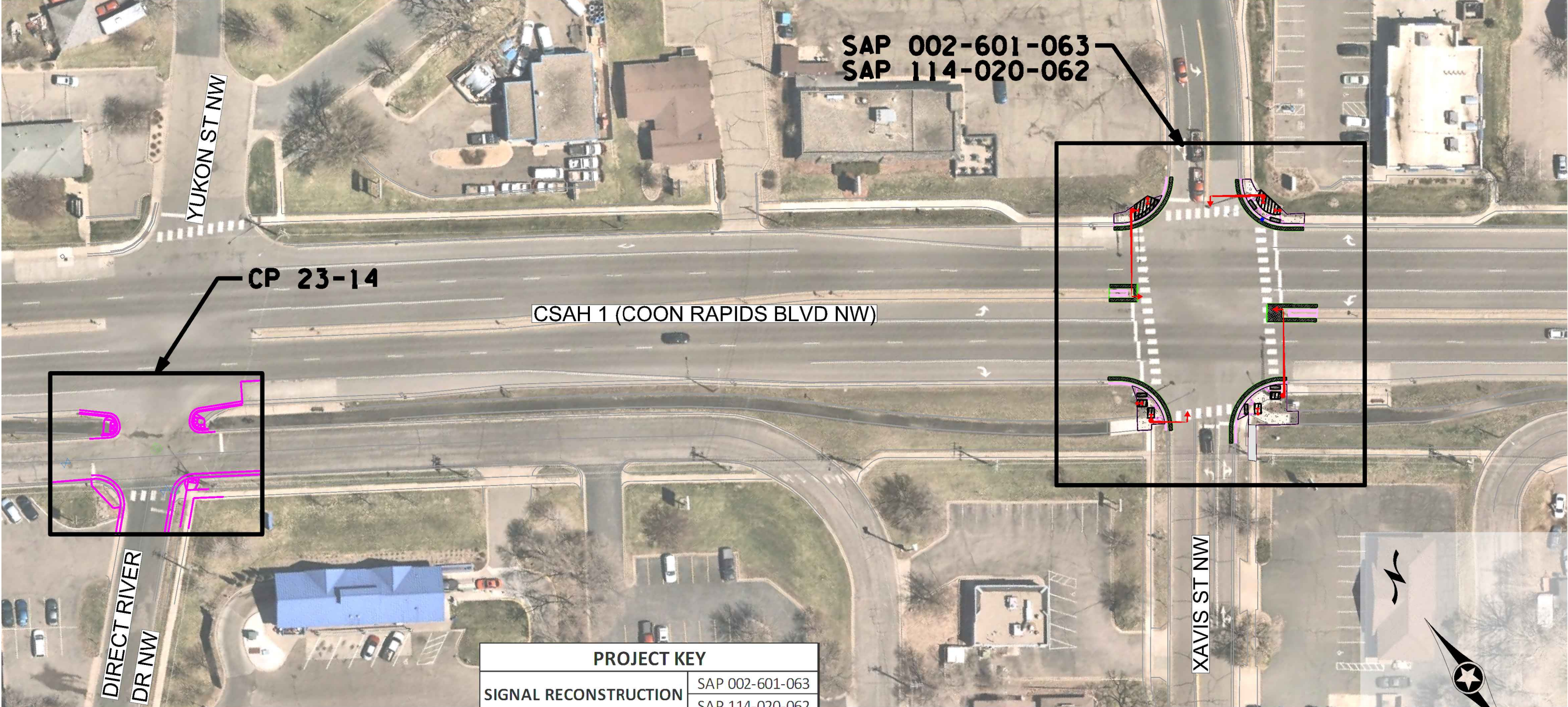
By: 
David Brodie
City Attorney
7/19/2023
Dated: _____

EXHIBIT “A”

Layout



PROJECT KEY	
SIGNAL RECONSTRUCTION	SAP 002-601-063
	SAP 114-020-062
CITY PEDESTRIAN RAMP IMPROVEMENTS	CP 23-14

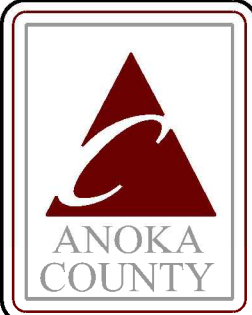
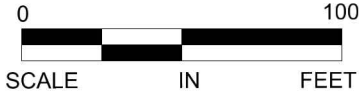


EXHIBIT A

SIGNAL RECONSTRUCTION AND PEDESTRIAN RAMP IMPROVEMENT PROJECT



Date: 6/22/2023

EXHIBIT "B"

Cost Distribution Spreadsheet

EXHIBIT B

STATEMENT OF ESTIMATED QUANTITIES				ESTIMATE		PARTICIPATING				NON-PARTICIPATING	
Item Number	ITEM DESCRIPTION	Unit	TOTAL PROJECT QUANTITIES ESTIMATED	UNIT COST	TOTAL	ANOKA COUNTY 002-601-063 ROADWAY QUANTITIES ESTIMATED	ANOKA COUNTY 002-601-063 COST	CITY OF COON RAPIDS 114-020-062 ROADWAY QUANTITIES ESTIMATED	CITY OF COON RAPIDS 114-020-062 COST	CITY OF COON RAPIDS 23-14 ROADWAY QUANTITIES ESTIMATED	CITY OF COON RAPIDS 23-14 COST
2021.501	MOBILIZATION	LUMP SUM	1	\$43,245.00	\$43,245.00	0.63	\$27,244.35	0.28	\$12,108.60	0.09	\$3,892.05
2102.503	PAVEMENT MARKING REMOVAL	LIN FT	210	\$2.00	\$420.00	210	\$420.00	0	\$0.00	0	\$0.00
2102.518	PAVEMENT MARKING REMOVAL	SQ FT	48	\$4.00	\$192.00	48	\$192.00	0	\$0.00	0	\$0.00
2104.502	REMOVE CASTING	EACH	2	\$250.00	\$500.00	1	\$250.00	0	\$0.00	1	\$250.00
2104.502	REMOVE SIGN TYPE C	EACH	4	\$150.00	\$600.00	2	\$300.00	0	\$0.00	2	\$300.00
2104.502	REMOVE SIGNAL SYSTEM	EACH	1	\$20,000.00	\$20,000.00	1	\$20,000.00	0	\$0.00	0	\$0.00
2104.502	SALVAGE CASTING	EACH	1	\$300.00	\$300.00	0	\$0.00	0	\$0.00	1	\$300.00
2104.502	SALVAGE SIGN TYPE C	EACH	1	\$250.00	\$250.00	0	\$0.00	0	\$0.00	1	\$250.00
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	109	\$10.00	\$1,090.00	78	\$780.00	0	\$0.00	31	\$310.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	654	\$10.00	\$6,540.00	519	\$5,190.00	0	\$0.00	135	\$1,350.00
2104.503	REMOVE CURB AND GUTTER	LIN FT	390	\$15.00	\$5,850.00	276	\$4,140.00	0	\$0.00	114	\$1,710.00
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	502	\$12.00	\$6,024.00	69	\$828.00	0	\$0.00	433	\$5,196.00
2104.518	REMOVE CONCRETE WALK	SQ FT	1621	\$4.00	\$6,484.00	1366	\$5,464.00	0	\$0.00	255	\$1,020.00
2104.518	REMOVE CONCRETE MEDIAN	SQ FT	77	\$4.00	\$308.00	77	\$308.00	0	\$0.00	0	\$0.00
2105.607	COMMON EXCAVATION	CU YD	80	\$65.00	\$5,200.00	40	\$2,600.00	0	\$0.00	40	\$2,600.00
2211.509	AGGREGATE BASE CLASS 5	TON	124	\$65.00	\$8,060.00	34	\$2,210.00	0	\$0.00	90	\$5,850.00
2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	45	\$5.00	\$225.00	20	\$100.00	0	\$0.00	25	\$125.00
2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2-C)	TON	120	\$130.00	\$15,600.00	0	\$0.00	0	\$0.00	120	\$15,600.00
2360.509	TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING	TON	27	\$300.00	\$8,100.00	27	\$8,100.00	0	\$0.00	0	\$0.00
2504.602	ADJUST VALVE BOX	EACH	1	\$500.00	\$500.00	0	\$0.00	0	\$0.00	1	\$500.00
2506.502	CASTING ASSEMBLY	EACH	2	\$1,500.00	\$3,000.00	1	\$1,500.00	0	\$0.00	1	\$1,500.00
2506.502	INSTALL CASTING	EACH	1	\$600.00	\$600.00	0	\$0.00	0	\$0.00	1	\$600.00
2521.518	4" CONCRETE WALK	SQ FT	306	\$25.00	\$7,650.00	96	\$2,400.00	0	\$0.00	210	\$5,250.00
2521.518	6" CONCRETE WALK	SQ FT	1671	\$30.00	\$50,130.00	1501	\$45,030.00	0	\$0.00	170	\$5,100.00
2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	80	\$10.00	\$800.00	80	\$800.00	0	\$0.00	0	\$0.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	56	\$30.00	\$1,680.00	56	\$1,680.00	0	\$0.00	0	\$0.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	412	\$35.00	\$14,420.00	106	\$3,710.00	106	\$3,710.00	200	\$7,000.00
2531.602	CONCRETE MEDIAN NOSE-SPECIAL	EACH	2	\$1,500.00	\$3,000.00	2	\$3,000.00	0	\$0.00	0	\$0.00
2531.603	CONCRETE CURB DESIGN V	LIN FT	24	\$45.00	\$1,080.00	24	\$1,080.00	0	\$0.00	0	\$0.00
2531.618	TRUNCATED DOMES	SQ FT	156	\$70.00	\$10,920.00	108	\$7,560.00	0	\$0.00	48	\$3,360.00
2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1	\$3,000.00	\$3,000.00	0.63	\$1,890.00	0.28	\$840.00	0.09	\$270.00
2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$20,000.00	\$20,000.00	0.63	\$12,600.00	0.28	\$5,600.00	0.09	\$1,800.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1	\$2,000.00	\$2,000.00	0.63	\$1,260.00	0.28	\$560.00	0.09	\$180.00
2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UNIT DAY	20	\$120.00	\$2,400.00	20	\$2,400.00	0	\$0.00	0	\$0.00
2564.502	INSTALL SIGN PANEL TYPE C	EACH	1	\$250.00	\$250.00	0	\$0.00	0	\$0.00	1	\$250.00
2564.618	SIGN TYPE C	SQ FT	34.50	\$50.00	\$1,725.00	14.5	\$725.00	0	\$0.00	20	\$1,000.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	LUMP SUM	1	\$13,000.00	\$13,000.00	0	\$0.00	1	\$13,000.00	0	\$0.00
2565.501	TRAFFIC CONTROL INTERCONNECT	LUMP SUM	1	\$20,000.00	\$20,000.00	1	\$20,000.00	0	\$0.00	0	\$0.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYSTEM	1	\$350,000.00	\$350,000.00	0.5	\$175,000.00	0.5	\$175,000.00	0	\$0.00
2565.616	TEMPORARY SIGNAL SYSTEM	SYSTEM	1	\$100,000.00	\$100,000.00	1	\$100,000.00	0	\$0.00	0	\$0.00
2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$2,000.00	\$2,000.00	1	\$2,000.00	0	\$0.00	0	\$0.00
2573.502	STORM DRAIN INLET PROTECTION	EACH	5	\$200.00	\$1,000.00	3	\$600.00	0	\$0.00	2	\$400.00
2574.507	COMMON TOPSOIL BORROW	CU YD	18	\$50.00	\$900.00	18	\$900.00	0	\$0.00	0	\$0.00
2574.507	ORGANIC TOPSOIL BORROW	CU YD	20	\$60.00	\$1,200.00	0	\$0.00	0	\$0.00	20	\$1,200.00
2574.508	FERTILIZER TYPE 3	POUND	14	\$20.00	\$280.00	14	\$280.00	0	\$0.00	0	\$0.00
2575.505	SEEDING	ACRE	0.04	\$10,000.00	\$400.00	0.04	\$400.00	0	\$0.00	0	\$0.00
2575.508	SEED MIXTURE 25-121	POUND	4	\$50.00	\$200.00	4	\$200.00	0	\$0.00	0	\$0.00
2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	516	\$5.00	\$2,580.00	156	\$780.00	0	\$0.00	360	\$1,800.00
2582.503	12" SOLID LINE PAINT	LIN FT	24	\$4.00	\$96.00	0	\$0.00	0	\$0.00	24	\$96.00
2582.518	CROSSWALK PAINT	SQ FT	250	\$2.00	\$500.00	0	\$0.00	0	\$0.00	250	\$500.00
2582.518	CROSSWALK PREFORM THERMOPLASTIC	SQ FT	846	\$20.00	\$16,920.00	846	\$16,920.00	0	\$0.00	0	\$0.00
2582.603	PAVEMENT MARKING SPECIAL	LIN FT	139	\$20.00	\$2,780.00	139	\$2,780.00	0	\$0.00	0	\$0.00
Total:					\$763,999.00		\$483,621.35		\$210,818.60		\$69,559.05

SAP 002-601-063, SAP 114-020-062 & CP 23-14 - CSAH 1 at Xavis St Signal Reconstruction - Funding Splits					
	PROJECT TOTALS	ANOKA COUNTY STATE AID FUNDS	CITY OF COON RAPIDS TOTALS	CITY OF COON RAPIDS STATE AID FUNDS	CITY OF COON RAPIDS LOCAL FUNDS
CONSTRUCTION TOTAL	\$763,999.00	\$483,621.35	\$280,377.65	\$210,818.60	\$69,559.05
8% CONSTRUCTION ENGINEERING	\$55,555.20	\$38,689.71	\$16,865.49	\$16,865.49	
COUNTY FURNISHED SIGNAL CABINET	\$30,000.00	\$15,000.00	\$15,000.00	\$15,000.00	
COUNTY FURNISHED MAST ARM STEEL	\$101,969.00	\$50,984.50	\$50,984.50	\$50,984.50	
PROJECT TOTAL	\$951,523.20	\$588,295.56	\$363,227.64	\$293,668.59	\$69,559.05

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 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.