

**JOINT POWERS AGREEMENT  
FOR THE RECONSTRUCTION OF THE SIGNAL ON COUNTY STATE AID HIGHWAY 1  
AT MISSISSIPPI BLVD  
IN THE CITY OF COON RAPIDS, MN  
(SP 002-601-057 & SP 114-105-107 & CP 21-37)**

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 1 (Coon Rapids Blvd) at Mississippi Blvd and,

WHEREAS, said parties mutually agree that the signal on County State Aid Highway 1 at Mississippi Blvd is in need of reconstruction; and,

WHEREAS, the County has prepared design plans for the reconstruction of the signal at County State Aid Highway 1 at Mississippi Blvd in accordance with Anoka County and the Minnesota Department of Transportation standards; and,

WHEREAS, Anoka County has jurisdiction over County State Aid Highway 1 at Mississippi Blvd and,

WHEREAS, The City of Coon Rapids has jurisdiction over Mississippi Blvd,

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.

NOW, THEREFORE, IT IS MUTUALLY STIPULATED AND AGREED:

**I. PURPOSE**

The parties have joined together for the purpose of widening Mississippi Blvd, milling & overlaying CSAH 1 and Mississippi Blvd, reconstructing the pedestrian ramps and traffic control systems on CSAH 1 (Coon Rapids Blvd) at Mississippi Blvd; as described in the design plans (hereinafter the "Project"). The County's project number for this construction is SP 002-601-057 and City project numbers are 21-37 and SAP 114-105-107. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of 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 August 2022 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 CSAH 1 signal system at Mississippi Blvd will be reconstructed and Mississippi Blvd will be widened to the extent shown in "Exhibit A".

### INTERSECTIONS:

The CSAH 1 at Mississippi Blvd intersection will continue to be a full access signalized intersection

### RIGHT OF WAY:

No right-of-way or easements were acquired 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 Mississippi Blvd intersection will be reconstructed with this project. The parties agree that the cost of the reconstruction of this signal pending the availability of Federal funding shall be standard County cost share; with 100% of the EVP reconstruction costs 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/Mississippi Blvd 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 costs, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

### DRAINAGE:

Project contains no drainage improvements.

### SIDEWALK & BITUMINOUS TRAIL:

The parties agree that since the project is reconstructing existing sidewalk and bituminous trail, which is eligible for federal funds, that the County will be responsible for the local match.

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 & Mississippi Blvd will be open to thru traffic during construction. The parties agree and understand the cost share for traffic control for the City shall be a prorated share based on the city project cost divided by the total project cost.

#### DRIVEWAYS:

The parties agree that all driveways affected (excluding those identified for removal) by the Project will be reconstructed in kind 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:

It is noted that a hydrant is being relocated due to the widening of Mississippi Blvd, is not eligible for federal funds. The City is responsible for the cost of this relocation.

#### PERMITS:

No permits are required for the project.

### 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 \$1,168,370.80.

Federal funds available for the Project are capped at \$450,000. The federal funds shall be split based on the ratio of eligible cost incurred by each party to the total eligible project cost. Eligible costs are the costs of items that can participate in federal funding as shown on Exhibit B.

The total estimated construction cost to the City is \$453,954.50 (prior to application of federal funds available). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$291,729.27 (\$453,954.50 minus \$162,225.23, the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$453,954.50. The estimated cost to the City for construction engineering is \$36,316.36. In summary, the total City share of this project is \$505,270.86 (includes construction,

construction engineering costs and county furnished signal cabinet). The total cost to the city after federal funds have been applied including construction engineering is \*\$343,045.63 ( see summary below).

\*( \$453,954.50 – \$162,225.23 + \$36,316.36 + \$15,000.00 = \$343,045.63, note: construction engineering costs are not federally eligible)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the project estimated at \$325,893.35. 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 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 ownership and maintenance provisions within this Agreement which shall continue indefinitely and survive termination of this JPA.

#### V. DISBURSEMENT OF FUNDS

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

#### VI. CONTRACTS AND PURCHASES

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

#### VII. STRICT ACCOUNTABILITY

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

#### VIII. 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 in this matter. Upon completion

of said traffic control signal installations, the ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

IX. MAINTENANCE / OWNERSHIP

- A. Maintenance of the bituminous trail along CSAH 1 and along Mississippi Blvd 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 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.
- C. 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.
- D. Maintenance of the completed traffic control signal and signal equipment at the intersection of CSAH 1 and Mississippi Blvd shall be the sole obligation of the County.
- E. 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.
- F. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- G. Timing of the completed traffic control signal shall be determined by the County.
- H. Only the County shall have access to the controller cabinets.
- I. The traffic control signals shall be the property of the County.
- J. The City shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- K. 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.
- L. 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.
- M. Malfunctions of the EVP System shall be immediately reported to the County.

- N. All timing of said EVP System shall be determined by the County.
- O. 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

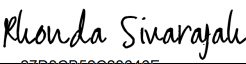
It is understood and agreed that the entire agreement of the parties is contained herein, and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to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

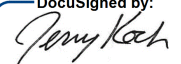
This Agreement may be executed in any number of counterparts, each one of which shall be deemed to be an original, but all such counterparts together shall constitute one and the same instrument.

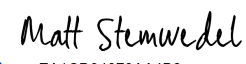
IN WITNESS WHEREOF, the parties of this Agreement have hereunto set their hands on the dates written below:

**COUNTY OF ANOKA**


By:   
Rhonda Sivarajah  
County Administrator  
8/9/2023

**CITY OF COON RAPIDS**

By:   
Jerry Koch  
Mayor  
4/21/2023  
Dated: \_\_\_\_\_


By:   
Matt Stemwedel  
City Manager  
4/21/2023  
Dated: \_\_\_\_\_


**RECOMMENDED FOR APPROVAL:**

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

By:   
Tim Himmer  
Public Works Director  
4/26/2023  
Dated: \_\_\_\_\_

**APPROVED AS TO FORM AND EXECUTION:**

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

By:   
David Brodie  
City Attorney  
4/26/2023  
Dated: \_\_\_\_\_

**EXHIBIT "A"**

*Layout*



**EXHIBIT "B"**

*Cost Distribution Spreadsheet*

**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.