

**JOINT POWERS AGREEMENT
FOR THE SIGNAL RECONSTRUCTION AND ADA IMPROVEMENTS OF COUNTY STATE
AID HIGHWAY 3 AT 86TH LN NE
IN THE CITIES OF BLAINE AND COON RAPIDS, MN
(SAP 002-603-005)
(SAP 106-020-042)
(SAP 114-020-063)**

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", City of Coon Rapids, 11155 Robinson Drive NW, Coon Rapids, MN 55433, hereinafter referred to as "Coon Rapids", and the City of Blaine, 10801 Town Square Drive NE, Blaine, MN 55449, hereinafter referred to as "Blaine".

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) 3 (University Ave NE) at 86th Lane NE and,

WHEREAS, said parties mutually agree that the signal on CSAH 3 at 86th Lane NE is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 3 at 86th Lane NE 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 3 and the City of Blaine and the City of Coon Rapids have jurisdiction over 86th Lane NE and,

WHEREAS, the parties agree that it is in their best interests 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 signal system on CSAH 3 at 86th Lane NE, milling & overlaying CSAH 3, improving drainage, and adding pedestrian ramps; as described in the preliminary design plans (hereinafter the "Project"). The County and the cities project numbers are noted above. 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 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 February 29, 2024 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 2024, the CSAH 3 signal system at 86th Lane NE will be reconstructed and CSAH 3 will be milled & overlayed to the extent shown in “Exhibit A”.

INTERSECTIONS:

As agreed by the parties, and shown in the Exhibit “A” Layout design, the CSAH 3 at 86th Lane NE 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 Blaine and Coon Rapids. It is agreed by the parties that all necessary right of way and easements will be in legal possession of the County prior to construction of the project. Any Blaine or Coon Rapids 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 3 and 86th Lane NE 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 50% of the EVP costs and 25% of the traffic signal cost to Blaine, 50% of the EVP costs and 25% of the traffic signal cost to Coon Rapids, 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 3 and 86th Lane NE intersection will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance, Blaine reimbursing the County 100% for all ongoing EVP maintenance, Blaine and Coon Rapids 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

DRAINAGE:

Associated drainage improvement costs of this project will be responsibility of the County.

SIDEWALK:

The parties agree that Blaine will be responsible for the sidewalk cost in areas where no sidewalk exists and the County will be responsible for the cost at the signal pedestrian ramps and where a sidewalk currently exists. This sidewalk location has been agreed to by Blaine. If the sidewalk location changes in the future, the additional costs associated with this change will be the responsibility of Blaine.

The parties understand that the cost for the sidewalk includes: concrete surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County will be responsible for the costs for the design of the sidewalk, the additional right of way and easements required to construct the sidewalk at the proper location, and any removal items required to construct the sidewalk.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 3 and 86th Lane NE will be open to through traffic during construction. The parties agree and understand the cost share for traffic control for Blaine and Coon Rapids shall be a prorated share based on the respective cities project costs 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% Anoka County cost, with the cost of any upgrades requested by Blaine and Coon Rapids, including concrete aprons, to be their sole responsibility.

UTILITIES:

The parties agree that the Exhibit "A" Layout does not include any anticipated utility relocations or improvements as part of this Project.

PERMITS:

No permits are required for this project. The County requests that each 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 \$1,050,980.44.

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

City of Blaine Cost Breakdown

The total estimated construction cost to Blaine is \$159,604.20. The estimated cost to Blaine for the County Furnished Signal Cabinet is \$7,500.00.

The Blaine participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$159,604.20. The estimated cost to the Blaine for construction engineering is \$12,770.00. In summary, the total Blaine share of this project is \$179,874.20 (includes construction, construction engineering, and County furnished materials costs). **(see summary below).**

***(\$159,604.20 + \$12,770.00 + \$7,500.00 = \$179,874.20)**

Upon award of the contract, but no sooner than **January 1st, 2025**, Blaine 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 \$170,880.49. 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 Blaine at the time of billing. Blaine'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 Blaine'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 Blaine's share. Also, the remaining five percent (5%) of Blaine's portion of the construction costs shall be paid.

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

City of Coon Rapids Cost Breakdown

The total estimated construction cost to Coon Rapids is \$156,076.20. The estimated cost to Coon Rapids for the County Furnished Signal Cabinet is \$7,500.00.

The Coon Rapids participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$156,076.20. The estimated cost to the Coon Rapids for construction engineering is \$12,490.00. In summary, the total Coon Rapids share of this project is \$176,066.20 (includes construction, construction engineering, and County furnished materials costs). **(see summary below).**

***(\$156,076.20 + \$12,490.00 + \$7,500.00 = \$176,066.20)**

Upon award of the contract, but no sooner than **January 1st, 2025**, Coon Rapids 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 \$167,262.89. 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 Coon Rapids at the time of billing. Coon Rapids' 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 Coon Rapids' 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 Coon Rapids' share. Also, the remaining five percent (5%) of Coon Rapids' portion of the construction costs shall be paid.

The County agrees to submit to Coon Rapids 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 continue indefinitely.

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County, Blaine or Coon Rapids 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 Blaine and Coon Rapids 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

Blaine 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 3 traffic control signal systems including any necessary extension of power lines. Blaine 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 signal system shall be the responsibility of Blaine and Coon Rapids.

IX. MAINTENANCE

- A. Maintenance of the sidewalk at the intersection of CSAH 3 and 86th Lane NE shall be the responsibility of the Blaine. Blaine shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. Blaine 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 County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings at the signalized intersection.

- C. Cost of electrical power to the signal system shall be the obligation of Blaine and Coon Rapids.
- D. Maintenance of the completed traffic control signal and signal equipment at the intersection of CSAH 3 and 86th Lane NE 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 Blaine
- 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. Blaine 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. Blaine 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. Blaine 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 Blaine, 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 Manager of Coon Rapids, 11155 Robinson Drive NW, Coon Rapids, MN 55433, on behalf of Coon Rapids, and to the City Administrator of Blaine, 10801 Town Square Drive NE, Blaine, MN 55449, on behalf of Blaine.

XI. INDEMNIFICATION

Blaine, Coon Rapids 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

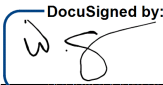
It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous agreement presently in effect between the parties to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

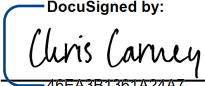
COUNTY OF ANOKA

By:  4/12/2024
DocuSigned by:
5B750D7F5CD8439...
Dee Guthman
Interim County Administrator

RECOMMENDED FOR APPROVAL:

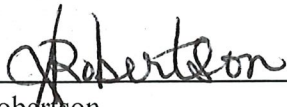
By:  4/9/2024
DocuSigned by:
A93442ADA7B14FB...
Joseph J. MacPherson, P.E.
Transportation Division Manager

APPROVED AS TO FORM AND EXECUTION:


By:  4/12/2024
DocuSigned by:
46E43B1361A22A7...
Christine V. Carney
Assistant County Attorney

Anoka County Contract No. C0010610

CITY OF BLAINE

By: 
Jess Robertson
Mayor Pro Tem

Dated: 3/18/24

By: 
Michelle A. Wolfe
City Administrator

Dated: 3/19/24

CITY OF COON RAPIDS

DocuSigned by:

By: E2E995038DB9453...

Jerry Koch
Mayor

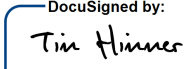
Dated: 4/5/2024

DocuSigned by:

By: EA1CD94079AA4B8...

Matt Stemwedel
City Manager

Dated: 4/5/2024

DocuSigned by:

By: 8BF7A847B84E4CD...

Tim Himmer
Public Works Director

Dated: 4/5/2024

DocuSigned by:

By: 9D9C97C4599247B...

David Brodie
City Attorney

Dated: 4/5/2024

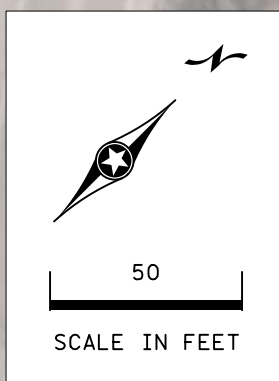
EXHIBIT "A"

Layout

EXHIBIT A

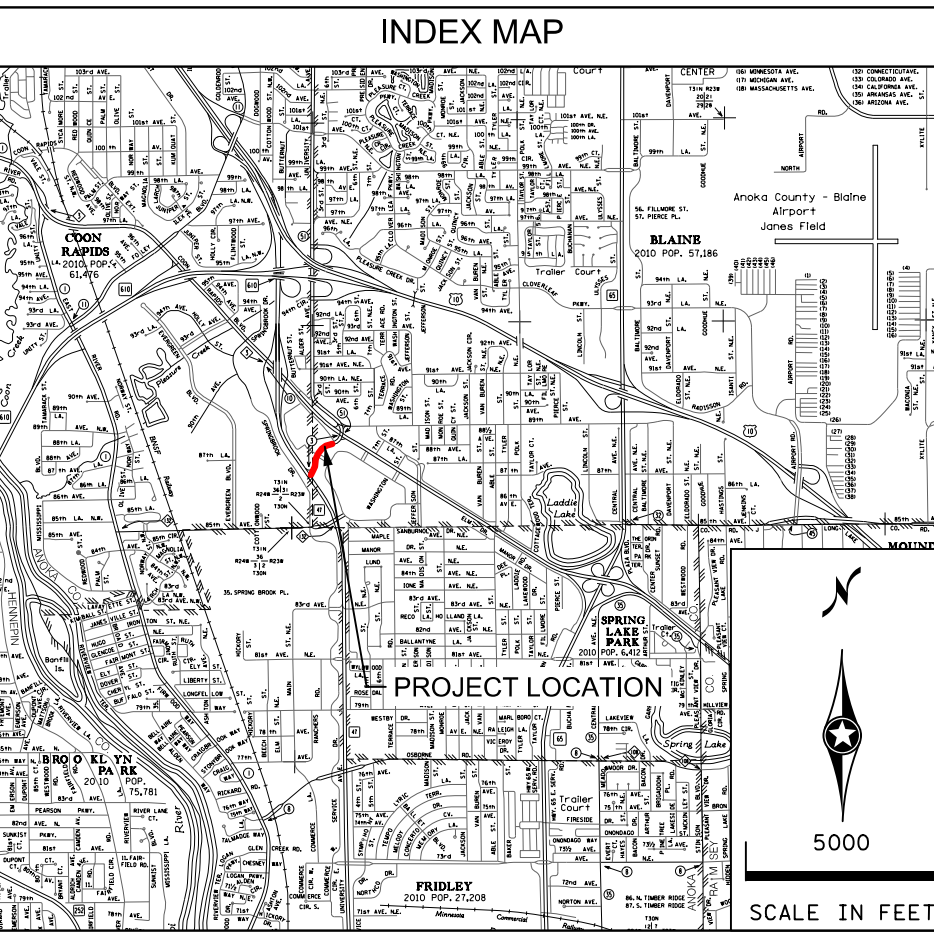
CSAH 3 (UNIVERSITY AVE NE) & 86TH LN NE
SIGNAL REPLACEMENT & PAVEMENT REHABILITATION
PRELIMINARY LAYOUT

FEBRUARY 29, 2024

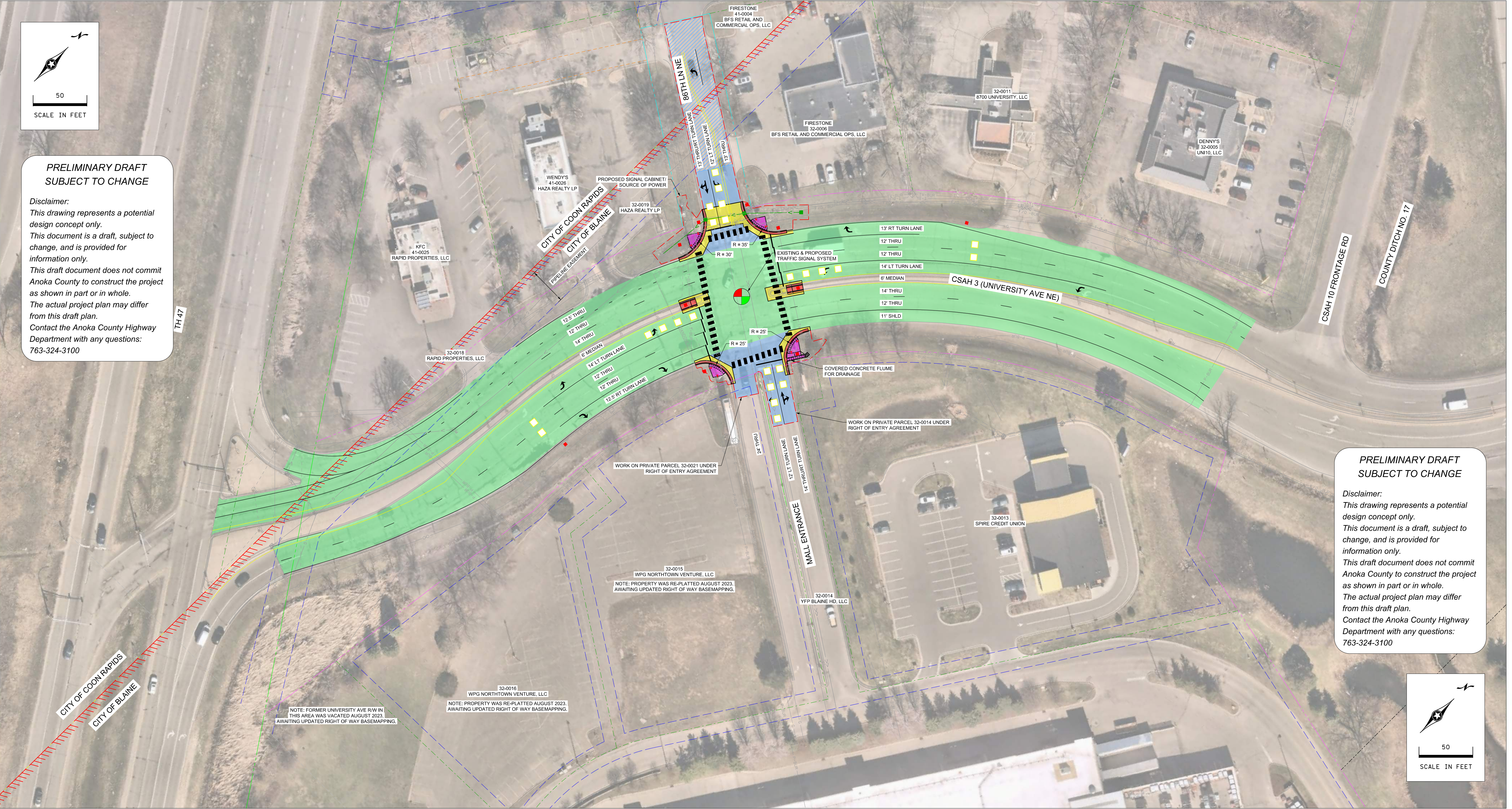


PRELIMINARY DRAFT
SUBJECT TO CHANGE

Disclaimer:
This drawing represents a potential design concept only.
This document is a draft, subject to change, and is provided for information only.
This draft document does not commit Anoka County to construct the project as shown in part or in whole.
The actual project plan may differ from this draft plan.
Contact the Anoka County Highway Department with any questions: 763-324-3100



LEGEND	
	PROPOSED BITUMINOUS PAVEMENT
	PROPOSED CONCRETE WALK
	PROPOSED CONCRETE C&G MEDIAN
	3" BITUMINOUS MILL & OVERLAY
	2" BITUMINOUS MILL & OVERLAY
	2" BITUMINOUS MILL & OVERLAY - NON PARTICIPATING CITY FUNDED WORK
	PROPOSED SIGNAL MAST ARM
	PROPOSED APS PUSH BUTTON
	PROPOSED SIGNAL LOOP DETECTION
	PROPOSED SIGNAL HANDHOLE
	PROPOSED CATCH BASIN
	PROPOSED STORM SEWER
	PRELIMINARY CONSTRUCTION LIMITS
	EXISTING MNDOT RIGHT OF WAY
	EXISTING COUNTY RIGHT OF WAY
	EXISTING CITY RIGHT OF WAY
	MUNICIPAL BOUNDARY
	PROPERTY LINE
	EXISTING DRAINAGE & UTILITY EASEMENT
	EXISTING ACCESS EASEMENT



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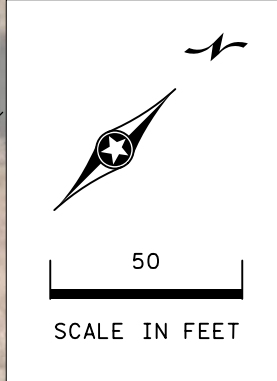


EXHIBIT "B"

Cost Distribution Spreadsheet

EXHIBIT B

Construction Cost Estimate - 95% Construction Plans																	
CSAH 3 & 86th Ln Signal Replacement (S.A.P. 002-603-005)																	
STATE AID PARTICIPATING														NON-PARTICIPATING			
Item #	Description	Units	Unit Cost	Total Estimate		S.A.P. 002-603-005 ANOKA COUNTY		S.A.P. 106-020-042 CITY OF BLAINE		S.A.P. 114-020-063 CITY OF COON RAPIDS		S.A.P. 002-603-005 STORM SEWER		BLAINE NON- PARTICIPATING		COON RAPIDS NON- PARTICIPATING	
				Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
2021.501	MOBILIZATION	LUMP SUM	\$ 52,500.00	1	\$ 52,500.00	0.67	\$ 35,175.00	0.14	\$ 7,350.00	0.14	\$ 7,350.00	0.03	\$ 1,575.00	0.01	\$ 525.00	0.01	\$ 525.00
2102.503	PAVEMENT MARKING REMOVAL	LIN FT	\$ 1.05	75	\$ 78.75	75	\$ 78.75										
2104.502	REMOVE SIGN	EACH	\$ 52.50	8	\$ 420.00	8	\$ 420.00										
2104.502	REMOVE SIGNAL SYSTEM	EACH	\$ 21,000.00	1	\$ 21,000.00	0.5	\$ 10,500.00	0.25	\$ 5,250.00	0.25	\$ 5,250.00						
2104.502	REMOVE SIGN PANEL	EACH	\$ 52.50	1	\$ 52.50	1	\$ 52.50										
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$ 5.25	450	\$ 2,362.50	450	\$ 2,362.50										
2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 10.50	177	\$ 1,858.50	177	\$ 1,858.50										
2104.504	REMOVE CONCRETE WALK	SQ YD	\$ 26.25	31	\$ 813.75	31	\$ 813.75										
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 16.80	238	\$ 3,998.40	238	\$ 3,998.40										
2106.507	EXCAVATION - COMMON	CU YD	\$ 73.50	70	\$ 5,145.00	70	\$ 5,145.00										
2106.507	COMMON EMBANKMENT (CV)	CU YD	\$ 42.00	20	\$ 840.00	20	\$ 840.00										
2118.507	AGGREGATE SURFACING (CV) CLASS 2	CU YD	\$ 94.50	8	\$ 756.00	8	\$ 756.00										
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 78.75	72	\$ 5,670.00	72	\$ 5,670.00										
2232.504	MILL BITUMINOUS SURFACE (2.0")	SQ YD	\$ 3.15	1127	\$ 3,550.05	581	\$ 1,830.15							273	\$ 859.95	273	\$ 859.95
2232.504	MILL BITUMINOUS SURFACE (3.0")	SQ YD	\$ 4.20	8852	\$ 37,178.40	8852	\$ 37,178.40										
2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (3:B)	TON	\$ 120.75	32	\$ 3,864.00	32	\$ 3,864.00										
2360.509	TYPE SP 12.5 WEARING COURSE MIX (3:F)	TON	\$ 105.00	1710	\$ 179,550.00	1646	\$ 172,830.00							32	\$ 3,360.00	32	\$ 3,360.00
2503.503	12" DUCTILE IRON PIPE SEWER	LIN FT	\$ 105.00	90	\$ 9,450.00							90	\$ 9,450.00				
2503.503	12" RC PIPE SEWER DES 3006	LIN FT	\$ 78.75	51	\$ 4,016.25							51	\$ 4,016.25				
2503.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$ 2,100.00	1	\$ 2,100.00							1	\$ 2,100.00				
2506.502	CONST DRAINAGE STRUCTURE DESIGN SPEC 1	EACH	\$ 21,000.00	1	\$ 21,000.00	1	\$ 21,000.00										
2506.502	CASTING ASSEMBLY	EACH	\$ 1,260.00	3	\$ 3,780.00							3	\$ 3,780.00				
2506.503	CONST DRAINAGE STRUCTURE DESIGN SD-48	LIN FT	\$ 1,050.00	8	\$ 8,400.00							8	\$ 8,400.00				
2511.504	GEOTEXTILE FILTER TYPE 3	SQ YD	\$ 3.68	6	\$ 22.05	6	\$ 22.05										
2511.507	RANDOM RIPRAP CLASS II	CU YD	\$ 99.75	1	\$ 99.75	1	\$ 99.75										
2521.518	4" CONCRETE WALK	SQ FT	\$ 10.50	179	\$ 1,879.50	179	\$ 1,879.50										
2521.602	DRILL & GROUT REINF BAR (EPOXY COATED)	EACH	\$ 31.50	54	\$ 1,701.00	54	\$ 1,701.00										
2521.618	CONCRETE CURB RAMP WALK	SQ FT	\$ 16.80	518	\$ 8,702.40	518	\$ 8,702.40										
2531.503	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	\$ 37.80	40	\$ 1,512.00	40	\$ 1,512.00										
2531.503	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	\$ 44.10	208	\$ 9,172.80	128	\$ 5,644.80	80	\$ 3,528.00								
2531.618	TRUNCATED DOMES	SQ FT	\$ 78.75	130	\$ 10,237.50	130	\$ 10,237.50										
2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	\$ 5,250.00	1	\$ 5,250.00	0.67	\$ 3,517.50	0.14	\$ 735.00	0.14	\$ 735.00	0.03	\$ 157.50	0.01	\$ 52.50	0.01	\$ 52.50
2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 31,500.00	1	\$ 31,500.00	0.67	\$ 21,105.00	0.14	\$ 4,410.00	0.14	\$ 4,410.00	0.03	\$ 945.00	0.01	\$ 315.00	0.01	\$ 315.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	\$ 2,625.00	1	\$ 2,625.00	0.67	\$ 1,758.75	0.14	\$ 367.50	0.14	\$ 367.50	0.03	\$ 78.75	0.01	\$ 26.25	0.01	\$ 26.25
2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UNIT DAY	\$ 105.00	20	\$ 2,100.00	20	\$ 2,100.00										
2564.618	SIGN	SQ FT	\$ 105.00	83	\$ 8,715.00	83	\$ 8,715.00										
2564.618	SIGN PANEL	SQ FT	\$ 63.00	9	\$ 567.00	9	\$ 567.00										
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	LUMP SUM	\$ 8,400.00	1	\$ 8,400.00			0.5	\$ 4,200.00	0.5	\$ 4,200.00						
2565.501	TRAFFIC CONTROL INTERCONNECT	LUMP SUM	\$ 31,500.00	1	\$ 31,500.00	1	\$ 31,500.00										
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYSTEM	\$ 420,000.00	1	\$ 420,000.00	0.5	\$ 210,000.00	0.25	\$ 105,000.00	0.25	\$ 105,000.00						
2565.616	TEMPORARY SIGNAL SYSTEM	SYSTEM	\$ 94,500.00	1	\$ 94,500.00	0.5	\$ 47,250.00	0.25	\$ 23,625.00	0.25	\$ 23,625.00						
2573.502	STORM DRAIN INLET PROTECTION	EACH	\$ 315.00	9	\$ 2,835.00	9	\$ 2,835.00										
2573.503	SILT FENCE; TYPE MS	LIN FT	\$ 5.25	10	\$ 52.50	10	\$ 52.50										
2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$ 5.25	10	\$ 52.50	10	\$ 52.50										
2574.505	SOIL BED PREPARATION	ACRE	\$ 1,050.00	0.1	\$ 105.00	0.1	\$ 105.00										
2574.507	COMMON TOPSOIL BORROW	CU YD	\$ 42.00	46	\$ 1,932.00	46	\$ 1,932.00										
2574.508	FERTILIZER TYPE 3	POUND	\$ 5.25	12	\$ 63.00	12	\$ 63.00										
2575.504	ROLLED EROSION PREVENTION CATEGORY 25	SQ YD	\$ 21.00	47	\$ 987.00	47	\$ 987.00										
2575.505	SEEDING	ACRE	\$ 5,250.00	0.1	\$ 525.00	0.1	\$ 525.00										
2575.508	SEED MIXTURE 25-131	POUND	\$ 21.00	13	\$ 273.00	13	\$ 273.00										
2575.508	HYDRAULIC MULCH MATRIX	POUND	\$ 8.40	114	\$ 957.60	114	\$ 957.60										
2582.503	4" SOLID LINE MULTI COMP	LIN FT	\$ 0.79	4955	\$ 3,902.06	4955	\$ 3,902.06										
2582.503	4" BROKEN LINE MULTI COMP	LIN FT	\$ 0.79	300	\$ 236.25	300	\$ 236.25										
2582.503	8" DOTTED LINE MULTI COMP	LIN FT	\$ 2.10	48	\$ 100.80	48	\$ 100.80										
2582.503	4" DBLE SOLID LINE MULTI COMP	LIN FT	\$ 1.31	170	\$ 223.13	170	\$ 223.13										
2582.503	24" SOLID LINE PREF THERMO GR IN	LIN FT	\$ 26.25	150	\$ 3,937.50	150	\$ 3,937.50										
2582.518	PAVT MSSG PREF THERMO	SQ FT	\$ 42.00	215	\$ 9,030.00	215	\$ 9,030.00										
2582.518	CROSSWALK PREF THERMO GR IN	SQ FT	\$ 21.00	900	\$ 18,900.00	900	\$ 18,900.00										
		Total:		\$	1,050,980.44	\$	704,797.54	\$	154,465.50	\$	150,937.50	\$	30,502.50	\$	5,138.70	\$	5,138.70

FUNDING SPLITS - CSAH 3 & 86th Ln Signal Replacement (S.A.P. 002-603-005)									
	PROJECT TOTALS	ANOKA COUNTY TOTALS	ANOKA COUNTY STATE AID FUNDS	CITY OF BLAINE TOTALS	CITY OF BLAINE STATE AID FUNDS	CITY OF BLAINE LOCAL FUNDS	CITY OF COON RAPIDS TOTALS	CITY OF COON RAPIDS STATE AID FUNDS	CITY OF COON RAPIDS LOCAL FUNDS
ROADWAY	\$ 1,020,477.94	\$ 704,797.54	\$ 704,797.54	\$ 159,604.20	\$ 154,465.50	\$ 5,138.70	\$ 156,076.20	\$ 150,937.50	\$ 5,138.70
DRAINAGE (County 100%)*	\$ 30,502.50	\$ 30,502.50	\$ 30,502.50						
CONSTRUCTION TOTAL	\$ 1,050,980.44	\$ 735,300.04	\$ 704,797.54	\$ 159,604.20	\$ 154,465.50	\$ 5,138.70	\$ 156,076.20	\$ 150,937.50	\$ 5,138.70
8% CONSTRUCTION ENGINEERING	\$ 84,060.00	\$ 58,800.00	\$ 56,380.00	\$ 12,770.00	\$ 12,360.00	\$ 410.00	\$ 12,490.00	\$ 12,080.00	\$ 410.00
COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 30,000.00	\$ 15,000.00	\$ 7,500.00	\$ 7,500.00		\$ 7,500.00	\$ 7,500.00	
PROJECT TOTAL	\$ 1,180,040.44	\$ 824,100.04	\$ 776,177.54	\$ 179,874.20	\$ 174,325.50	\$ 5,548.70	\$ 176,066.20	\$ 170,517.50	\$ 5,548.70

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.