

**JOINT POWERS AGREEMENT**  
**FOR THE SIGNAL RECONSTRUCTION AND ADA IMPROVEMENTS OF COUNTY STATE**  
**AID HIGHWAY 9 (ROUND LAKE BLVD NW) AT ROOSEVELT STREET/135<sup>TH</sup> AVENUE**  
**NW, 136<sup>TH</sup> AVENUE NW AND CSAH 116 (BUNKER LAKE BLVD NW)**  
**IN THE CITIES OF ANDOVER AND ANOKA, MN**  
**(SAP 002-609-023)**  
**(ANDOVER CITY JOB #198-020-020)**  
**(ANOKA CITY JOB #103-020-020)**

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 Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, hereinafter referred to as "Andover", and the City of Anoka, 2015 First Avenue, Anoka, MN 55303, hereinafter referred to as "Anoka".

**WITNESSETH**

WHEREAS, on the 25<sup>th</sup> day of May 1993, Joint Powers Agreement for the Reconstruction of Round Lake Blvd (CSAH 9) from 131<sup>st</sup> Lane to 140<sup>th</sup> Lane and Bunker Lake Blvd (CR 116/CSAH 16) from 38<sup>th</sup> Ave to Quay Street (Anoka County Contract No. 930220) was executed by the County and the City of Anoka; and,

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct the signals on County State Aid Highway (CSAH) 9 (Round Lake Blvd NW), hereinafter referred to as "CSAH 9" at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 (Bunker Lake Blvd NW) hereinafter referred to as "CSAH 116" and,

WHEREAS, said parties mutually agree that the signal systems are in need of improvements and require reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 in accordance with Anoka County and the Minnesota Department of Transportation standards to a staff approved layout condition; and,

WHEREAS, County has jurisdiction over CSAH 9 and CSAH 116 and,

WHEREAS, The Andover has jurisdiction over 135<sup>th</sup> Avenue NW and 136<sup>th</sup> Avenue NW (to the east), where certain signal systems are located and addressed in this JPA; and,

WHEREAS, The Anoka has jurisdiction over Roosevelt Street and 136<sup>th</sup> Avenue NW (to the west), where certain signal systems are located and addressed in this JPA; 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 government entities 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 systems on CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 and updating pedestrian ramps for ADA compliance as described in the preliminary design plans (hereinafter referred to as "Project"). The County and the City's 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 (hereinafter referred to as 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 August 25, 2025 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 2026, the CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 will be reconstructed to the extent shown in Exhibit "A".

INTERSECTIONS:

As agreed by the parties, and shown in the Exhibit "A" Layout design, the CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 intersections 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 Andover and Anoka. 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 Andover or Anoka 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 9 at Roosevelt Street/135<sup>th</sup> Avenue 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 to and 25% of the traffic signal cost to Andover and 50% of the EVP costs and 25% of the traffic signal to Anoka, and 50% of the traffic signal cost to the County. Traffic signal steel will be galvanized finish.

The parties agree that the existing traffic control signal system at the CSAH 9 at 136<sup>th</sup> Avenue 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 50% of the EVP costs to and 25% of the traffic signal cost to Andover and 50% of the EVP costs and 25% of the traffic signal to Anoka, and 50% of the traffic signal cost to the County. Traffic signal steel will be galvanized finish.

The parties agree that the existing traffic control signal system at the CSAH 9 at CSAH 116 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 75% of the EVP costs to Andover and 25% of the EVP costs to Anoka, and 100% 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 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 intersections will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance, Andover and Anoka reimbursing the County 100% for all ongoing EVP maintenance, Andover and Anoka 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 Andover and/or Anoka will be responsible for the sidewalk cost in areas where no sidewalk exists at CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 (Bunker Lake Blvd NW). The County will be responsible for the cost at the signal pedestrian ramps and where a sidewalk currently exists. Sidewalk locations have been agreed to by Andover and Anoka. If the sidewalk location changes in the future, the additional costs associated with these changes will be the responsibility of Andover and Anoka.

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 the intersections of CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 will be open to through traffic during construction. The parties agree and understand the cost share for traffic control for Andover and Anoka 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% County cost, with the cost of any upgrades requested by Andover and Anoka, including concrete aprons, to be their sole responsibility.

**UTILITIES:**

The parties agree that the Exhibit "A" Layout does not include any anticipated utility (sanitary sewer and watermain) 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 \$3,902,201.00.

The estimated cost of the County Furnished Signal Cabinets for System A and System B is \$70,000.00.

**City of Andover Cost Breakdown**

The total estimated construction cost to Andover is \$247,790.00

The Andover participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$247,790.00. The estimated cost to Andover for construction engineering is \$19,820.00.

Andover's estimated participation cost for County Furnished Signal Cabinets for System A is \$8,750.00.

Andover's estimated participation cost for County Furnished Signal Cabinets for System B is \$8,750.00.

In summary, the total Andover share of this project is **\$285,110.00** (includes construction, construction engineering and County furnished signal cabinets). **(see summary below)**.

$*( \$247,790.00 + 19,820.00 + \$8,750.00 + \$8,750.00 = \$285,110.00 )$

Upon award of the contract Andover 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 \$270,854.50. 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 Andover at the time of billing. Andover'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 Andover'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 Andover's share. Also, the remaining five percent (5%) of Andover's portion of the construction costs shall be paid.

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

#### City of Anoka Cost Breakdown

The total estimated construction cost to Anoka is \$230,590.00

The Anoka participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$230,590.00. The estimated cost to Anoka for construction engineering is \$18,450.00.

Anoka's estimated participation cost for County Furnished Signal Cabinets for System A is \$8,750.00.

Anoka's estimated participation cost for County Furnished Signal Cabinets for System B is \$8,750.00.

In summary, the total Anoka share of this project is **\$266,540.00** (includes construction, construction engineering and County furnished signal cabinets) (see summary below).

$*( \$230,590.00 + 18,450.00 + \$8,750.00 + \$8,750.00 = \$266,540.00 )$

Upon award of the contract Anoka 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 \$253,213.00. 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 Anoka at the time of billing. Anoka's share of the cost of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

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

The County agrees to submit to Anoka 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 and survive termination of the JPA.

#### V. DISBURSEMENT OF FUNDS

All funds disbursed by the County, Andover or Anoka 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 Andover and Anoka 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

Andover shall at their sole expense, install and cause the installation of an adequate electrical power source to the service cabinet for all the previously mentioned CSAH 9 traffic control signal systems including any necessary extension of power lines. Andover shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signal system shall be the responsibility of Andover.

#### IX. MAINTENANCE

- A. Maintenance of the sidewalk on the west side of CSAH 9 from Roosevelt Street to the southwest quadrant of CSAH 9 and CSAH 116 shall be the responsibility of Anoka. Anoka shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. Anoka shall be responsible for long-term maintenance, such as crack sealing and replacement for this stretch. Maintenance of the sidewalk on the east side of CSAH 9 from 135<sup>th</sup> Avenue to CSAH 116 (including the NW quadrant of CSAH 116) shall be the responsibility of Andover. Andover shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. Andover shall be responsible for long-term maintenance, such as crack sealing and replacement for this stretch.
- 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 intersections.
- C. Cost of electrical power to the signal system shall be the obligation of Andover with Andover billing Anoka in a separate agreement.

- D. Maintenance of the completed traffic control signal and signal equipment at the intersections of CSAH 9 at Roosevelt Street/135<sup>th</sup> Avenue NW, 136<sup>th</sup> Avenue NW and CSAH 116 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 Andover or Anoka.
- 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. Andover shall be responsible for maintenance of the luminaries, luminaire relamping with Andover billing Anoka in a separate agreement.
- K. All maintenance of the EVP System shall be completed by the County. Andover shall be billed by the County on a quarterly basis for all incurred costs with Andover billing Anoka in a separate agreement.
- 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. Andover and Anoka 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 Andover and/or Anoka, written notice thereof from the County, the County shall remove the EVP System. Upon removal of the EVP System pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.

**X. NOTICE**

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, to the City Administrator of the City of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, on behalf of Andover, and to the City Manager of the City of Anoka, 2015 First Avenue, Anoka, MN 55303, on behalf of Anoka.

**XI. INDEMNIFICATION**

The cities of Andover, Anoka and the Count of Anoka 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:

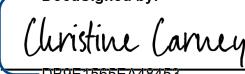
**COUNTY OF ANOKA**

Signed by:  
By:  123E067D8503467...  
Jim Dickinson  
County Administrator  
10/31/2025

**RECOMMENDED FOR APPROVAL:**

DocuSigned by:  
By:  A93442ADAD7B14FB...  
Joseph J. MacPherson, P.E.  
Transportation Division Manager  
10/31/2025

**APPROVED AS TO FORM AND EXECUTION:**

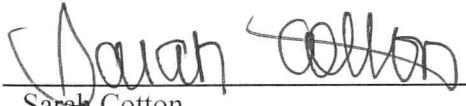
DocuSigned by:  
By:  DB9E1565EA48453...  
Christine V. Carney  
Assistant County Attorney  
10/31/2025

**CITY OF ANDOVER**

By: 

Jamie Barthel  
Mayor

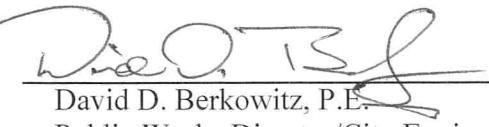
Dated: 10-7-25

By: 

Sarah Cotton  
City Administrator

Dated: 10/7/2025

**RECOMMENDED FOR APPROVAL:**

By 

David D. Berkowitz, P.E.  
Public Works Director/City Engineer

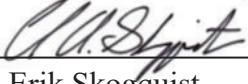
Dated: 10/7/25

**APPROVED AS TO FORM AND EXECUTION:**

By: 

Scott Baumgartner  
City Attorney

**CITY OF ANOKA**

By:   
Erik Skogquist  
Mayor

Dated: 10-6-2025

By:   
Greg Lee  
City Manager

Dated: 10-6-2025

By:   
Ben Nelson  
City Engineer

Dated: 10-8-2025

By: Scott C. Baumgartner  
Scott Baumgartner  
City Attorney

Dated: 10-8-2025

**EXHIBIT “A”**

*Layout*

## ROUND LAKE BOULEVARD (CSAH 9) SIGNAL IMPROVEMENTS PROJECT

## LEGEND

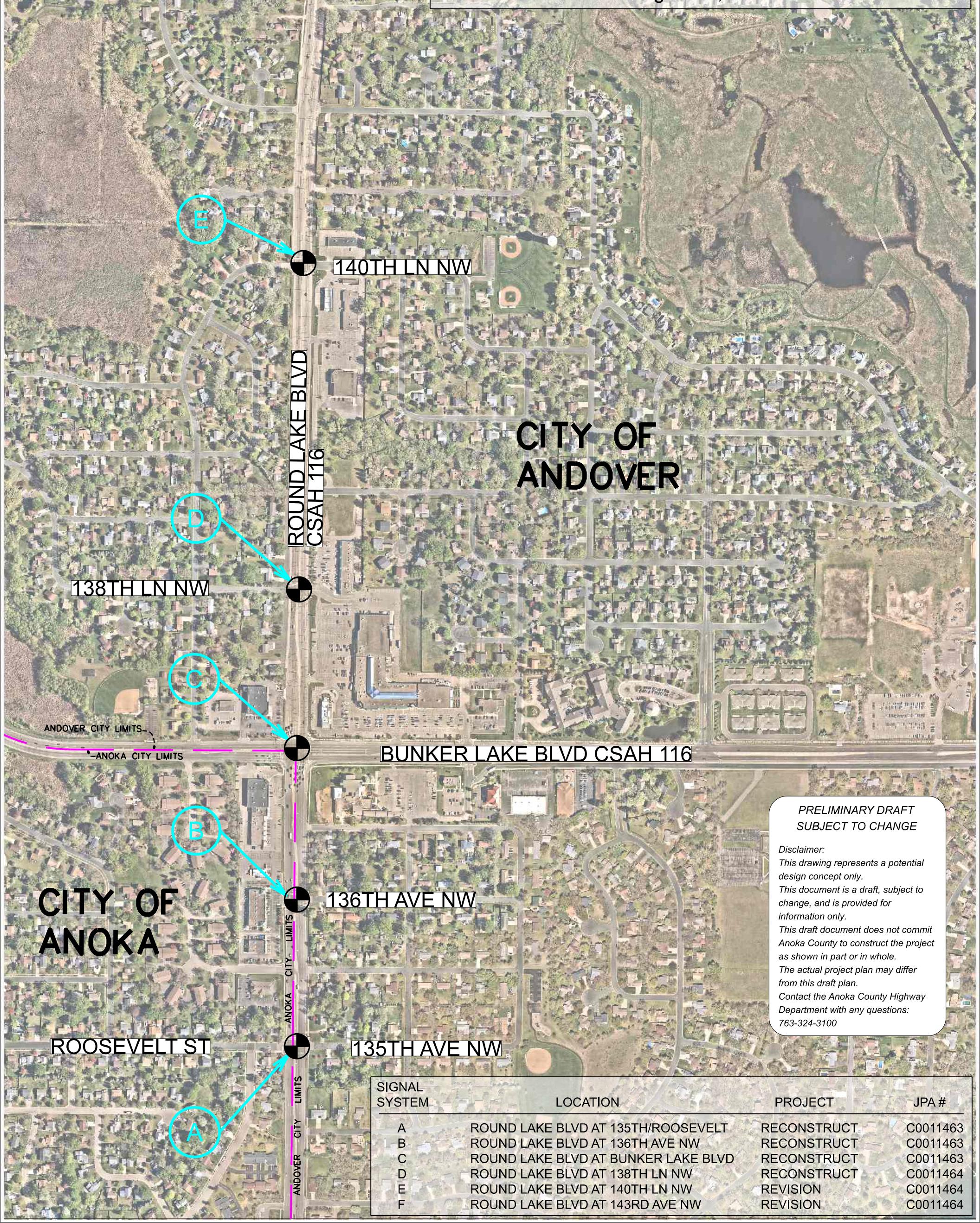


SIGNAL LOCATION

ROUND LAKE BLVD (CSAH 9)  
SIGNAL ID

CITY LIMITS

August 25, 2025



**EXHIBIT “B”**

*Cost Distribution Spreadsheet*

Construction Cost Estimate - 100% Construction Plans CSAH 9 (ROUND LAKE BOULEVARD) SIGNALS RECONSTRUCTION													
Item #	Description	Units	Unit Cost	Total Estimate		ANOKA COUNTY SAP 002-609-023		ANDOVER SAP 198-020-020 C0011463		ANDOVER SAP 198-020-020 C0011464		ANOKA SAP 103-020-020 C0011463	
				Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
2021.501	MOBILIZATION	LUMP SUM	\$ 190,000.00	1	\$ 190,000.00	0.81	\$ 153,900.00	0.06	\$ 11,400.00	0.07	\$ 13,300.00	0.06	\$ 11,400.00
2101.501	CLEARING & GRUBBING	LUMP SUM	\$ 2,000.00	1	\$ 2,000.00	1	\$ 2,000.00	1	\$ -	1	\$ -	1	\$ -
2102.503	PAVEMENT MARKING REMOVAL	LIN FT	\$ 3.00	274	\$ 822.00	274	\$ 822.00	1	\$ -	1	\$ -	1	\$ -
2102.518	PAVEMENT MARKING REMOVAL	SQ FT	\$ 8.00	1836	\$ 14,688.00	1836	\$ 14,688.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE CATCH BASIN	EACH	\$ 1,500.00	2	\$ 3,000.00	2	\$ 3,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE CASTING	EACH	\$ 500.00	4	\$ 2,000.00	4	\$ 2,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE DELINEATOR / MARKER	EACH	\$ 50.00	12	\$ 600.00	12	\$ 600.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE SIGN	EACH	\$ 100.00	50	\$ 5,000.00	50	\$ 5,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE SIGNAL SYSTEM A	EACH	\$ 20,000.00	1	\$ 20,000.00	1	\$ 20,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE SIGNAL SYSTEM B	EACH	\$ 20,000.00	1	\$ 20,000.00	1	\$ 20,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE SIGNAL SYSTEM C	EACH	\$ 30,000.00	1	\$ 30,000.00	1	\$ 30,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	REMOVE SIGNAL SYSTEM D	EACH	\$ 20,000.00	1	\$ 20,000.00	1	\$ 20,000.00	1	\$ -	1	\$ -	1	\$ -
2104.502	SALVAGE SIGN	EACH	\$ 100.00	7	\$ 700.00	7	\$ 700.00	1	\$ -	1	\$ -	1	\$ -
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	\$ 5.00	292	\$ 1,460.00	292	\$ 1,460.00	1	\$ -	1	\$ -	1	\$ -
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	\$ 3.00	2342	\$ 7,026.00	2342	\$ 7,026.00	1	\$ -	1	\$ -	1	\$ -
2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 10.00	1640	\$ 16,400.00	1640	\$ 16,400.00	1	\$ -	1	\$ -	1	\$ -
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 10.00	973	\$ 9,730.00	973	\$ 9,730.00	1	\$ -	1	\$ -	1	\$ -
2104.518	REMOVE BITUMINOUS WALK	SQ FT	\$ 5.00	773	\$ 3,865.00	773	\$ 3,865.00	1	\$ -	1	\$ -	1	\$ -
2104.518	REMOVE CONCRETE WALK	SQ FT	\$ 5.00	4502	\$ 22,510.00	4502	\$ 22,510.00	1	\$ -	1	\$ -	1	\$ -
2104.518	REMOVE CONCRETE MEDIAN	SQ FT	\$ 5.00	5435	\$ 27,175.00	5435	\$ 27,175.00	1	\$ -	1	\$ -	1	\$ -
2211.509	AGGREGATE BASE CLASS 5	TON	\$ 100.00	347	\$ 34,700.00	347	\$ 34,700.00	1	\$ -	1	\$ -	1	\$ -
2360.509	TYPE SP 12.5 WEARING COURSE MIX (5.C)	TON	\$ 150.00	371	\$ 55,650.00	371	\$ 55,650.00	1	\$ -	1	\$ -	1	\$ -
2504.602	ADJUST HYDRANT	EACH	\$ 2,000.00	2	\$ 4,000.00	1	\$ -	1	\$ -	1	\$ 2,000.00	1	\$ 2,000.00
2504.602	ADJUST VALVE BOX-WATER	EACH	\$ 1,500.00	7	\$ 10,500.00	7	\$ -	2	\$ 3,000.00	5	\$ 7,500.00	1	\$ -
2504.602	INSTALL GATE VALVE	EACH	\$ 2,000.00	7	\$ 14,000.00	7	\$ -	2	\$ 4,000.00	5	\$ 10,000.00	1	\$ -
2506.502	CONST DRAINAGE STRUCTURE DESIGN 48-4020	EACH	\$ 5,000.00	2	\$ 10,000.00	2	\$ 10,000.00	1	\$ -	1	\$ -	1	\$ -
2506.502	CASTING ASSEMBLY	EACH	\$ 1,200.00	6	\$ 7,200.00	6	\$ 7,200.00	1	\$ -	1	\$ -	1	\$ -
2506.502	ADJUST FRAME & RING CASTING	EACH	\$ 1,000.00	7	\$ 7,000.00	7	\$ 7,000.00	1	\$ -	1	\$ -	1	\$ -
2506.602	ADJUST DRAINAGE STRUCTURE	EACH	\$ 1,000.00	4	\$ 4,000.00	4	\$ 4,000.00	1	\$ -	1	\$ -	1	\$ -
2506.602	CONNECT INTO EXISTING STORM SEWER	EACH	\$ 1,500.00	2	\$ 3,000.00	2	\$ 3,000.00	1	\$ -	1	\$ -	1	\$ -
2521.518	4" CONCRETE WALK	SQ FT	\$ 10.00	1152	\$ 11,520.00	1152	\$ 11,520.00	1	\$ -	1	\$ -	1	\$ -
2521.518	6" CONCRETE WALK	SQ FT	\$ 15.00	9238	\$ 138,570.00	9238	\$ 138,570.00	1	\$ -	1	\$ -	1	\$ -
2531.504	CONCRETE MEDIAN	SQ YD	\$ 125.00	86	\$ 10,750.00	86	\$ 10,750.00	1	\$ -	1	\$ -	1	\$ -
2531.603	CONCRETE CURB & GUTTER	LIN FT	\$ 50.00	1452	\$ 72,600.00	1452	\$ 72,600.00	1	\$ -	1	\$ -	1	\$ -
2531.618	TRUNCATED DOMES	SQ FT	\$ 80.00	605	\$ 48,400.00	605	\$ 48,400.00	1	\$ -	1	\$ -	1	\$ -
2545.502	SERVICE CABINET	EACH	\$ 15,000.00	4	\$ 60,000.00	2.5	\$ 37,500.00	1	\$ 15,000.00	0.5	\$ 7,500.00	0.5	\$ 7,500.00
2550.502	CCTV ASSEMBLY	EACH	\$ 5,000.00	5	\$ 25,000.00	3	\$ 15,000.00	1	\$ 5,000.00	1	\$ 5,000.00	1	\$ 5,000.00
2550.602	PULL VAULT	EACH	\$ 3,500.00	1	\$ 3,500.00	1	\$ 3,500.00	1	\$ -	1	\$ -	1	\$ -
2550.602	ADJUST FIBER OPTIC VAULT	EACH	\$ 1,500.00	4	\$ 6,000.00	4	\$ 6,000.00	1	\$ -	1	\$ -	1	\$ -
2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 80,000.00	1	\$ 80,000.00	0.81	\$ 64,800.00	0.06	\$ 4,800.00	0.07	\$ 5,600.00	0.06	\$ 4,800.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	\$ 9,000.00	1	\$ 9,000.00	0.81	\$ 7,290.00	0.06	\$ 540.00	0.07	\$ 630.00	0.06	\$ 540.00
2563.602	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	\$ 2,500.00	4	\$ 10,000.00	4	\$ 10,000.00	1	\$ -	1	\$ -	1	\$ -
2564.602	INSTALL SIGN	EACH	\$ 250.00	7	\$ 1,750.00	7	\$ 1,750.00	1	\$ -	1	\$ -	1	\$ -
2564.602	DELINERATOR / MARKER	EACH	\$ 250.00	2	\$ 500.00	2	\$ 500.00	1	\$ -	1	\$ -	1	\$ -
2564.602	DELINERATOR / MARKER PANEL	EACH	\$ 100.00	11	\$ 1,100.00	11	\$ 1,100.00	1	\$ -	1	\$ -	1	\$ -
2564.618	SIGN	SQ FT	\$ 70.00	452	\$ 31,640.00	452	\$ 31,640.00	1	\$ -	1	\$ -	1	\$ -
2564.618	SIGN PANEL	SQ FT	\$ 50.00	688	\$ 34,400.00	688	\$ 34,400.00	1	\$ -	1	\$ -	1	\$ -
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM A	LUMP SUM	\$ 6,000.00	1	\$ 6,000.00	1	\$ -	0.5	\$ 3,000.00	0.5	\$ 3,000.00	0.5	\$ 3,000.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM B	LUMP SUM	\$ 6,000.00	1	\$ 6,000.00	1	\$ -	0.5	\$ 3,000.00	0.5	\$ 3,000.00	0.5	\$ 3,000.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM C	LUMP SUM	\$ 9,400.00	1	\$ 9,400.00	1	\$ -	0.75	\$ 7,050.00	0.75	\$ 7,050.00	0.25	\$ 2,350.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM D	LUMP SUM	\$ 6,000.										

**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* <sup>1</sup>
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* <sup>2</sup>	based on state aid letter* <sup>2</sup>
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	* <sup>3</sup>	* <sup>3</sup>
Right-of-Way	100%* <sup>4</sup>	0%
Street Lights	0%	100%
Noise Walls	100%, if not previously notified* <sup>5</sup>	100%, if previously notified* <sup>5</sup>

\*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.