

JOINT POWERS AGREEMENT
FOR THE SIGNAL RECONSTRUCTION AND ADA IMPROVEMENTS OF COUNTY STATE
AID HIGHWAY 12 (NORTHDALE BLVD NW/109TH AVE NE) AT CSAH 51 (UNIVERSITY
AVE NW/UNIVERSITY AVE NE)
IN THE CITIES OF BLAINE AND COON RAPIDS, MN
(SAP 002-612-037)
(SAP 106-020-043)
(SAP 114-020-066)

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". Coon Rapids and Blaine may also be referred to herein as the "Cities".

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) 12 (Northdale Blvd NW/109th Ave NE) at CSAH 51 (University Ave NW/University Ave NE) and,

WHEREAS, the parties mutually agree that the signal at CSAH 12 at CSAH 51 is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 12 at CSAH 51 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 12 and CSAH 51 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 12 at CSAH 51 and updating pedestrian ramps for ADA compliance; as described in the preliminary design plans (hereinafter the "Project"). The County and the Cities project numbers are noted above. The 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 December 04, 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 2025, the CSAH 12 signal system at CSAH 51 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 12 at CSAH 51 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 respective responsibility of Blaine and/or 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 property or easements owned by Blaine or Coon Rapids that are required for the Project will be conveyed by the respective City to the County at no cost.

TRAFFIC SIGNALS:

The parties agree that the existing traffic control signal system at the CSAH 12 and CSAH 51 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 Blaine and 50% of the EVP costs to Coon Rapids, 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 12 and CSAH 51 intersection will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance. Blaine and Coon Rapids will reimburse the County for 100% for all ongoing EVP maintenance. Blaine and Coon Rapids are 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 Coon Rapids will be responsible for the sidewalk cost in areas where no sidewalk exists on the west side of CSAH 12/CSAH 51. Blaine will be responsible for the sidewalk cost in areas where no sidewalk exists on the east side of CSAH 12/CSAH 51. 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 Blaine and Coon Rapids. If the sidewalk location changes in the future, the additional costs associated with these changes will be the responsibility of Blaine and/or Coon Rapids.

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 agree that CSAH 12 and CSAH 51 will be open to through traffic during construction. The parties further agree that the cost share for traffic control for Blaine and Coon Rapids shall be a prorated share based on the respective City's 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 the respective City's 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 \$807,063.00.

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 \$4,780.00

Blaine's participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$4,780.00. The estimated cost to Blaine for construction engineering is \$380.00. In summary, Blaine's total share of this Project is \$5,160.00 (includes construction and construction engineering). (see summary below).

$\ast (\$4,780.00 + \$380.00 = \$5,160.00)$

Upon award of the contract Blaine shall pay to the County ninety five percent (95%) of its portion of the cost of the project estimated at \$4,902.00. 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 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 \$3,780.00.

Coon Rapids' participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$3,780.00. The estimated cost to Coon Rapids for construction engineering is \$300.00. In summary, Coon Rapids' total share of this Project is \$4,080.00 (includes construction and construction engineering). (see summary below).

$\ast (\$3,780.00 + \$300.00 = \$4,080.00)$

Upon award of the contract Coon Rapids shall pay to the County ninety five percent (95%) of its portion of the cost of the project estimated at \$3,876.00. 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 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 with federal, state, and local laws and regulations.

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 the City's payment to the County, the County shall provide Blaine and Coon Rapids a copy of all cost participation documents submitted to MnDOT State Aid to assist the cities 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 12 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.

IX. MAINTENANCE

- A. Maintenance of the sidewalk on the west side of CSAH 12/51 shall be the responsibility of Coon Rapids. Coon Rapids shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. Coon Rapids shall be responsible for long-term maintenance, such as crack sealing and replacement on the west side of CSAH 12/51. Maintenance of the sidewalk on the east side of CSAH 12/51 shall be the responsibility of 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 on the east side of CSAH 12/51.

- 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 with Blaine billing Coon Rapids in a separate agreement.
- D. Maintenance of the completed traffic control signal and signal equipment at the intersection of CSAH 12 and CSAH 51 shall be the sole obligation of the County.
- E. The County shall maintain the 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 respective City making the request.
- 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 luminaires, luminaire relamping, and luminaire painting with Blaine billing Coon Rapids in a separate agreement.
- 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 with Blaine billing Coon Rapids 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. Blaine and Coon Rapids 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 and/or Coon Rapids, 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 the County all 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 any 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.

Anoka County Contract No. C0011342

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

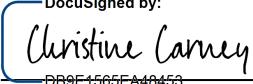
COUNTY OF ANOKA

Signed by:
By:  Jim Dickinson 2/13/2025
123E007D0503467...
Jim Dickinson
County Administrator

RECOMMENDED FOR APPROVAL:

DocuSigned by:
By:  Joe MacPherson 2/13/2025
A094412ADA7D14FB...
Joseph J. MacPherson, P.E.
Transportation Division Manager

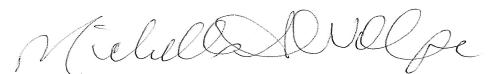
APPROVED AS TO FORM AND EXECUTION:

DocuSigned by:
By:  Christine V. Carney 2/14/2025
DB9E1565EA40459...
Christine V. Carney
Assistant County Attorney

CITY OF BLAINE

By: 
Tim Sanders
Mayor

Dated: February 3, 2025

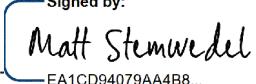
By: 
Michelle A. Wolfe
City Administrator

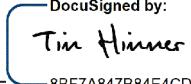
Dated: February 3, 2025

CITY OF COON RAPIDS

Signed by:

By: _____
E2E995038DB9453...
Jerry Koch
Mayor
2/9/2025
Dated: _____

Signed by:

By: _____
EA1CD94079AA4B8...
Matt Stemwedel
City Manager
2/10/2025
Dated: _____

DocuSigned by:

By: _____
8BF7A847B84E4CD...
Tim Himmer
Public Works Director
2/10/2025
Dated: _____

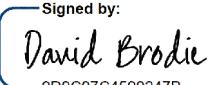
Signed by:

By: _____
9D9C97C4599247B...
David Brodie
City Attorney
2/10/2025
Dated: _____

EXHIBIT “A”

Layout

**CSAH 12 @ CSAH 51 & 111TH LN NW
SIGNALS RECONSTRUCTION**
DECEMBER 04, 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

EXHIBIT A

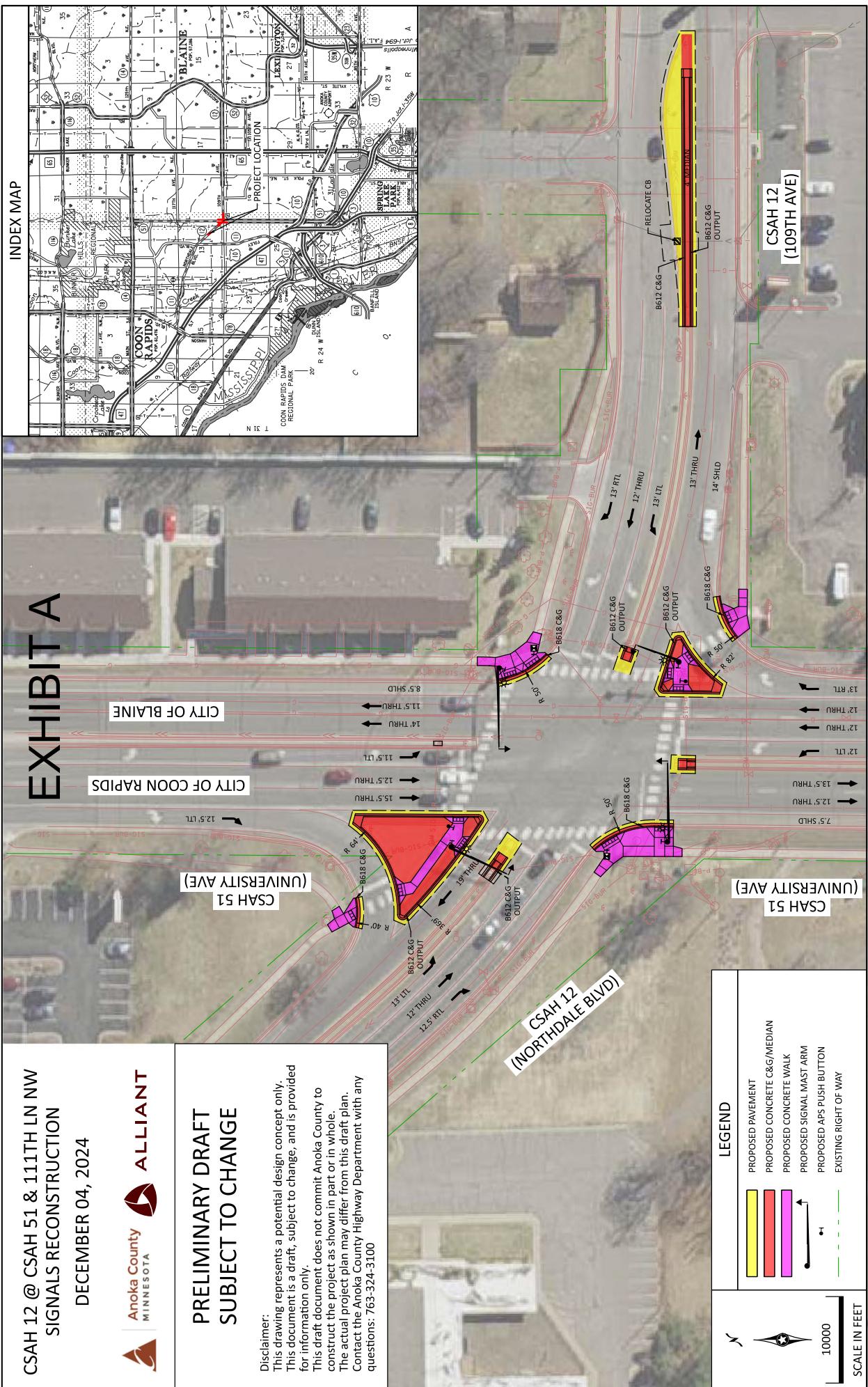


EXHIBIT “B”

Cost Distribution Spreadsheet

EXHIBIT B

**Construction Cost Estimate - 95% Construction Plans
CSAH 12 AT CSAH 51 & 111TH LN NW SIGNALS RECONSTRUCTION**

| Construction Cost Estimate - 95% Construction Plans | | | | | | | | | | | Date Prepared: 1/10/2025 | | | |
|---|--|-------------------|---------------|-------------------|-----------------|-------------------|--------------|-----------------|--------------|----------|--------------------------|--------------|--------------|---------|
| CSAH 12 AT CSAH 51 & 111TH LN NW SIGNALS RECONSTRUCTION | | | | | | | | | | | COON RAPIDS CO | | | |
| Item # | Description | Total Estimate | | | ANDOKA CO | | | COON RAPIDS | | | ANOKA CO | | | |
| | | Quantity | Cost | Quantity | SAP 106-020-043 | Cost | Quantity | SAP 114-020-066 | Cost | Quantity | SAP 002-612-036 | Cost | Quantity | |
| 2021.501 | MOBILIZATION | \$ 50,000.00 | \$ 28,500.00 | \$ 50,000.00 | \$ 1 | \$ 1044.57 | \$ 50,000.00 | \$ 1 | \$ 12,500.00 | \$ 252 | \$ 1,260.00 | \$ 1 | \$ 16,160.00 | |
| 2102.518 | PAVEMENT MARKING REMOVAL | \$ 5,000.00 | \$ 5,220.00 | \$ 6,480.00 | \$ 1 | \$ 1,044.57 | \$ 1,000.00 | \$ 1 | \$ 1,260.00 | \$ 1 | \$ 1,260.00 | \$ 1 | \$ 1,260.00 | |
| 2104.502 | REMOVE CATCH BASIN | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | |
| 2104.502 | REMOVE CASTING | \$ 500.00 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | |
| 2104.502 | REMOVE VALVE BOX | \$ 500.00 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | |
| 2104.502 | REMOVE DELINEATOR / MARKER | \$ 500.00 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | |
| 2104.502 | REMOVE DESIGN SIGN | \$ 600.00 | \$ 660.00 | \$ 600.00 | \$ 11 | \$ 660.00 | \$ 600.00 | \$ 11 | \$ 660.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | |
| 2104.502 | REMOVE SIGNAL SYSTEM A | \$ 30,000.00 | \$ 30,000.00 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | |
| 2104.502 | REMOVE SIGNAL SYSTEM B | \$ 30,000.00 | \$ 30,000.00 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | \$ 1 | \$ 30,000.00 | |
| 2104.502 | REMOVE HANDLEPIPE | \$ 500.00 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | \$ 1 | \$ 500.00 | |
| 2104.503 | REMOVE CURB & GUTTER | \$ 6,000.00 | \$ 1001 | \$ 6,006.00 | \$ 830 | \$ 4,980.00 | \$ 358 | \$ 4,654.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | |
| 2104.504 | REMOVE PAVEMENT | \$ 13,000.00 | \$ 692 | \$ 8,996.00 | \$ 358 | \$ 4,654.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2104.518 | REMOVE BITUMINOUS WALK | \$ 5,000.00 | \$ 11,455 | \$ 5,725.00 | \$ 4322 | \$ 12,966.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2104.518 | REMOVE CONCRETE WALK | \$ 3,000.00 | \$ 5,636.00 | \$ 5,636.00 | \$ 5212 | \$ 15,636.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2211.507 | AGGREGATE BASE (CIV) CLASS 6 | \$ 110,000.00 | \$ 21,460 | \$ 11,373.00 | \$ 123 | \$ 17,930.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2380.509 | TYPE SP 12 WEARING COURSE MIX (4:E) | \$ 125,000.00 | \$ 147 | \$ 18,376.00 | \$ 67 | \$ 8,375.00 | \$ 800 | \$ 1145 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2504.602 | VALVE BOX | \$ 1,500.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 1 | \$ 1,500.00 | \$ 1,500.00 | \$ 1 | \$ 1,500.00 | \$ 1 | \$ 1,500.00 | \$ 1 | \$ 1,500.00 | |
| 2506.502 | CASTING ASSEMBLY | \$ 1,200.00 | \$ 2,400.00 | \$ 2,400.00 | \$ 2 | \$ 1,200.00 | \$ 1,200.00 | \$ 2 | \$ 1,200.00 | \$ 1 | \$ 1,200.00 | \$ 1 | \$ 1,200.00 | |
| 2506.502 | ADJUST FRAME & RING CASTING | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | |
| 2506.503 | CONSTIT DRAINAGE STRUCTURE DES 72-4020 | \$ 1,500.00 | \$ 5 | \$ 7,500.00 | \$ 1,500.00 | \$ 7,500.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.518 | 4" CONCRETE BASE | \$ 8,000.00 | \$ 17,552.00 | \$ 17,552.00 | \$ 1308 | \$ 10,640.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.518 | CONCRETE WALK | \$ 9,000.00 | \$ 13,55 | \$ 16,000.00 | \$ 707 | \$ 7,065.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.518 | 3" BITUMINOUS WALK | \$ 13,000.00 | \$ 11,336.00 | \$ 11,336.00 | \$ 872 | \$ 6,228.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.602 | DRILL & GROUT REIN-BAR (EPOXY COATED) | \$ 15,000.00 | \$ 296 | \$ 4,440.00 | \$ 177 | \$ 2,665.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.612 | CONCRETE CURB & RAMP WALK | \$ 18,000.00 | \$ 294 | \$ 3,949.00 | \$ 1308 | \$ 12,944.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.603 | CONCRETE CURB & GUTTER DESIGN B612 | \$ 23,000.00 | \$ 589 | \$ 13,547.00 | \$ 589 | \$ 13,547.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.603 | CONCRETE CURB & GUTTER DESIGN B618 | \$ 25,000.00 | \$ 71 | \$ 17,775.00 | \$ 24 | \$ 600.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.603 | CONCRETE CURB & GUTTER | \$ 30,000.00 | \$ 23 | \$ 17,775.00 | \$ 180 | \$ 600.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.603 | CONCRETE CURB & GUTTER | \$ 50,000.00 | \$ 313 | \$ 15,650.00 | \$ 190 | \$ 9,300.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.604 | 6" CONCRETE VALLEY GUTTER | \$ 150,000.00 | \$ 52 | \$ 7,800.00 | \$ 180 | \$ 5,650.00 | \$ 800 | \$ 1,175 | \$ 2,672.00 | \$ 800 | \$ 1,500.00 | \$ 800 | \$ 1,500.00 | |
| 2521.618 | TRUNCATED DOME | \$ 80,000.00 | \$ 266 | \$ 21,280.00 | \$ 162 | \$ 12,960.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,00.00 | \$ 800 | \$ 1,01 |
| 2523.601 | TRAFFIC CONTROL SUPERVISOR | \$ 3,000,000.00 | \$ 1 | \$ 3,000,000.00 | \$ 567 | \$ 1,710.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2523.601 | TRAFFIC CONTROL | \$ 15,000,000.00 | \$ 1 | \$ 15,000,000.00 | \$ 150 | \$ 9,550.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2523.601 | ALTERNATE PEDESTRIAN ROUTE | \$ 10,000,000.00 | \$ 1 | \$ 10,000,000.00 | \$ 105 | \$ 7,500.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2523.613 | PORTABLE CHANGEABLE MESSAGE SIGN | \$ 120,000.00 | \$ 60 | \$ 7,200.00 | \$ 40 | \$ 4,800.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2564.602 | DELINERATOR / MARKER PANEL | \$ 180,000.00 | \$ 3 | \$ 300.00 | \$ 3 | \$ 300.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2564.616 | SIGN | \$ 50,000.00 | \$ 103 | \$ 5,150.00 | \$ 63 | \$ 4,150.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2564.616 | SIGN PANEL | \$ 40,000.00 | \$ 12 | \$ 480.00 | \$ 12 | \$ 480.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | EMERGENCY VEHICLE PREEMPTION SYSTEM A | \$ 6,000,000.00 | \$ 1 | \$ 6,000,000.00 | \$ 600 | \$ 3,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | EMERGENCY VEHICLE PREEMPTION SYSTEM B | \$ 6,000,000.00 | \$ 1 | \$ 6,000,000.00 | \$ 600 | \$ 3,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | TRAFFIC CONTROL INTERCONNECT | \$ 400,000,000.00 | \$ 1 | \$ 400,000,000.00 | \$ 1 | \$ 50,000,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | TRAFFIC CONTROL SYSTEM | \$ 375,000,000.00 | \$ 1 | \$ 375,000,000.00 | \$ 1 | \$ 40,000,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | TRAFFIC CONTROL SYSTEM | \$ 100,000,000.00 | \$ 1 | \$ 100,000,000.00 | \$ 1 | \$ 100,000,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.501 | TEMPORARY SIGNAL SYSTEM A | \$ 220,000.00 | \$ 12 | \$ 2,640.00 | \$ 12 | \$ 2,640.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2565.616 | TEMPORARY SIGNAL SYSTEM B | \$ 3,500,000.00 | \$ 8 | \$ 28,000,000.00 | \$ 4 | \$ 14,000,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2573.502 | STORM DRAIN INLET PROTECTION | \$ 1,000,000.00 | \$ 650 | \$ 650.00 | \$ 650 | \$ 650.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2575.602 | SITE RESTORATION | \$ 1,000,000.00 | \$ 900 | \$ 2,700.00 | \$ 900 | \$ 2,700.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2582.503 | 4" SOLID LINE PAINT | \$ 3,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| 2582.503 | 12" SOLID LINE PAINT | \$ 3,000.00 | \$ 1 | \$ 1,000.00 | \$ 1 | \$ 1,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 | \$ 30,000.00 | \$ 800 | \$ 1,01 |
| Total: | | \$ 1,375,960.00 | \$ 798,503.00 | \$ 4,780.00 | \$ 345,917.00 | \$ 222,980.00 | | | | | | | | |

FUNDING SPLITS - CSAH 12 AT CSAH 51 & 111TH LN NW SIGNALS RECONSTRUCTION

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.