

**JOINT POWERS AGREEMENT
FOR THE COSTS, MAINTENANCE AND OWNERSHIP
OF CERTAIN TRAFFIC CONTROL SIGNAL SYSTEMS LOCATED AT
INTERSECTIONS OF COUNTY STATE AID HIGHWAYS and CITY STREETS
IN THE CITY OF ANDOVER, MN
(SAP 002-716-024)
(SAP 190-020-040)**

THIS JOINT POWERS AGREEMENT ("JPA") 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 the "County", and the City of Andover, 1685 Crosstown Boulevard NW, Andover, MN 55304, hereinafter referred to as the "City".

WITNESSETH

WHEREAS, certain traffic control signal systems are currently in place at various intersections in the City of Andover, which are listed in Section II of this JPA, which may be referred to collectively herein as the "signal systems"; and,

WHEREAS, the County and City agree that the signal systems are in need of improvements and require reconstruction and/or rehabilitation; and,

WHEREAS, the parties wish to cooperate in allocating responsibilities for the acquisition of right-of-way, design/engineering, signal reconstruction and/or rehabilitation work, costs, ownership, and maintenance of the signal systems; and,

WHEREAS, Anoka County has jurisdiction over CSAH 116 (Bunker Lake Blvd.), CASH 78 (Hanson Blvd.), and CSAH 18 (Crosstown Blvd. NW), where certain signal systems are located and addressed in this JPA; and,

WHEREAS, The City of Andover has jurisdiction over Jay Street, Quinn Street NW (to the north), Heather Street, and Rose Street, where certain signal systems are located and addressed in this JPA; and,

WHEREAS, Minn. Stat. § 471.59 authorizes government entities and 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 and/or rehabilitating a variety of signal systems identified in Section II of this JPA, including the acquisition of necessary right-of-way, engineering/design work, bidding/letting, construction, and allocating the parties' respective responsibilities for costs, long-term maintenance, and ownership of the signal systems (hereinafter collectively the "Project"). The parties agree in principle that the Project is in the best interests of the

traveling public and that the Preliminary Layout as shown in Exhibit "A" defines the preliminary design of the Project. All exhibits referenced by or attached to this JPA are incorporated and made part of this JPA. The engineering plans will be filed in the office of the Anoka County Highway Department and are incorporated herein by reference.

II. TRAFFIC SIGNALS:

The Project consists of the below-referenced signal systems that will be reconstructed and/or rehabilitated. All signals addressed by the Project are warranted signal projects:

- CSAH 116 (Bunker Lake Blvd.) at CSAH 78 (Hanson Blvd.)
- CSAH 116 (Bunker Lake Blvd.) at Jay Street
- CSAH 116 (Bunker Lake Blvd.) at Quinn Street NW
 - This signal was originally installed by the developer because a signal system was unwarranted at that time. Currently the association to the south bears 100% of the costs. This is now a warranted signal system and is part of this Project, with exception of the south leg of the intersection. The south leg is still privately owned, and the City will need a separate agreement with the association to allocate costs for that portion.
- CSAH 116 (Bunker Lake Blvd.) at CSAH 18 (Crosstown Blvd.)
- CSAH 116 (Bunker Lake Blvd.) at Heather Street
 - The approach to the north is a school entrance, but the City has an easement over the roadway and is responsible for the costs here.
- CSAH 116 (Bunker Lake Blvd.) at Rose Street

Ongoing traffic signal maintenance of traffic control of the above-listed signal systems will be consistent with Anoka County warranted traffic signal maintenance practices.

III. PREVIOUS JPAs:

The parties acknowledge that prior JPAs exist between Anoka County and the City of Andover, where certain provisions for signal systems were included. The parties agree that those signal system terms are now amended and replaced by this current JPA. The prior JPAs are:

- Project S.P. 02-678-16; Anoka County Contract No. 2007-0610 (JPA signed February 4, 2008, for Reconstruction of CSAH 78 from 122nd Circle NW to 140th Lane NW in the Cities of Coon Rapids and Andover.) – ***addressing signals at Hanson and Bunker Lake Blvd.***
- Project SAP 02-716-04 ; Anoka County Contract No. 990513 (JPA dated March 9, 1999, for Reconstruction of CSAH 116 from CSAH 9 to CSAH 78 in the City of Andover.) – ***addressing signals at Rose St., Heather St., and Crosstown Blvd. NW***
- Project CP 02-11-116; Anoka County Contract No. 2003-0529 (JPA dated May 27, 2003, for Signal Construction on CSAH 116 at Quinn Street in the City of Andover.) – ***addressing signals at Quinn Street NW.***

To the extent the current JPA conflicts with the signal provisions in any previous JPAs, the terms of the current JPA shall control.

IV. METHOD

The County shall provide design and engineering services and shall cause the reconstruction and/or rehabilitation of traffic control signal systems listed herein.

A. 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" Preliminary Layout will be the responsibility of the City. It is agreed by the parties that all necessary right of way and easements will be in legal possession of the County prior to acceptance of bids for the Project. The County's access to and work performed on city-owned property for the construction of an ADA pedestrian ramp at Bunker Lake Blvd. and Heather St. is permitted during the Project. Section X. of this JPA addresses ongoing maintenance and access to the signal system for those purposes.

B. SIDEWALK:

The City has requested installation of a sidewalk connection as a part of this Project on the south side of Bunker Lake Blvd. between Yukon Street NW and Crosstown Blvd NW.

The parties agree that the City shall be responsible for all costs of the sidewalk, which include: concrete surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment.

C. TRAFFIC CONTROL:

The parties understand and agree that the intersections identified in this JPA will remain open during the Project but will require traffic control during construction. The parties agree that the cost share for traffic control for the City shall be a prorated share based on the City's Project cost divided by the total Project cost.

V. 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 \$2,847,063.00.

The estimated total cost of the County furnished signal cabinets at each intersection is as follows:

CSAH 116 at Rose St: \$30,000.00

CSAH 116 at Heather St: \$30,000.00

CSAH 116 at CSAH 18: \$30,000.00

CSAH 116 at Quinn St: \$30,000.00
CSAH 116 at Jay St: \$30,000.00

City of Andover Cost Breakdown

The total estimated construction cost to the City is \$796,891.00. The estimated cost to the City for the County furnished Signal Cabinets are as follows:

CSAH 116 at Rose St: \$15,000.00
CSAH 116 at Heather St: \$15,000.00
CSAH 116 at Quinn St: \$15,000.00
CSAH 116 at Jay St: \$15,000.00

The City participation in construction engineering will be at a rate of eight percent (8%) of the City's designated construction share of \$796,891.00. The estimated cost to the City for construction engineering is \$63,750.00. The City's cost share for the County Furnished Signal Cabinets is \$60,000.00. In summary, the total City share of this Project is \$920,641.00 (includes construction, design and construction engineering, and County furnished material costs). *(See summary below).

*(\$796,891 + \$63,750.00 + \$60,000.00 = \$920,641.00)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the Project estimated at \$874,608.95. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing.

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

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

VI. TERM / TERMINATION

This JPA shall become effective immediately upon execution by all parties. The ownership and maintenance provisions within this JPA shall remain in effect for as long as the signal systems remain in operation. This provision survives conclusion of the Project and termination of the JPA.

VII. DISBURSEMENT OF FUNDS

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

VIII. 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.

IX. SIGNALIZATION POWER

The City shall at their sole expense, install and cause the installation of an adequate electrical power source to the service cabinet for traffic control signal systems addressed by this JPA, including any necessary extension of power lines. The City shall be the lead agency in this matter. The ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

X. MAINTENANCE OF SIGNALS / OWNERSHIP

- A. The County will be responsible for the maintenance of the crosswalk pavement markings for the crossings at the signalized intersections.
- B. Maintenance of the completed traffic control signal and signal equipment at the intersections noted within the Project shall be the sole obligation of the County, subject to certain cost reimbursements as set forth herein.
- C. Signal Interconnect. The County will be doing the interconnect as a part of the above signal Projects. Interconnect is 100% County cost.
- D. 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.
- E. Painting of the traffic signals shall be the sole obligation of the County. Costs for any variation of painting color standards requested by the City will be billed to the City.
- F. Timing of the completed traffic control signals shall be determined by the County.
- G. Only the County shall have access to the controller cabinets.
- H. The traffic control signals shall be the property of the County.
- I. The City shall be responsible for maintenance of the traffic signal luminaires, luminaire relamping, and luminaire painting, and all costs related thereto. If at any time the parties mutually agree that the County will provide maintenance services to luminaires, the City will be billed by the County on a quarterly basis for all incurred costs.
- J. All maintenance of the EVP System shall be completed by the County. The City shall be billed by the County on a quarterly basis for all incurred costs.
- K. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.011, Subdivision 3, and §169.03. The City shall provide a list to the County Engineer, or the County's duly appointed representative, of all such vehicles with emitter units on an annual basis.
- L. Malfunctions of the EVP System shall be immediately reported to the County.
- M. All timing of said EVP System shall be determined by the County.

Anoka County Contract No. C0010941

In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City of 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.

By separate agreement recorded against the property, the County of Anoka and Andover Station Owner's Association have agreed upon a perpetual Right of Entry for the County and its contractors, for the current signal work, future rehabilitation, repair, maintenance, replacement, or other related activities concerning the signal system at the intersection of Quinn Street and Bunker Lake Blvd.

XI. NOTICE

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

XII. INDEMNIFICATION

The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this JPA.

XIII. ENTIRE AGREEMENT REQUIREMENT OF A WRITING

It is understood and agreed that the entire agreement of the parties is contained herein and that this JPA supersedes all oral agreements and all negotiations between the parties relating to the subject matter thereof, as well as any previous JPA presently in effect between the parties to the subject matter thereof. Any alterations, variations, or modifications of the provisions of this JPA shall be valid only when they have been reduced to writing and duly signed by the parties.

XIV. COUNTERPARTS

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

(Signature Page Follows)

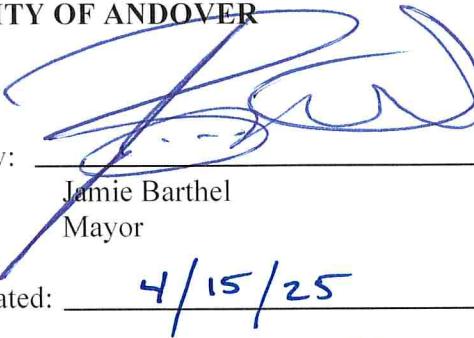
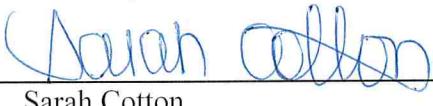
IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the dates written below:

COUNTY OF ANOKA

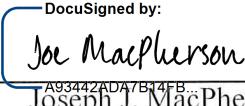
Signed by:

 By: Jim Dickinson
123E067D8503467...
 Jim Dickinson
 County Administrator
 Dated: 5/8/2025

CITY OF ANDOVER

By: 
 Jamie Barthel
 Mayor
 Dated: 4/15/25
 By: 
 Sarah Cotton
 City Administrator
 Dated: 4/15/25

RECOMMENDED FOR APPROVAL:

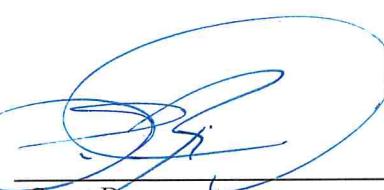
DocuSigned by:

 By: Joe MacPherson
A9344224AD7B14FB...
 Joseph J. MacPherson, P.E.
 Transportation Division Manager
 Dated: 5/7/2025

By: 
 David D. Berkowitz, P.E.
 City Engineer
 Dated: 4/16/25

APPROVED AS TO FORM AND EXECUTION:

DocuSigned by:

 By: Christine V. Carney
DB9E1505EA48453...
 Christine V. Carney
 Assistant County Attorney
 Dated: 5/8/2025

By: 
 Scott Baumgartner
 City Attorney

Anoka County Contract No. C0010941

EXHIBIT "A"

Layout

Anoka County Contract No. C0010941

EXHIBIT "B"

Cost Distribution Spreadsheet

EXHIBIT B

Construction Cost Estimate - 90% Construction Plans									
Item #	Description	Units	Unit Cost	Total Estimate		ANOKA COUNTY		CITY OF ANDOVER	
				Quantity	Cost	Quantity	Cost	Quantity	Cost
2101.501	MOBILIZATION	LUMP SUM	\$ 125,000.00	1	\$ 125,000.00	0.72	\$ 80,000.00	0.28	\$ 35,000.00
2104.502	REMOVE GATE VALVE & BOX	EACH	\$ 400.00	2	\$ 800.00			2	\$ 800.00
2104.502	REMOVE HYDRANT	EACH	\$ 600.00	2	\$ 1,200.00			2	\$ 1,200.00
2104.502	REMOVE DRAINAGE STRUCTURE	EACH	\$ 800.00	1	\$ 800.00			1	\$ 800.00
2104.502	REMOVE SIGNAL SYSTEM B	EACH	\$ 40,000.00	1	\$ 40,000.00	0.5	\$ 20,000.00	0.5	\$ 20,000.00
2104.502	REMOVE SIGNAL SYSTEM C	EACH	\$ 45,000.00	1	\$ 45,000.00	1	\$ 45,000.00		
2104.503	SALVAGE SIGN	EACH	\$ 60.00	10	\$ 1,440.00	19	\$ 1,740.00		
2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	\$ 60.00	1	\$ 60.00	1	\$ 60.00		
2104.503	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$ 3.00	2279	\$ 6,837.00	2040	\$ 6,120.00	239	\$ 717.00
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	\$ 20.00	16	\$ 320.00			16	\$ 320.00
2104.503	REMOVE CURB & GUTTER	LIN FT	\$ 5.00	1696	\$ 8,480.00	1707	\$ 8,635.00	189	\$ 945.00
2104.504	REMOVE CONCRETE WALK	SQ YD	\$ 8.00	972	\$ 7,776.00	892	\$ 7,136.00	80	\$ 640.00
2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	\$ 8.00	232	\$ 1,856.00	232	\$ 1,856.00		
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$ 5.00	636	\$ 3,180.00	530	\$ 2,650.00	106	\$ 530.00
2104.518	REMOVE BITUMINOUS WALK	SQ FT	\$ 2.00	4160	\$ 8,320.00	4160	\$ 8,320.00		
2106.507	EXCAVATION - COMMON	CU YD	\$ 10.00	422	\$ 4,220.00	114	\$ 1,140.00	308	\$ 3,000.00
2106.507	SELECT GRAVEL/EMBANKMENT (CV)	CU YD	\$ 20.00	52	\$ 1,040.00	52	\$ 1,040.00		
2106.507	COMMON EMBANKMENT (CV)	CU YD	\$ 10.00	54	\$ 540.00	4	\$ 40.00	50	\$ 600.00
2213.507	AGGREGATE BASE (CV) CLASS 5	CU YD	\$ 50.00	580	\$ 29,000.00	395	\$ 19,760.00	185	\$ 6,250.00
2360.509	TYPE SP 12.5 WEARING COURSE MIX (4:C)	TON	\$ 120.00	378	\$ 45,360.00	347	\$ 41,640.00	31	\$ 3,720.00
2503.503	12" RC PIPE SEWER DES 3006	LIN FT	\$ 100.00	16	\$ 1,600.00			16	\$ 1,600.00
2504.602	CONNECT TO EXISTING WATER MAIN	EACH	\$ 3,000.00	1	\$ 3,000.00			1	\$ 3,000.00
2504.602	HYDRANT	EACH	\$ 8,000.00	1	\$ 8,000.00			1	\$ 8,000.00
2504.602	ADJUST VALVE BOX-WATER	EACH	\$ 500.00	5	\$ 2,500.00	5	\$ 2,500.00		
2504.602	6" GATE VALVE & BOX	EACH	\$ 3,500.00	1	\$ 3,500.00			1	\$ 3,500.00
2504.603	6" WATERMAIN DUCTILE IRON CL 52	LIN FT	\$ 90.00	4	\$ 360.00			4	\$ 360.00
2504.608	DUCTILE IRON FITTINGS	POUND	\$ 50.00	16	\$ 800.00			16	\$ 800.00
2306.502	CASTING ASSEMBLY	EACH	\$ 1,200.00	1	\$ 1,200.00			1	\$ 1,200.00
2306.502	ADJUST FRAME & RING CASTING	EACH	\$ 700.00	15	\$ 10,500.00	14	\$ 8,800.00	1	\$ 700.00
2306.503	CONST DRAINAGE STRUCTURE DESIGN H	LIN FT	\$ 800.00	3	\$ 2,400.00			3	\$ 2,400.00
2306.503	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	\$ 1,500.00	1	\$ 1,500.00			1	\$ 1,500.00
2521.518	4" CONCRETE WALK	SQ FT	\$ 8.00	6124	\$ 48,992.00	638	\$ 5,104.00	546	\$ 49,888.00
2521.518	2.5" BITUMINOUS WALK	SQ FT	\$ 3.00	1441	\$ 4,323.00	1441	\$ 4,323.00		
2521.602	DRILL & GROUT REIN BARS (EPOXY COATED)	EACH	\$ 15.00	622	\$ 9,330.00	619	\$ 9,265.00	3	\$ 45.00
2531.618	CONCRETE CURB & RAMP WALK	SQ FT	\$ 20.00	10921	\$ 218,420.00	10921	\$ 218,420.00		
2531.503	CONCRETE CURB & GUTTER DESIGN 8412	LIN FT	\$ 60.00	24	\$ 1,440.00	24	\$ 1,440.00		
2531.503	CONCRETE CURB & GUTTER DESIGN 8418	LIN FT	\$ 60.00	889	\$ 53,400.00	448	\$ 26,880.00	521	\$ 31,260.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8418 (MOD)	LIN FT	\$ 70.00	39	\$ 2,730.00	20	\$ 1,400.00	19	\$ 1,330.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8424	LIN FT	\$ 60.00	287	\$ 17,220.00	144	\$ 8,640.00	149	\$ 8,560.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8424 (MOD)	LIN FT	\$ 70.00	14	\$ 980.00	7	\$ 490.00	7	\$ 490.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8412 & 8418	LIN FT	\$ 60.00	84	\$ 3,840.00	36	\$ 2,160.00	28	\$ 1,680.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8618	LIN FT	\$ 60.00	323	\$ 18,360.00	167	\$ 10,020.00	156	\$ 9,360.00
2531.503	CONCRETE CURB & GUTTER DESIGN 8618 (MOD)	LIN FT	\$ 70.00	135	\$ 9,450.00	7	\$ 490.00	128	\$ 8,380.00
2531.503	CONCRETE CURB DESIGN V9	LIN FT	\$ 60.00	166	\$ 9,660.00			166	\$ 9,660.00
2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SQ YD	\$ 20.00	31	\$ 620.00			31	\$ 620.00
2531.618	TRUNCATED DOMES	SQ FT	\$ 50.00	849	\$ 76,410.00	849	\$ 76,410.00		
2563.601	TRAFFIC CONTROL	LUMP SUM	\$ 75,000.00	1	\$ 75,000.00	0.72	\$ 54,000.00	0.28	\$ 21,000.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	\$ 40,000.00	1	\$ 40,000.00	1	\$ 10,000.00		
2564.602	INSTALL SIGN	EACH	\$ 500.00	18	\$ 9,000.00	19	\$ 9,600.00		
2564.602	INSTALL SIGN TYPE SPECIAL	EACH	\$ 500.00	1	\$ 500.00	1	\$ 600.00		
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM B	LUMP SUM	\$ 15,000.00	1	\$ 15,000.00			1	\$ 15,000.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM C	LUMP SUM	\$ 15,000.00	1	\$ 15,000.00			1	\$ 15,000.00
2565.501	TRAFFIC CONTROL INTERCONNECT	LUMP SUM	\$ 305,000.00	1	\$ 305,000.00	1	\$ 305,000.00		
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM B	SYSTEM	\$ 380,000.00	1	\$ 380,000.00	0.5	\$ 180,000.00	0.5	\$ 180,000.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM C	SYSTEM	\$ 412,000.00	1	\$ 412,000.00	1	\$ 412,000.00		
2565.602	ADJUST HATCH/DOLE	EACH	\$ 350.00	8	\$ 2,800.00	8	\$ 2,800.00		
2565.616	REVISE SIGNAL SYSTEM A	SYSTEM	\$ 175,000.00	1	\$ 175,000.00	0.5	\$ 87,500.00	0.5	\$ 87,500.00
2565.616	REVISE SIGNAL SYSTEM D	SYSTEM	\$ 192,000.00	1	\$ 192,000.00	0.5	\$ 96,000.00	0.5	\$ 96,000.00
2565.616	REVISE SIGNAL SYSTEM E	SYSTEM	\$ 202,000.00	1	\$ 202,000.00	0.5	\$ 101,000.00	0.5	\$ 101,000.00
2565.616	REVISE SIGNAL SYSTEM F	SYSTEM	\$ 80,000.00	1	\$ 80,000.00	1	\$ 80,000.00		
2565.616	TEMPORARY SIGNAL SYSTEM	SYSTEM	\$ 103,000.00	1	\$ 103,000.00	0.5	\$ 51,600.00	0.5	\$ 51,600.00
2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	\$ 7,500.00	1	\$ 7,500.00	1	\$ 7,500.00		
2573.502	STORM DRAIN INLET PROTECTION	EACH	\$ 200.00	33	\$ 6,600.00	31	\$ 6,200.00	2	\$ 400.00
2573.503	SILT FENCE: TYPE M	LIN FT	\$ 4.00	34	\$ 136.00	34	\$ 136.00		
2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	\$ 5.00	440	\$ 2,200.00	441	\$ 705.00	299	\$ 1,495.00
2574.508	FERTILIZER TYPE 3	POUND	\$ 2.00	72	\$ 144.00	56	\$ 112.00	16	\$ 32.00
2575.504	ROLLED EROSION PREVENTION CATEGORY 25	SQ YD	\$ 3.00	106	\$ 318.00			106	\$ 318.00
2575.505	SEEDING	ACRE	\$ 300.00	0.4	\$ 120.00	0.3	\$ 80.00	0.1	\$ 30.00
2575.509	HYDRAULIC BONDED FIBER MATRIX	POUND	\$ 3.00	1167	\$ 3,581.00	989	\$ 2,840.00	207	\$ 621.00
2575.609	SEED SOUTHERN BOULEVARD	ROUND	\$ 20.00	56	\$ 1,160.00	45	\$ 900.00	13	\$ 260.00
Total:				\$ 2,847,063.00	\$ 2,050,172.00	\$ 2,050,172.00	\$ 796,891.00	\$ 2,050,172.00	\$ 796,891.00

FUNDING SPLIT - CSAH 116 (BUNKER LAKE BLVD) SIGNAL MODIFICATION & ADA IMPROVEMENTS (COUNTY GAP 002-716-024) (CITY GAP 180-020-040)								
	PROJECT TOTALS	ANOKA COUNTY TOTALS	ANOKA COUNTY STATE AID FUNDS	ANOKA COUNTY LOCAL FUNDS	CITY OF ANDOVER TOTALS	CITY OF ANDOVER STATE AID FUNDS	CITY OF ANDOVER LOCAL FUNDS	
ROADWAY	\$ 2,847,063.00	\$ 2,050,172.00	\$ 2,050,172.00		\$ 796,891.00	\$ 796,891.00		
CONSTRUCTION TOTAL	\$ 2,847,063.00	\$ 2,050,172.00	\$ 2,050,172.00		\$ 796,891.00	\$ 796,891.00		
8% CONSTRUCTION ENGINEERING	\$ 227,760.00	\$ 164,000.00	\$ 164,000.00		\$ 63,760.00	\$ 63,760.00		
ROSE ST - COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00	\$ 15,000.00		
HEATHER ST - COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00	\$ 15,000.00		
CROSSTOWN BLVD - COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00		\$ -	\$ -		
QUINN ST - COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00		\$ 15,000.00	\$ 15,000.00		
JAY ST - COUNTY FURNISHED SIGNAL CABINET	\$ 30,000.00	\$ 15,000.00	\$ 15,000.00		\$ 16,000.00	\$ 15,000.00		
PROJECT TOTAL	\$ 3,224,813.00	\$ 2,304,172.00	\$ 2,304,172.00		\$ 920,641.00	\$ 920,641.00		

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.