

**JOINT POWERS AGREEMENT  
FOR THE RECONSTRUCTION OF COUNTY STATE AID HIGHWAY 51  
(UNIVERSITY AVENUE NE) BETWEEN 335 FEET NORTH OF COUNTY STATE AID  
HIGHWAY 12 (NORTHDALE BLVD. NW/109TH AVE. NE) TO 290 FEET SOUTH OF  
COUNTY STATE AID HIGHWAY 14 (MAIN ST. NW/125th AVE. NE)  
IN THE CITIES OF BLAINE, MN AND COON RAPIDS, MN  
(SP 002-651-007, SAP 106-020-031)**

THIS AGREEMENT is made and entered into this 4<sup>th</sup> day of APRIL, 2013 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of Blaine, 10801 Town Square Drive, Blaine, MN 55449, hereinafter referred to as "City".

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct County State Aid Highway(CSAH) 51 (University Avenue NE) from 335 feet north of County State Aid Highway (CSAH) 12 (109<sup>th</sup> Avenue NE) to 290 feet south of County State Aid Highway (CSAH) 14 (125<sup>th</sup> Ave NE) and,

WHEREAS, said parties mutually agree that CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 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 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 and,

WHEREAS, the parties agree that it is in their best interest 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 roadway, drainage, bridge, box culvert, noise walls, trail, and traffic control systems (at the intersections of 111<sup>th</sup> Ave. NE, 113<sup>th</sup> Avenue NE, 117<sup>th</sup> Avenue NE and 121<sup>st</sup> Avenue NE) as well as other utilities on CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 as described in the preliminary design plans. The County project number for the reconstruction is SP 002-651-007 the City project number is SAP

106-020-031. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of County State Aid Project No. 002-651-007 from CSAH 12 (Northdale Blvd. NW/109th Avenue NE) to CSAH 14 (Main Street NW/125th Avenue NE) 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 March 6, 2013 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 Anoka County Project SP 002-651-007, City project number S.A.P. 106-020-031, in conformance with proposed engineering plans and specifications.

### IMPROVEMENTS

It is agreed by the parties that in 2014 CSAH 51 will be reconstructed to a 4-lane section. The roadway will have a concrete median to the extent shown in "Exhibit A". Improvements include but are not limited to: traffic signal construction at 111<sup>th</sup> Avenue NE, 113<sup>th</sup> Avenue NE, 117<sup>th</sup> Avenue NE and 121<sup>st</sup> Avenue NE, traffic signal modification at 109<sup>th</sup> Avenue NE, right and left turn lanes, thru lanes, shoulders, curb & gutter, storm sewer, bridge, box culvert, noise walls, retaining walls, sidewalk and bituminous trail. The costs of these improvements have been estimated for this agreement and will be finalized after bids have been received. These costs will be shared by the County and the City of Blaine and the City of Coon Rapids.

### INTERSECTIONS:

As agreed by the parties, improvements to the following intersections have been incorporated in the Exhibit "A" Layout design:

University Avenue / 109<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal modifications  
University Avenue / 111<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal  
University Avenue / 113<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal  
University Avenue / 115<sup>th</sup> Avenue NW: Right In/Right Out  
University Avenue / 117<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal  
University Avenue/ Morningside Memorial Gardens Entrance: S.B. Right In/Right Out, N.B. Left In  
University Avenue / 118<sup>th</sup> Avenue NE: N.B. Right In/Right Out, S.B. Left In  
University Avenue 120<sup>th</sup> Avenue NW: S.B. Right In/Right Out, N.B. Left In  
University Avenue 120<sup>th</sup> Lane NE: Right In/Right Out  
University Avenue/ 121<sup>st</sup> Avenue: Full Access Intersection with traffic signal  
University Avenue / 124<sup>th</sup> Lane NW: Right In/Right Out

### 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 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. Any City owned property or easements required for the construction will be conveyed to the County at no cost.

### TRAFFIC SIGNALS:

The parties agree that traffic control signal systems at 111<sup>th</sup> Avenue NE, 113<sup>th</sup> Avenue NE, 117<sup>th</sup> Avenue NE, and 121<sup>st</sup> Avenue NE intersections will be constructed with this project and that the existing traffic control signal system at 109<sup>th</sup> Avenue NE will be modified with this project.

The parties agree that the cost of the modification of the signal at 109<sup>th</sup> Avenue NE, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 25% of the signal modification costs to the City of Coon Rapids, 50% of the EVP costs and 25% of the signal modification costs to the City of Blaine, and 50% of the signal modification costs to the County.

The parties agree that the cost of the construction of the signals at 111th Avenue NE, 117<sup>TH</sup> Avenue NE, and 121st Avenue NE, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 37.5% of the traffic signal costs to the City of Coon Rapids, 50% of the EVP costs and 37.5% of the traffic signal costs to the City of Blaine, and 25% of the traffic signal costs to the County.

The parties agree that the cost of the construction of the signal at 113th Avenue NE, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 17% of the traffic signal costs to the City of Coon Rapids, 50% of the EVP costs and 50% of the traffic signal costs to the City of Blaine, and 33% of the traffic signal costs to the County.

### DRAINAGE:

The City shall pay for a percentage of the cost of the storm sewer system, including the detention basins and their outlet structures. The City portion of the cost is based on contributing flow through the storm sewer system to the detention basin determined by the product of contributing area and runoff coefficient.

### ENVIRONMENTAL ISSUES:

A noise analysis has been performed as part of the Environmental Documentation process. It was concluded that noise walls would be feasible at four locations in the City of Blaine. The County will meet individually with these property owners to review their options concerning noise walls on their property. A meeting was held on December 11th, 2012 at the Blaine City Hall to discuss the noise walls and impacts with the affected property owners.

The parties agree that the costs of these improvements, pending the availability of Federal funding, shall be standard county cost share. For this standard county cost share, the county pays 100% for the noise walls costs. The City pays for any costs above the base cost of the noise wall. If previously notified, the

City shall be responsible for future noise wall maintenance. Notification includes any letter to the agency indicating that noise will potentially be an issue in the future. Should the City request a noise wall to be built where not required by the applicable federal or state standard, the City shall be responsible for the entire cost of the wall.

**BITUMINOUS TRAIL:**

The parties agree that the construction of the bituminous trail along the east side of the roadway is eligible for federal funds and that the City will be responsible for the local match in areas where no trail exists and the County will be responsible for the local match where a trail currently exists. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

The parties understand that the cost for the trail includes: bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County will pay for the design of the trail, wetland mitigation required by impacts caused by the trail, the additional right of way and easements required to construct the trail at the proper location, and any removal items, with the exception of any soils correction in areas of existing trails, required to construct the trail.

**TRAFFIC CONTROL:**

The parties understand and agree that CSAH 51 is currently proposed to be open to thru traffic during construction except for miscellaneous short term closures, and will always be open to emergency vehicles and local traffic, with the exception of possible short term closures at the box culvert construction at County Ditch 39. The parties agree and understand the cost share for traffic control for the city shall be a prorated share based on the City project cost divided by the total project cost.

**DRIVEWAYS:**

The parties agree that all driveways affected by the Project will be reconstructed in kind at 100% project cost with the cost of any upgrades requested by the City, including concrete aprons, to be the sole responsibility of the City.

**LANDSCAPING/STREETSCAPING:**

The parties agree that if the City wishes to include landscaping or streetscape features in the project, they shall be designed in accordance with Anoka County Highway Department Landscape/Streetscape Guidelines. The City shall supply the signed plan sheets and specifications for the proposed landscape/streetscape. The total cost of the design as well as the construction cost above standard median cost will be at the expense of the requesting City or split between the requesting Cities. All construction documents must be submitted to the County by September 9, 2013. Maintenance of any landscaping/streetscaping will be the sole responsibility of the city.

**UTILITIES:**

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations. The City will be responsible for the design of any sanitary sewer and water main improvements and/or relocations due to road reconstruction, which will be incorporated into the project bid documents. The

cost of the design of these features shall be the responsibility of the City. The cost of construction of these features shall be the responsibility of the City. In areas where relocations are solely due to the road reconstruction federal funds shall be applied. The City's design of the sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities and cost. All construction documents must be submitted to the County by September 9, 2013.

PERMITS:

The parties agree that the County will secure all necessary permits for this Project. The City agrees to coordinate with the County in securing the permits required by the Coon Creek Watershed District, City permits, as well as any other permits that may be required. The County also requests that the 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 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 \$9,902,284.14 (without the optional items of colored median concrete and noise barrier upgrade). Federal funds available for the Project are capped at \$6,364,800. The federal funds shall be split based on the ratio of eligible cost incurred by each party to the total eligible project cost. Eligible costs are the costs of items that can participate in federal funding as shown on Exhibit B.

The total estimated construction cost to the City is \$966,939.18 (prior to application of federal funds available). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$345,421.77 (\$966,939.18 minus \$621,517.41), the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$966,939.18. The estimated cost to the City for construction engineering is \$77,355.13. In summary, the total City share of this project is \$1,044,294.32 (includes construction and construction engineering costs). The total cost to the City after federal funds have been applied including construction engineering is \* \$422,776.90 (see summary below). This does not include optional items of colored median concrete and noise barrier upgrade. Optional additional costs to the City would be \$88,020 for colored concrete median and \$25,000 for noise barrier upgrade.

\*(\$966,939.18 – \$621,517.41 + \$77,355.13 = \$422,776.90, note: construction engineering costs are not federally eligible)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the project estimated at \$401,638.06. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing. The City's share of the cost

of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

Upon 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 to the City 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.

**IV. TERM**

This Agreement shall continue until terminated as provided hereinafter.

**V. DISBURSEMENT OF FUNDS**

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

**VI. CONTRACTS AND PURCHASES**

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

**VII. STRICT ACCOUNTABILITY**

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

**VIII. TERMINATION**

This Agreement may be terminated by either party at any time, with or without cause, upon not less than thirty (30) days written notice delivered by mail or in person to the other party. If notice is delivered by mail, it shall be deemed to be received two days after mailing. Such termination shall not be effective with respect to any solicitation of bids or any purchases of services or goods which occurred prior to such notice of termination. The City shall pay its pro rata share of costs which the County incurred prior to such notice of termination.

**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 all the previously mentioned CSAH 51 traffic control signal systems including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

## X. MAINTENANCE

- A. Maintenance of the completed storm sewer (except catch basins and catch basin leads), detention basins (including ponds and their outlet structures and grit chambers/collectors) shall be the sole obligation of the City.
- B. Maintenance of all sidewalks, including snow plowing, shall be the sole responsibility of the City.
- C. Maintenance of the bituminous trails located in the City of Blaine shall be the responsibility of the City of Blaine. The City shall be responsible for general routine maintenance, such as, sweeping, clearing, plowing, trash removal and other incidental items, and shall be responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement.
- D. Maintenance of crosswalk pavement markings on City streets shall be the responsibility of the City. The City will be responsible for all crosswalk pavement markings for the crossings at all City streets.
- E. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.
- F. Maintenance of the completed traffic control signals and signal equipment at the intersections of CSAH 51/111<sup>th</sup> Avenue NE, CSAH 51/113<sup>th</sup> Avenue NE, CSAH 51/117<sup>th</sup> Avenue NE, and CSAH 51/121<sup>st</sup> Avenue NE shall be the sole obligation of the County.
- G. The County shall maintain the said traffic signal controllers, traffic signals and pedestrian indications, loop detectors and associated wiring of the said traffic control signals at the sole obligation of the County.
- H. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- I. Timing of the traffic signal shall be determined by the County.
- J. Only the County shall have access to the controller cabinet.
- K. The traffic control signal shall be the property of the County.
- L. The Cities of Blaine and Coon Rapids shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- M. All maintenance of the EVP Systems shall be completed by the County. The Cities of Blaine and Coon Rapids shall be billed by the County on a quarterly basis for all incurred costs.
- N. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.01, Subdivision 5, 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.

- O. Malfunctions of the EVP System shall be immediately reported to the County.
- P. All timing of said EVP System shall be determined by the County.
- Q. In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City, written notice thereof from the County, the County shall remove the EVP System. Upon removal of the EVP System pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.
- R. The County shall be responsible for all maintenance of County installed noise walls and the City shall reimburse the County for maintenance costs for noise walls where the City has been previously notified (walls between 121<sup>st</sup> Avenue and 125<sup>th</sup> Avenue).

XI. NOTICE

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, and to the City Manager of City of Blaine, 10801 Town Square Drive, Blaine, MN 55449, 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 Agreement.

### 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 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.

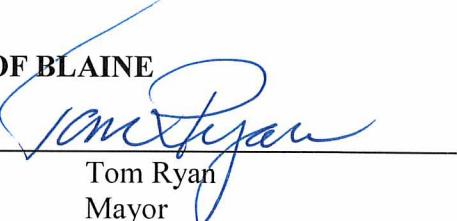
IN WITNESS WHEREOF, the parties to this Agreement have hereunto set their hands on the dates written below.

#### COUNTY OF ANOKA

By:   
Rhonda Sivarajah, Chair  
Board of Commissioners

Dated: 6-4-13

#### CITY OF BLAINE

By:   
Tom Ryan  
Mayor

Dated: 4.9.13

#### ATTEST

By:   
Jerry Soma  
County Administrator

Dated: 6-4-13

#### RECOMMENDED FOR APPROVAL

By:   
Douglas W. Fischer, P.E.  
County Engineer

Dated: 5/30/13

#### APPROVED AS TO FORM

By:   
Dan Klint  
Assistant County Attorney

Dated: 6-11-13



ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL PROJECT QUANTITIES ESTIMATED	ESTIMATE		ANOKA COUNTY 002-651-007 ROADWAY QUANTITIES ESTIMATED	ANOKA COUNTY 002-651-007 COST	CITY OF BLAINE 106-020-031 ROADWAY QUANTITIES ESTIMATED	CITY OF BLAINE 106-020-031 COST	CITY OF COON RAPIDS 114-020-046 ROADWAY QUANTITIES ESTIMATED	CITY OF COON RAPIDS 114-020-046 COST	CITY OF ***** ***,***,*** ROADWAY QUANTITIES ESTIMATED	CITY OF COON RAPIDS ***,***,*** COST	DRAINAGE QUANTITIES ESTIMATED	DRAINAGE COSTS ESTIMATED	
				Unit Cost	Total											
2021.501	MOBILIZATION	LUMP SUM	1	\$559,657.59	\$559,657.59	0.066	\$495,856.63	0.066	\$31,340.83	0.066	\$32,460.14	0.066	\$0.00	\$0.00	\$0.00	\$0.00
2031.501	FIELD OFFICE TYPE B	EACH	1	\$15,000.00	\$15,000.00	0.866	\$13,290.00	0.866	\$840.00	0.866	\$870.00	0.866	\$0.00	\$0.00	\$0.00	\$0.00
2101.501	CLEARING	ACRE	1.6	\$2,000.00	\$3,200.00	1.6	\$3,200.00	1.6	\$0.00	1.6	\$0.00	1.6	\$0.00	\$0.00	\$0.00	\$0.00
2101.502	CLEARING	TREE	850	\$75.00	\$63,750.00	850	\$63,750.00	850	\$0.00	850	\$0.00	850	\$0.00	\$0.00	\$0.00	\$0.00
2101.506	GRUBBING	ACRE	1.6	\$2,000.00	\$3,200.00	1.6	\$3,200.00	1.6	\$0.00	1.6	\$0.00	1.6	\$0.00	\$0.00	\$0.00	\$0.00
2101.507	GRUBBING	TREE	792	\$50.00	\$39,600.00	792	\$39,600.00	792	\$0.00	792	\$0.00	792	\$0.00	\$0.00	\$0.00	\$0.00
2104.501	REMOVE PIPE CULVERTS	LIN FT	1088	\$10.00	\$10,880.00	1088	\$10,880.00	1088	\$0.00	1088	\$0.00	1088	\$0.00	\$0.00	\$0.00	\$0.00
2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	4842	\$12.00	\$58,104.00	4842	\$58,104.00	4842	\$0.00	4842	\$0.00	4842	\$0.00	\$0.00	\$0.00	\$0.00
2104.501	REMOVE CURB AND GUTTER	LIN FT	7176	\$3.00	\$21,528.00	7176	\$21,528.00	7176	\$0.00	7176	\$0.00	7176	\$0.00	\$0.00	\$0.00	\$0.00
2104.503	REMOVE CONCRETE MEDIAN	SQ FT	1170	\$2.50	\$2,925.00	1170	\$2,925.00	1170	\$0.00	1170	\$0.00	1170	\$0.00	\$0.00	\$0.00	\$0.00
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	70539	\$3.00	\$211,617.00	70539	\$211,617.00	70539	\$0.00	70539	\$0.00	70539	\$0.00	\$0.00	\$0.00	\$0.00
2104.509	REMOVE PIPE APRON	EACH	16	\$250.00	\$4,000.00	16	\$4,000.00	16	\$0.00	16	\$0.00	16	\$0.00	\$0.00	\$0.00	\$0.00
2104.509	REMOVE DRAINAGE STRUCTURE	EACH	25	\$350.00	\$8,750.00	25	\$8,750.00	25	\$0.00	25	\$0.00	25	\$0.00	\$0.00	\$0.00	\$0.00
2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	1084	\$2.50	\$2,660.00	1084	\$2,660.00	1084	\$0.00	1084	\$0.00	1084	\$0.00	\$0.00	\$0.00	\$0.00
2104.523	SALVAGE SIGN TYPE C	EACH	107	\$30.00	\$3,210.00	107	\$3,210.00	107	\$0.00	107	\$0.00	107	\$0.00	\$0.00	\$0.00	\$0.00
2104.523	SALVAGE SIGN TYPE SPECIAL	EACH	13	\$30.00	\$390.00	13	\$390.00	13	\$0.00	13	\$0.00	13	\$0.00	\$0.00	\$0.00	\$0.00
2104.531	HAUL SALVAGED MATERIAL	LUMP SUM	1	\$3,000.00	\$3,000.00	1	\$3,000.00	1	\$0.00	1	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00
2105.501	COMMON EXCAVATION	CU YD	40000	\$7.00	\$280,000.00	40000	\$280,000.00	40000	\$0.00	40000	\$0.00	40000	\$0.00	\$0.00	\$0.00	\$0.00
2105.505	MUCK EXCAVATION	CU YD	6000	\$9.00	\$45,000.00	5000	\$45,000.00	5000	\$0.00	5000	\$0.00	5000	\$0.00	\$0.00	\$0.00	\$0.00
2105.507	SUBGRADE EXCAVATION	CU YD	24000	\$7.00	\$168,000.00	24000	\$168,000.00	24000	\$0.00	24000	\$0.00	24000	\$0.00	\$0.00	\$0.00	\$0.00
2105.522	SELECT GRANULAR BORROW (CV)	CU YD	30000	\$13.00	\$390,000.00	30000	\$390,000.00	30000	\$0.00	30000	\$0.00	30000	\$0.00	\$0.00	\$0.00	\$0.00
2105.501	DEWATERING	LUMP SUM	1	\$10,000.00	\$10,000.00	1	\$10,000.00	1	\$0.00	1	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00
2123.509	DOZER	HOUR	10	\$120.00	\$1,200.00	10	\$1,200.00	10	\$0.00	10	\$0.00	10	\$0.00	\$0.00	\$0.00	\$0.00
2130.501	WATER	M GALLONS	300	\$50.00	\$15,000.00	300	\$15,000.00	300	\$0.00	300	\$0.00	300	\$0.00	\$0.00	\$0.00	\$0.00
2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	14000	\$20.00	\$280,000.00	14000	\$280,000.00	14000	\$0.00	14000	\$0.00	14000	\$0.00	\$0.00	\$0.00	\$0.00
2232.501	MILL BITUMINOUS SURFACE (2.0")	SQ YD	5000	\$2.50	\$12,500.00	5000	\$12,500.00	5000	\$0.00	5000	\$0.00	5000	\$0.00	\$0.00	\$0.00	\$0.00
2360.501	TYPE SP 12.5 WEARING COURSE MIX (2,B) (TRAIL)	TON	2368	\$60.00	\$142,080.00	693	\$53,580.00	744	\$44,640.00	731	\$43,860.00	731	\$0.00	\$0.00	\$0.00	\$0.00
2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	8065	\$2.50	\$20,162.50	8065	\$20,162.50	8065	\$0.00	8065	\$0.00	8065	\$0.00	\$0.00	\$0.00	\$0.00
2360.501	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TON	13810	\$70.00	\$973,700.00	13910	\$973,700.00	13910	\$0.00	13910	\$0.00	13910	\$0.00	\$0.00	\$0.00	\$0.00
2360.502	TYPE SP 12.5 NON WEAR COURSE MIX (3,B)	TON	11693	\$60.00	\$695,580.00	11693	\$695,580.00	11693	\$0.00	11693	\$0.00	11693	\$0.00	\$0.00	\$0.00	\$0.00
2411.618	MODULAR BLOCK RETAINING WALL	SQ FT	3700	\$25.00	\$92,500.00	3700	\$92,500.00	3700	\$0.00	3700	\$0.00	3700	\$0.00	\$0.00	\$0.00	\$0.00
2412.511	8 x 4 PRECAST CONCRETE BOX CULVERT	LIN FT	224	\$500.00	\$112,000.00	224	\$112,000.00	224	\$0.00	224	\$0.00	224	\$0.00	\$0.00	\$0.00	\$0.00
2422.618	WOOD NOISE BARRIER	SQ FT	65000	\$20.00	\$1,300,000.00	65000	\$1,300,000.00	65000	\$0.00	65000	\$0.00	65000	\$0.00	\$0.00	\$0.00	\$0.00
2501.515	15" RC PIPE APRON	EACH	2	\$550.00	\$1,100.00	2	\$1,100.00	2	\$0.00	2	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00
2501.515	18" RC PIPE APRON	EACH	1	\$576.00	\$576.00	1	\$576.00	1	\$0.00	1	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00
2501.515	21" RC PIPE APRON	EACH	1	\$600.00	\$600.00	1	\$600.00	1	\$0.00	1	\$0.00	1	\$0.00	\$0.00	\$0.00	\$0.00
2501.515	33" RC PIPE APRON	EACH	2	\$900.00	\$1,800.00	2	\$1,800.00	2	\$0.00	2	\$0.00	2	\$0.00	\$0.00	\$0.00	\$0.00
2501.515	36" RC PIPE APRON</															



## EXHIBIT "C"

### COST-SHARING AGREEMENT FOR PROJECTS CONSTRUCTED IN ANOKA COUNTY USING COUNTY STATE AID FUNDS OR LOCAL TAX LEVY DOLLARS

<u>ITEMS</u>	<u>COUNTY SHARE</u>	<u>CITY SHARE</u>
Concrete Curb & Gutter	50%	50%
Concrete Curb & Gutter for Median 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 & replacements (communities larger than 5,000) w/ State Aid approved SJR	½ the cost of its legs 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, 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%*5	0%*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 If previously notified, the City shall be responsible for the cost of future noise wall maintenance. 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. The County shall pay 100% of Standard Noise Wall Cost. If a local agency requests decorative noise walls, then the requesting agency will pay the additional cost above the cost of standard noise wall. Furthermore, should an agency request a noise wall to be built where not required by the applicable federal or state standard, the entire cost of the wall shall be borne by the requesting agency.

STATE OF MINNESOTA )  
COUNTIES OF ANOKA & RAMSEY )  
CITY OF BLAINE )

**CERTIFICATE OF DEPUTY CLERK**

I, the undersigned, Deputy City Clerk of Blaine, Minnesota, hereby certify that the copy of the resolution attached hereto relating to: **Resolution No. 13-049 APPROVE JOINT POWERS AGREEMENT NO. 2013-0509 WITH ANOKA COUNTY FOR RECONSTRUCTION OF UNIVERSITY AVENUE (COUNTY, STATE AID HIGHWAY 51) FROM 109<sup>TH</sup> AVENUE TO 125<sup>TH</sup> AVENUE, CITY IMPROVEMENT PROJECT NO. 10-09 (SP 002-651-007, SAP 106-020-031)** is a true and correct copy of the original resolution adopted by the City Council of the City of Blaine on file in my office.

WITNESS my hand this 9th day of April, 2013.

Catherine B. Ekstrand  
Catherine Ekstrand, Deputy City Clerk

(SEAL)



**City of Blaine  
Anoka County, Minnesota  
Signature Copy**

10801 Town Square Dr.  
Blaine MN 55449

Resolution: RES 13-049

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File Number: RES 13-049

**APPROVE JOINT POWERS AGREEMENT NO. 2013-0509 WITH  
ANOKA COUNTY FOR RECONSTRUCTION OF UNIVERSITY AVENUE  
(COUNTY STATE AID HIGHWAY 51) FROM 109TH AVENUE TO 125TH  
AVENUE, CITY IMPROVEMENT PROJECT NO. 10-09 (SP 002-651-007,  
SAP 106-020-031)**

**WHEREAS**, the County of Anoka and the City of Blaine desire to jointly cause the improvements of reconstructing University Avenue from 335 feet north of 109th Avenue to 290 feet south of 125th Avenue for the benefit of the traveling public; and

**WHEREAS**, Minnesota Statutes Section 471.59 authorizes the County of Anoka to enter into an Agreement with the City of Blaine to provide for the reconstruction of University for the joint exercise of powers common to each; and

**WHEREAS**, said Agreement details the responsibilities of the County of Anoka and the City of Blaine as to the costs associated with the design, construction and related activities of the project; and

**WHEREAS**, the City of Blaine Council elected to amend this resolution to include in the project the estimated \$25,000 for noise wall upgrades.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Blaine as follows:

1. Joint Powers Agreement No. 2013-0509 between the County of Anoka and the City of Blaine with regards to the reconstruction of University Avenue is hereby approved.
2. The Blaine City Council elected to amend this Resolution to include in the project the estimated \$25,000 for noise wall upgrades.
3. The Mayor and City Manager are hereby authorized and directed to execute said agreement.

**PASSED** by the City Council of the City of Blaine this 4th day of April, 2013.

Signed by



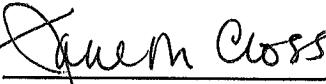
Tom Ryan

Tom Ryan, Mayor

Date

4-4-13

Attest by



Jane M. Cross

Jane M. Cross, CMC, City Clerk

Date

4-4-13

**JOINT POWERS AGREEMENT  
FOR THE RECONSTRUCTION OF COUNTY STATE AID HIGHWAY 51  
(UNIVERSITY AVENUE NE) BETWEEN 335 FEET NORTH OF COUNTY STATE AID  
HIGHWAY 12 (NORTHDALE BLVD. NW/109TH AVE. NE) TO 290 FEET SOUTH OF  
COUNTY STATE AID HIGHWAY 14 (MAIN ST. NW/125<sup>th</sup> AVE. NE)  
IN THE CITIES OF COON RAPIDS, MN AND BLAINE, MN  
(SP 002-651-007, SAP 114-020-046, CP 11-24)**

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2013 by and between the County of Anoka, a political subdivision of the State of Minnesota, 2100 Third Avenue, Anoka, Minnesota 55303, hereinafter referred to as "County", and the City of Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, hereinafter referred to as "City".

**WITNESSETH**

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to reconstruct County State Aid Highway (CSAH) 51 (University Avenue NE) from 335 feet north of County State Aid Highway (CSAH) 12 (109<sup>th</sup> Avenue NE) to 290 feet south of County State Aid Highway (CSAH) 14 (125<sup>th</sup> Ave NE/Main St. NW) and,

WHEREAS, said parties mutually agree that CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 is in need of reconstruction; and,

WHEREAS, the County has prepared preliminary design plans for the reconstruction of CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 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 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 and,

WHEREAS, the parties agree that it is in their best interest 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 roadway, drainage, bridge, box culvert, noise walls, trail, and traffic control systems (at the intersections of 111<sup>th</sup> Lane NW, 113<sup>th</sup> Avenue NE, 117<sup>th</sup> Avenue NW and 121<sup>st</sup> Avenue NW) as well as other utilities on CSAH 51 between 335 feet north of CSAH 12 and 290 feet south of CSAH 14 as described in the preliminary design plans. The County project number for the reconstruction is SP 002-651-007 the City project number is SAP

114-020-046. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of County State Aid Project No. 002-651-007 from CSAH 12 (Northdale Blvd. NW/109th Avenue NE to CSAH 14 (Main Street NW/125<sup>th</sup> Avenue NE) 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 March 6, 2013 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 Anoka County Project SP 002-651-007, City project number S.A.P. 114-020-046, in conformance with proposed engineering plans and specifications.

## IMPROVEMENTS

It is agreed by the parties that in 2014 CSAH 51 will be reconstructed to a 4-lane section. The roadway will have a concrete median to the extent shown in "Exhibit A". Improvements include but are not limited to: traffic signal construction at 111<sup>th</sup> Lane NW, 113<sup>th</sup> Avenue NE (pending State Aid approval), 117<sup>th</sup> Avenue NW and 121<sup>st</sup> Avenue NW, traffic signal modification at Northdale Boulevard, right and left turn lanes, thru lanes, shoulders, curb & gutter, storm sewer, bridge, box culvert, noise walls, retaining walls, sidewalk and bituminous trail. The costs of these improvements have been estimated for this agreement and will be finalized after bids have been received. These costs will be shared by the County, the City of Coon Rapids and the City of Blaine.

## INTERSECTIONS:

As agreed by the parties, improvements to the following intersections have been incorporated in the Exhibit "A" Layout design:

University Avenue / Northdale Boulevard: Full Access Intersection with traffic signal modifications  
University Avenue / 111<sup>th</sup> Lane NE: Full Access Intersection with traffic signal  
University Avenue / 113<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal  
University Avenue / 115<sup>th</sup> Avenue NW: Right In/Right Out  
University Avenue / 117<sup>th</sup> Avenue NE: Full Access Intersection with traffic signal  
University Avenue/ Morningside Memorial Gardens Entrance: S.B. Right In/Right Out, N.B. Left In  
University Avenue / 118<sup>th</sup> Avenue NE: N.B. Right In/Right Out, S.B. Left In  
University Avenue 120<sup>th</sup> Avenue NW: S.B. Right In/Right Out, N.B. Left In  
University Avenue 120<sup>th</sup> Lane NE: Right In/Right Out  
University Avenue/ 121<sup>st</sup> Avenue: Full Access Intersection with traffic signal  
University Avenue / 124<sup>th</sup> Lane NW: Right In/Right Out

### 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 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. Any City owned property or easements required for the construction will be conveyed to the County at no cost.

### TRAFFIC SIGNALS:

The parties agree that traffic control signal systems at the 111<sup>th</sup> Lane NW, 113<sup>TH</sup> Avenue NE, 117<sup>th</sup> Avenue NW and 121st Avenue NW intersections will be constructed with this project and that the existing traffic control signal system at Northdale Boulevard will be modified with this project.

The parties agree that the cost of the modification of the signal at Northdale Boulevard, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 25% of the signal modification costs to the City of Coon Rapids, 50% of the EVP costs and 25% of the signal modification costs to the City of Blaine, and 50% of the signal modification costs to the County.

The parties agree that the cost of the construction of the signals at 111<sup>th</sup> Lane NW, 117<sup>th</sup> Avenue NW, and 121<sup>st</sup> Avenue NW, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 37.5% of the traffic signal costs to the City of Coon Rapids, 50% of the EVP costs and 37.5% of the traffic signal costs to the City of Blaine, and 25% of the traffic signal costs to the County.

The parties agree that the cost of the construction of the signal at 113<sup>th</sup> Avenue NE, pending the availability of Federal funding, shall be standard County cost share, with 50% of the EVP costs and 17% of the traffic signal costs to the City of Coon Rapids, 50% of the EVP costs and 50% of the traffic signal costs to the City of Blaine, and 33% of the traffic signal costs to the County.

### DRAINAGE:

The City shall pay for a percentage of the cost of the storm sewer system, including the detention basins and their outlet structures. The City portion of the cost is based on contributing flow through the storm sewer system to the detention basin determined by the product of contributing area and runoff coefficient.

### ENVIRONMENTAL ISSUES:

A noise analysis has been performed as part of the Environmental Documentation process. It was concluded that noise walls would be feasible at three locations in the City of Coon Rapids. The County will meet individually with these property owners to review their options concerning noise walls on their property. A meeting was held on December 11<sup>th</sup>, 2012 at the Blaine City Hall to discuss the noise walls and impacts with the affected property owners.

The parties agree that the costs of these improvements, pending the availability of Federal funding, shall be standard County cost share. For this standard County cost share, the County pays 100% for the noise wall costs. The City pays for any costs above the base cost of the noise wall. If previously notified, the

City shall be responsible for future noise wall maintenance. Notification includes any letter to the agency indicating that noise will potentially be an issue in the future. Should the City request a noise wall to be built where not required by the applicable federal or state standard, the City shall be responsible for the entire cost of the wall.

#### BITUMINOUS TRAIL:

The parties agree that the construction of the bituminous trail along the west side of the roadway is eligible for federal funds and that the City will be responsible for the local match in areas where no trail exists and the County will be responsible for the local match where a trail currently exists. Per previous agreement the City shall be responsible for the local match for the trail on the west side of the bridge. This trail location has been agreed to by the City. If this location changes in the future, the additional costs associated with this change will be the responsibility of the City.

The parties understand that the cost for the trail includes: bituminous surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County will pay for the design of the trail, wetland mitigation required by impacts caused by the trail, the additional right of way and easements required to construct the trail at the proper location, and any removal items, with the exception of any soils correction in areas of existing trail, required to construct the trail.

#### TRAFFIC CONTROL:

The parties understand and agree that CSAH 51 is currently proposed to be open to thru traffic during construction except for miscellaneous short term closures, and will always be open to emergency vehicles and local traffic, with the exception of possible short term closures at the box culvert construction at County Ditch 39. The parties agree and understand the cost share for traffic control for the city shall be a prorated share based on the City project cost divided by the total project cost.

#### DRIVEWAYS:

The parties agree that all driveways affected by the Project will be reconstructed in kind at 100% project cost with the cost of any upgrades requested by the City, including concrete aprons, to be the sole responsibility of the City.

#### LANDSCAPING/STREETSCAPING:

The parties agree that if the City wishes to include landscaping or streetscape features in the project, they shall be designed in accordance with Anoka County Highway Department Landscape/Streetscape Guidelines. The City shall supply the signed plan sheets and specifications for the proposed landscape/streetscape. The total cost of the design as well as the construction cost above standard median cost will be at the expense of the requesting City or split between the requesting Cities. All construction documents must be submitted to the County by September 9, 2013. Maintenance of any landscaping/streetscaping will be the sole responsibility of the City.

#### UTILITIES:

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations. The City will be responsible for the design of any sanitary sewer and water main improvements and/or

relocations due to road reconstruction, which will be incorporated into the project bid documents. The cost of the design of these features shall be the responsibility of the City. The cost of construction of these features shall be the responsibility of the City. In areas where relocations are solely due to road reconstruction federal funds shall be applied. The City's design of the sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities and cost. All construction documents must be submitted to the County by September 9, 2013.

PERMITS:

The parties agree that the County will secure all necessary permits for this Project. The City agrees to coordinate with the County in securing the permits required by the Coon Creek Watershed District, city permits, as well as any other permits that may be required. The County also requests that the 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 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 \$9,902,284.14 (without the optional items of colored median concrete and noise barrier upgrade). Federal funds available for the Project are capped at \$6,364,800. The federal funds shall be split based on the ratio of eligible cost incurred by each party to the total eligible project cost. Eligible costs are the costs of items that can participate in federal funding as shown on Exhibit B.

The total estimated construction cost to the City is \$717,273.31 (prior to application of federal funds available and without option items of colored median concrete and noise barrier upgrade). After federal funding percentage is applied, the cost to the City for their share of the construction items of the Project is \$256,233.18 (\$717,273.310, minus \$461,040.13), the federal funds available to the City).

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$717,273.31. The estimated cost to the City for construction engineering is \$57,381.86. In summary, the total City share of this project is \$738,865.80 (includes construction and construction engineering costs). The total cost to the City after federal funds have been applied including construction engineering is \* \$313,615.04 (see summary below). Optional additional costs to the City would be \$88,020 for colored concrete median and \$7,500 for noise barrier upgrade.

\*(\$717,273.31 – \$461,040.13 + \$57,381.86 = \$313,615.04, note: construction engineering costs are not federally eligible)

Upon award of the contract, the City shall pay to the County, upon written demand by the County, ninety five percent (95%) of its portion of the cost of the project estimated at \$297,934.29. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to the City at the time of billing. The City's share of the cost

of the project shall include only construction and construction engineering expense and does not include engineering design and administrative expenses incurred by the County.

Upon 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 to the city 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.

**IV. TERM**

This Agreement shall continue until terminated as provided hereinafter.

**V. DISBURSEMENT OF FUNDS**

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

**VI. CONTRACTS AND PURCHASES**

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

**VII. STRICT ACCOUNTABILITY**

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

**VIII. TERMINATION**

This Agreement may be terminated by either party at any time, with or without cause, upon not less than thirty (30) days written notice delivered by mail or in person to the other party. If notice is delivered by mail, it shall be deemed to be received two days after mailing. Such termination shall not be effective with respect to any solicitation of bids or any purchases of services or goods which occurred prior to such notice of termination. The City shall pay its pro rata share of costs which the County incurred prior to such notice of termination.

**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 all the previously mentioned CSAH 51 traffic control signal systems including any necessary extension of power lines. The City shall be the lead agency in this matter. Upon completion of said traffic control signal installations, the ongoing cost of the electrical power to the signals shall be the sole cost and expense of the City.

**X. MAINTENANCE**

- A. Maintenance of the completed storm sewer (except catch basins and catch basin leads) and, detention basins (including ponds and their outlet structures and grit chambers/collectors) shall be the sole obligation of the City.

- B. Maintenance of all sidewalks, including snow plowing, shall be the sole responsibility of the City.
- C. Maintenance of the bituminous trails located in the City of Coon Rapids shall be the responsibility of the City of Coon Rapids. The City shall be responsible for general routine maintenance, such as, sweeping, clearing, plowing, trash removal and other incidental items and shall be responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement.
- D. Maintenance of crosswalk pavement markings on City streets shall be the responsibility of the City. The City will be responsible for all crosswalk pavement markings for the crossings at all City streets.
- E. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City.
- F. Maintenance of the completed traffic control signals and signal equipment at the intersections of CSAH 51/111<sup>th</sup> Lane NW, CSAH 51/113<sup>th</sup> Avenue NE (pending signal approval by MnDOT), CSAH 51/117<sup>th</sup> Avenue NW, and CSAH 51/121<sup>st</sup> Avenue NW shall be the sole obligation of the County.
- G. The County shall maintain the said traffic signal controllers, traffic signals and pedestrian indications, loop detectors and associated wiring of the said traffic control signals at the sole obligation of the County.
- H. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- I. Timing of the traffic signal shall be determined by the County.
- J. Only the County shall have access to the controller cabinet.
- K. The traffic control signal shall be the property of the County.
- L. The Cities of Coon Rapids and Blaine shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- M. All maintenance of the EVP Systems shall be completed by the County. The Cities of Coon Rapids and Blaine shall be billed by the County on a quarterly basis for all incurred costs.
- N. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.01, Subdivision 5, 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.
- O. Malfunctions of the EVP System shall be immediately reported to the County.
- P. All timing of said EVP System shall be determined by the County.

- Q. In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by the City, written notice thereof from the County, the County shall remove the EVP System. Upon removal of the EVP System pursuant to this paragraph, the field wiring, cabinet wiring, detector receiver, infrared detector heads and indicator lamps and all other components shall become the property of the County.
- R. The County shall be responsible for all maintenance of County installed noise walls.

XI. NOTICE

For purposes of delivery of any notices herein, the notice shall be effective if delivered to the County Administrator of Anoka County, 2100 Third Avenue, Anoka, Minnesota 55303, on behalf of the County, and to the City Manager of City of Coon Rapids, 11155 Robinson Drive, Coon Rapids, MN 55433, on behalf of the City.

XII. INDEMNIFICATION

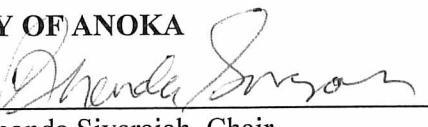
The City and County mutually agree to indemnify and hold harmless each other from any claims, losses, costs, expenses or damages resulting from the acts or omissions of the respective officers, agents, or employees relating to activities conducted by either party under this Agreement.

XIII. ENTIRE AGREEMENT REQUIREMENT OF 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.

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

**COUNTY OF ANOKA**

By: 

Rhonda Sivarajah, Chair  
Board of Commissioners

Dated: 6-4-13

ATTEST

By: 

Jerry Soma  
County Administrator

Dated: 6-4-13

RECOMMENDED FOR APPROVAL

By: 

Douglas W. Fischer, P.E.  
County Engineer

Dated: 5/30/13

APPROVED AS TO FORM

By: 

Dan Clint  
Assistant County Attorney

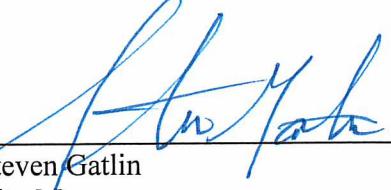
Dated: 6-11-13

**CITY OF COON RAPIDS**

By: 

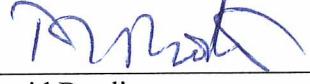
Tim Howe  
Mayor

Dated: 3/19/13

By: 

Steven Gatlin  
City Manager

Dated: 3/19/13

By: 

David Brodie  
City Attorney

Dated: 3/19/13

## EXHIBIT "C"

### COST-SHARING AGREEMENT FOR PROJECTS CONSTRUCTED IN ANOKA COUNTY USING COUNTY STATE AID FUNDS OR LOCAL TAX LEVY DOLLARS

<u>ITEMS</u>	<u>COUNTY SHARE</u>	<u>CITY SHARE</u>
Concrete Curb & Gutter	50%	50%
Concrete Curb & Gutter for Median 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 & replacements (communities larger than 5,000) w/ State Aid approved SJR	½ the cost of it's 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, 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%* <sup>5</sup>	0%* <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 If previously notified, the City shall be responsible for future noise wall maintenance. 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. The County shall pay 100% of Standard Noise Wall Cost. If a local agency requests decorative noise walls, then the requesting agency will pay the additional cost above the cost of standard noise wall. Furthermore, should an agency request a noise wall to be built where not required by the applicable federal or state standard, the entire cost of the wall shall be borne by the requesting agency.