

**JOINT POWERS AGREEMENT
FOR THE INTERSECTION IMPROVEMENTS OF
COUNTY STATE AID HIGHWAY 52 (RADISSON ROAD)
AT CLOUD DRIVE NW
IN THE CITY OF BLAINE, MN
(SAP 002-652-006)
(SAP 106-020-038)**

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", and the City of Blaine, a Minnesota municipal corporation, 10801 Town Square Drive NE, 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 improve the intersection of County State Aid Highway (CSAH) 52 (Radisson Road) at Cloud Drive; and,

WHEREAS, said parties mutually agree that CSAH 52 at Cloud Drive is in need of such improvements; and,

WHEREAS, the County has prepared preliminary design plans for the intersection improvements of CSAH 52 at Cloud Drive 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 52; and,

WHEREAS, The City of Blaine has jurisdiction over Cloud Drive; 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 constructing road improvements, pedestrian ramps and a traffic control system on CSAH 52 at Cloud Drive in the city of Blaine (hereinafter "Project") as described in the preliminary design plans. Said engineering plans are filed in the office of the Anoka County Highway Department and incorporated herein by reference.

The parties to this Joint Powers Agreement (JPA) agree in principle that construction of the Project is in the best interest of the traveling public and that the Preliminary Layout as shown in Exhibit "A" defines the preliminary design of the Project.

It is agreed that the Exhibit "A" Layout dated August 18th, 2022, 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 as defined herein.

IMPROVEMENTS:

It is agreed by the parties that in 2023, the intersection of CSAH 52 at Cloud Drive will be reconstructed to a full access signalized intersection. Improvements include, but are not limited to, traffic signal construction at Cloud Drive, eastbound right turn lane on Cloud Drive, and concrete curb and gutter.

INTERSECTIONS:

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

CSAH 52/ Cloud Drive: Full Access Signalized

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 a new traffic control signal system at the CSAH 52 and Cloud Drive intersection will be constructed with this project. The parties agree that the cost of the construction of this signal shall be the standard County cost share; with 100% of the Emergency Vehicle Preemption (EVP) reconstruction costs and 75% of the traffic signal cost to the City, and 25% of the traffic signal cost to the County.

Following construction, the ongoing traffic signal maintenance at the CSAH 52/Cloud Drive intersection will be consistent with Anoka County warranted traffic signal maintenance practices, with the County 100% responsible for all ongoing traffic signal maintenance, the City reimbursing the County 100% for all ongoing EVP maintenance, the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

If the Signal Justification Report (SJR) is not approved by MnDOT, the City may elect to construct the signal at 100% City cost (including design costs). The cost share and ongoing traffic signal maintenance at the CSAH 52/Cloud Drive intersection would be consistent with Anoka County non-warranted traffic

signal installation maintenance practices, with the County responsible for all traffic signal and EVP maintenance on a 100% reimbursable basis with the City (billed quarterly for 100% of all incurred costs), the City 100% responsible for all luminaire maintenance, and 100% responsible for the ongoing supply of electrical power for the traffic signal system.

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.

SIDEWALK:

The parties agree that the City will be responsible for the sidewalk cost in areas where no sidewalk exists and the County will be responsible for the cost where a sidewalk currently exists. This sidewalk location has been agreed to by the City. If the sidewalk 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 sidewalk includes: concrete surfacing, aggregate base, excavation (including muck excavation), borrow material (granular and topsoil), and turf establishment. The parties agree that the County also pays for the design of the sidewalk, the additional right of way and easements required to construct the sidewalk at the proper location, and any removal items required to construct the sidewalk.

TRAFFIC CONTROL:

The parties understand and agree that portions of Cloud Drive will be closed to thru traffic during construction. 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 (excluding those identified for removal) 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.

UTILITIES:

The parties agree that the Exhibit "A" Layout does not include specific proposed utility locations, as those will be determined during later stages of the design process. 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 City's design of any sanitary sewer and water main utilities are to include signed plans, specifications, and estimated quantities (using MnDOT Item Numbers) and cost. All construction documents must be submitted to the County by December 1, 2022.

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 may 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 \$519,250.15.

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

The total estimated construction cost to the City is \$325,098.18. The Estimated cost to the City for the County Furnished Signal Cabinet is \$22,500.00

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$325,098.18. The estimated cost to the City for construction engineering is \$26,007.85. In summary, the total City share of this project is **\$373,606.03** (includes construction, County Furnished Signal Cabinet, and construction engineering costs). (see summary below).

\$325,098.18 + \$22,500.00 + \$26,007.85 = \$373,606.03

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 **\$354,925.73**. 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.

After final completion of the project and no sooner than December 31, 2023, the City's share of the construction cost will be determined 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.

IV. TERM / TERMINATION

This Agreement shall become effective immediately upon execution, and will remain in effect until the Project and all restoration activities are completed, *with exception* of the ownership and maintenance provisions within this Agreement which shall continue indefinitely and shall survive termination of this Agreement.

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 and 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. SIGNALIZATION POWER

The City shall at their sole expense, install or cause the installation of an adequate electrical power source to the service cabinet for all the previously mentioned CSAH 52 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.

IX. MAINTENANCE

- A. Maintenance of the completed watermain, sanitary sewer, 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 the sidewalk on the four quadrants of the intersection of CSAH 52 and Cloud Drive shall be the responsibility of the City. The City shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items.
- C. Maintenance of crosswalk pavement markings shall be the responsibility of the County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings at the signalized intersections.
- D. Maintenance of streetlights and cost of electrical power to the streetlights shall be the sole obligation of the City. The City will be responsible for long-term maintenance and replacement

of the complete street light system including items such as: poles, fixtures, luminaires, and control cabinets.

- E. Maintenance of the completed traffic control signal and signal equipment at the intersection of CSAH 52 and Cloud Drive shall be the sole obligation of the County. Other ongoing traffic signal maintenance tasks addressed in Section II. above, are hereby incorporated into this Maintenance section of the Agreement.
- F. 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.
- G. 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.
- H. Timing of the completed traffic control signal shall be determined by the County.
- I. Only the County shall have access to the controller cabinets.
- J. The traffic control signals shall be the property of the County.
- K. The City shall be responsible for maintenance of the luminaires, luminaire relamping, and luminaire painting.
- L. 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.
- M. 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.
- N. Malfunctions of the EVP System shall be immediately reported to the County.
- O. All timing of said EVP System shall be determined by the County.
- P. 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.

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,

and to the City Administrator of Blaine, 10801 Town Square Drive NE, Blaine, MN 55449, on behalf of the City.

XI. 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.

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.

(signature page follows)

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

COUNTY OF ANOKA

By: _____

Rhonda Sivarajah
County Administrator

CITY OF BLAINE

DocuSigned by:

Tim Sanders, Blaine Mayor

By: _____

Tim Sanders
Mayor

Dated: 11/14/2022

DocuSigned by:

Michelle A. Wolfe

By: _____

Michelle A. Wolfe
City Manager

Dated: 11/17/2022

RECOMMENDED FOR APPROVAL:

By: _____

Joseph J. MacPherson, P.E.
Transportation Division Manager

By: _____

Dan Schluender, P.E.
City Engineer

X

Dated: _____

APPROVED AS TO FORM AND EXECUTION:

By: _____

Christine V. Carney
Assistant County Attorney

By: _____

Christopher Nelson
City Attorney

X

Dated: _____

EXHIBIT “A”

Layout

EXHIBIT A

SAP 002-652-006

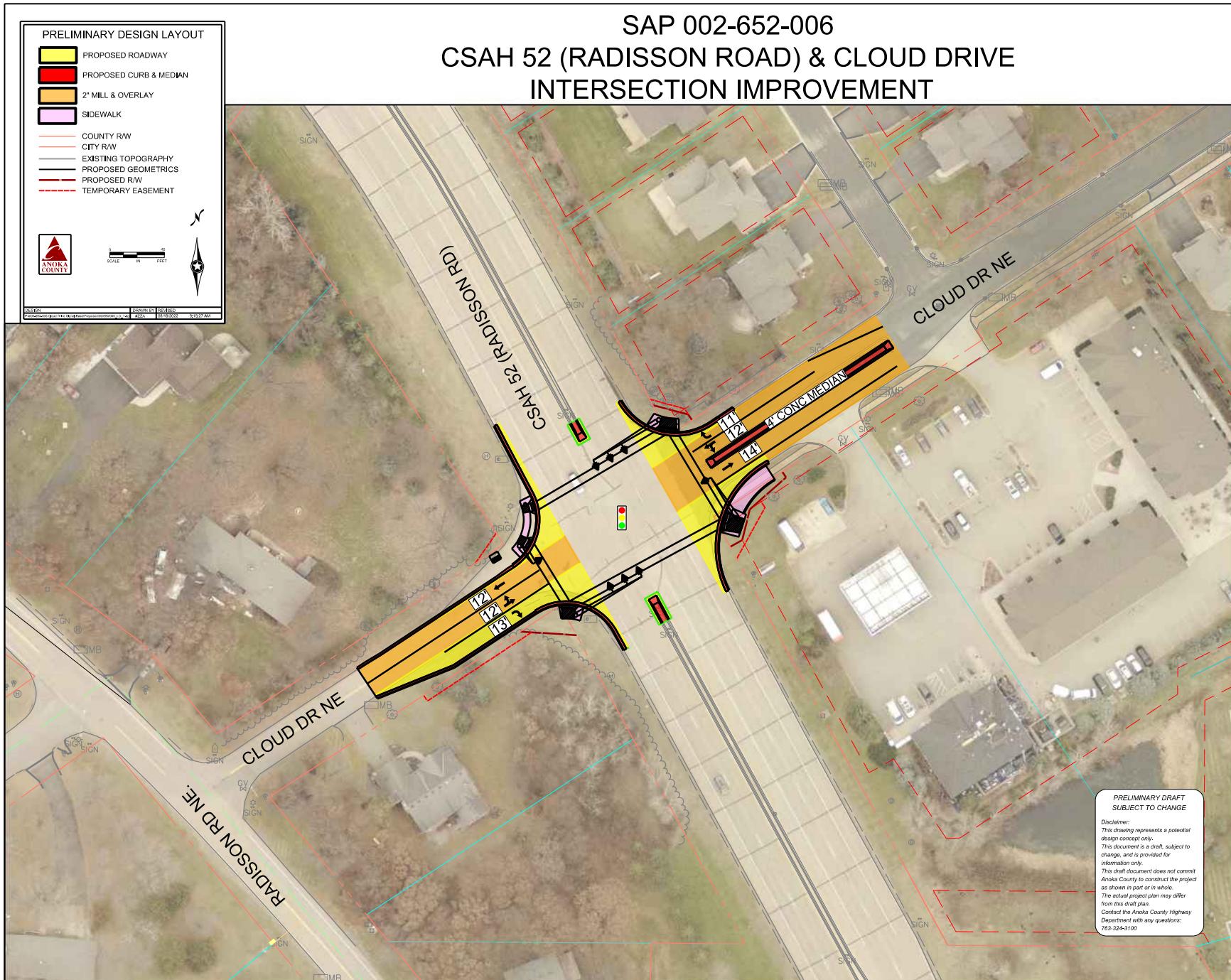
CSAH 52 (RADISSON ROAD) & CLOUD DRIVE
INTERSECTION IMPROVEMENT

EXHIBIT “B”

Cost Distribution Spreadsheet

EXHIBIT B

STATEMENT OF ESTIMATED QUANTITIES				ESTIMATE		PARTICIPATING			
Item Number	ITEM DESCRIPTION	Unit	TOTAL PROJECT QUANTITIES ESTIMATED	UNIT COST	TOTAL	ANOKA COUNTY 002-652-006 ROADWAY QUANTITIES ESTIMATED	ANOKA COUNTY 002-652-006 COST	CITY OF BLAINE 106-020-038 ROADWAY QUANTITIES ESTIMATED	CITY OF BLAINE 106-020-038 COST
2021.501	MOBILIZATION	LUMP SUM	1	\$24,730.00	\$24,730.00	0.374	\$9,249.02	0.626	\$15,480.98
2101.502	CLEARING	EACH	3	\$209.00	\$627.00	3	\$627.00	0	\$0.00
2101.502	GRUBBING	EACH	3	\$152.00	\$456.00	3	\$456.00	0	\$0.00
2101.505	CLEARING	ACRE	0.3	\$7,877.00	\$2,363.10	0.3	\$2,363.10	0	\$0.00
2101.505	GRUBBING	ACRE	0.3	\$6,057.00	\$1,817.10	0.3	\$1,817.10	0	\$0.00
2104.502	REMOVE SIGN TYPE C	EACH	11	\$52.00	\$572.00	4	\$208.00	7	\$364.00
2104.502	SALVAGE SIGN TYPE SPECIAL	EACH	2	\$61.00	\$122.00	0	\$0.00	2	\$122.00
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	23	\$6.20	\$142.60	23	\$142.60	0	\$0.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	1244	\$2.65	\$3,296.60	107	\$283.55	1137	\$3,013.05
2104.503	REMOVE CURB AND GUTTER	LIN FT	511	\$6.75	\$3,449.25	74	\$499.50	437	\$2,949.75
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	605	\$6.35	\$3,841.75	605	\$3,841.75	0	\$0.00
2104.518	REMOVE CONCRETE WALK	SQ FT	265	\$1.65	\$437.25	0	\$0.00	265	\$437.25
2104.518	REMOVE CONCRETE MEDIAN	SQ FT	135	\$2.25	\$303.75	0	\$0.00	135	\$303.75
2105.607	COMMON EXCAVATION	CU YD	342	\$18.50	\$6,327.00	0	\$0.00	342	\$6,327.00
2105.607	SELECT GRANULAR BORROW (CV)	CU YD	243	\$6.70	\$1,628.10	0	\$0.00	243	\$1,628.10
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	152	\$43.00	\$6,536.00	100	\$4,300.00	52	\$2,236.00
2232.504	MILL BITUMINOUS SURFACE (1.5")	SQ YD	1218	\$1.10	\$1,339.80	488	\$536.80	730	\$803.00
2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	96	\$6.75	\$648.00	41	\$276.75	55	\$371.25
2360.509	TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING	TON	8	\$300.00	\$2,400.00	8	\$2,400.00	0	\$0.00
2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (4:C)	TON	243	\$150.00	\$36,450.00	107	\$16,050.00	136	\$20,400.00
2521.518	6" CONCRETE WALK	SQ FT	1490	\$12.55	\$18,699.50	373	\$4,681.15	1117	\$14,018.35
2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	80	\$13.75	\$1,100.00	20	\$275.00	60	\$825.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B412 (MODIFIED)	LIN FT	350	\$23.50	\$8,225.00	350	\$8,225.00	0	\$0.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B418	LIN FT	402	\$39.00	\$15,678.00	201	\$7,839.00	201	\$7,839.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	270	\$24.75	\$6,682.50	0	\$0.00	270	\$6,682.50
2531.503	CONCRETE CURB DESIGN V6	LIN FT	34	\$51.00	\$1,734.00	0	\$0.00	34	\$1,734.00
2531.504	CONCRETE MEDIAN	SQ YD	52	\$63.25	\$3,289.00	10	\$632.50	42	\$2,656.50
2531.602	CONCRETE MEDIAN NOSE-SPECIAL	EACH	4	\$1,800.00	\$7,200.00	2	\$3,600.00	2	\$3,600.00
2531.604	CONCRETE DRAINAGE FLUME	SQ YD	8	\$800.00	\$6,400.00	8	\$6,400.00	0	\$0.00
2531.618	TRUNCATED DOMES	SQ FT	99	\$58.75	\$5,816.25	99	\$5,816.25	0	\$0.00
2545.502	SERVICE CABINET	EACH	1	\$10,000.00	\$10,000.00	0.25	\$2,500.00	0.75	\$7,500.00
2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1	\$3,000.00	\$3,000.00	0.374	\$1,122.00	0.626	\$1,878.00
2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$8,500.00	\$8,500.00	0.374	\$3,179.00	0.626	\$5,321.00
2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UNIT DAY	20	\$102.00	\$2,040.00	20	\$2,040.00	0	\$0.00
2564.618	SIGN TYPE C	SQ FT	110.00	\$68.00	\$7,480.00	65	\$4,420.00	45	\$3,060.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	LUMP SUM	1	\$21,000.00	\$21,000.00	0	\$0.00	1	\$21,000.00
2565.501	TRAFFIC CONTROL INTERCONNECT	LUMP SUM	1	\$13,000.00	\$13,000.00	1	\$13,000.00	0	\$0.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYSTEM	1	\$245,000.00	\$245,000.00	0.25	\$61,250.00	0.75	\$183,750.00
2565.602	ADJUST HANDHOLE	EACH	1	\$480.00	\$480.00	1	\$480.00	0	\$0.00
2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$1,000.00	\$1,000.00	1	\$1,000.00	0	\$0.00
2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	675	\$4.75	\$3,206.25	675	\$3,206.25	0	\$0.00
2574.507	COMMON TOPSOIL BORROW	CU YD	119	\$29.50	\$3,510.50	119	\$3,510.50	0	\$0.00
2574.508	FERTILIZER TYPE 3	POUND	56	\$0.75	\$42.00	56	\$42.00	0	\$0.00
2575.505	SEEDING	ACRE	0.16	\$400.00	\$64.00	0.16	\$64.00	0	\$0.00
2575.508	SEED MIXTURE 25-121	POUND	9	\$4.75	\$42.75	9	\$42.75	0	\$0.00
2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	624	\$1.50	\$936.00	624	\$936.00	0	\$0.00
2581.503	REMOVABLE PREFORMED PAVEMENT MARKING TAPE	LIN FT	36	\$1.15	\$41.40	36	\$41.40	0	\$0.00
2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	893	\$1.40	\$1,250.20	700	\$980.00	193	\$270.20
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	150	\$1.55	\$232.50	0	\$0.00	150	\$232.50
2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC	SQ FT	246	\$40.00	\$9,840.00	124	\$4,960.00	122	\$4,880.00
2582.518	CROSSWALK PREFORM THERMOPLASTIC	SQ FT	918	\$15.50	\$14,229.00	612	\$9,486.00	306	\$4,743.00
2582.603	PAVEMENT MARKING SPECIAL	LIN FT	146	\$14.00	\$2,044.00	98	\$1,372.00	48	\$672.00

Total:

\$519,250.15

\$194,151.97

\$325,098.18

EXHIBIT B

SAP 002-652-006 - CLOUD DR SIGNAL - FUNDING SPLITS			
	PROJECT TOTALS	ANOKA COUNTY STATE AID FUNDS	CITY OF BLAINE STATE AID FUNDS
CONSTRUCTION TOTAL	\$519,250.15	\$194,151.97	\$325,098.18
8% CONSTRUCTION ENGINEERING	\$26,007.85		\$26,007.85
COUNTY FURNISHED SIGNAL CABINET	\$30,000.00	\$7,500.00	\$22,500.00
PROJECT TOTAL	\$575,258.00	\$201,651.97	\$373,606.03

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.