

The Transportation Committee will hold their regularly scheduled meeting in Room #705 of the Anoka County Government Center. All members of the committee will be present. However, due to the applicable Governor's Emergency Executive Orders, and a determination by the county board chair that public attendance is not feasible due to the health pandemic, members of the public will not be allowed to attend this meeting in person. Public members may monitor this meeting through the internet at <https://www.anokacounty.us/1430/Watch-Board-Meetings-Online> or by calling 763-324-4704 before June 12 at 8:30 AM to arrange for telephonic access. Public monitoring in this manner is done pursuant to Minn. Stat. 13D.021.

**ANOKA COUNTY TRANSPORTATION COMMITTEE AGENDA
and Meeting of the Anoka County Board of Commissioners****

Commissioners Schulte (Chair), Braastad, Look and West

Monday, June 15, 2020

8:30 A.M.

Anoka County Government Center, County Board Room #705

ACTION ITEMS

Highway

1. Consider recommending approval of Resolution #2020-TR17, a No Parking resolution restricting parking on CSAH 17 (Lexington Avenue NE/193rd Avenue NE), from approximately 900 feet southwest of the access to Coon Lake County Park to approximately 900 feet east of the access to Coon Lake County Park, in the City of Columbus.
2. Consider recommending approval of Resolution #2020-TR18, a No Parking resolution restricting parking along the north side of CSAH 24 (237th Avenue NE) adjacent to Minard Lake, from Jackson Street NE to approximately 1,300 feet east of Jackson Street NE, in the City of East Bethel.
3. Consider recommending approval to enter into Joint Powers Agreement #C0007657 with the City of Spring Lake Park for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.
4. Consider recommending approval to enter into Joint Powers Agreement #C0007658 with the City of Fridley for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.
5. Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Coon Rapids for the maintenance of a new traffic control signal system scheduled to be constructed on Northdale Boulevard at the Menards entrance.
6. Consider authorizing the County Engineer to negotiate an Agreement with the Minnesota Department of Transportation (MnDOT) for the turnback of ROW along CSAH 51 (University Avenue) at adjacent to the US Hwy 10/TH 610/University Avenue Interchange in the Cities of Coon Rapids and Blaine.
7. Consider authorizing the County Engineer to advertise for bids for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.

8. Consider authorizing the County Engineer to order an aerial lift unit for repairing traffic signal systems and lights.

INFORMATION ITEMS

Highway

9. Review Corridor Updates and Project Progress.
10. Public Comment: Due to the Governor's Emergency Executive Orders, and determination by the county board chair that public attendance is not feasible due to the health pandemic, members of the public will not be allowed to attend this meeting in person, so for persons who wish to submit public comment they may do so by sending an email to RS-HWYDEPT-Support@co.anoka.mn.us or mailing a letter to the Anoka County Highway Department, 1440 Bunker Lake Boulevard N.W., Andover, MN 55304.

*** Actions taken by this Committee do not bind the County Board. In addition to the County Commissioners appointed to this committee, additional County Commissioners may attend. Non-committee Commissioners may choose to participate in the discussions and/or ask questions, but they will **not** vote on any item, nor will they agree to take a specific action on business conducted by the committee. If their attendance and limited participation in the committee meeting is considered a meeting of the County Board, this shall serve as notice of a County Board meeting. This shall also serve as notice of a County Board Meeting for any committee comprised of four or more members of the board.*



ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|--|
| ACTION REQUESTED | <i>Consider recommending approval of Resolution #2020-TR17, a No Parking resolution restricting parking on CSAH 17 (Lexington Avenue NE/193rd Avenue NE), from approximately 900 feet southwest of the access to Coon Lake County Park to approximately 900 feet east of the access to Coon Lake County Park, in the City of Columbus.</i> |
| BACKGROUND | <p><i>Since the improvements were completed at the Coon Lake County Park, including the boat launch and associated parking area, the park has become a popular destination for boaters and other recreational uses. Roadway users and residents in the area have alerted Highway staff to a potential safety issue caused by overflow vehicles parking along this section of CSAH 17. The subject section of roadway has no narrow shoulders and limited sight distance.</i></p> <p><i>As a follow up to the concerns mentioned above, Highway staff have reviewed the reports and site conditions and confirmed that safety issues are created when vehicles park on both sides of this section of CSAH 17 near the access to Coon Lake County Park. In addition, Highway staff conferred with the City of Columbus, Anoka County Sheriff's Office, and Anoka County Parks Department, regarding the safety concerns. All parties support the restriction of parking along both sides of CSAH 17 within these limits.</i></p> |
| PREVIOUS ACTION TAKEN | <i>None</i> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval</i> |

RESOLUTION #2020-TR17

**REVISING REGULATED PARKING ON
CSAH 17 (LEXINGTON AVENUE NE/193RD AVENUE NE)
FROM 900 FEET SOUTHWEST OF THE ACCESS TO COON LAKE COUNTY PARK
TO 900 FEET EAST OF THE ACCESS TO COON LAKE COUNTY PARK**

WHEREAS, the Anoka County Board of Commissioners is responsible for the planning, construction and maintenance of the county highway system; and,

WHEREAS, the recognition of the need to regulate parking on segments of the county highway system, in response to changes in traffic patterns, adjoining development and reconstruction of highways, is a responsibility of the County Board of Commissioners; and,

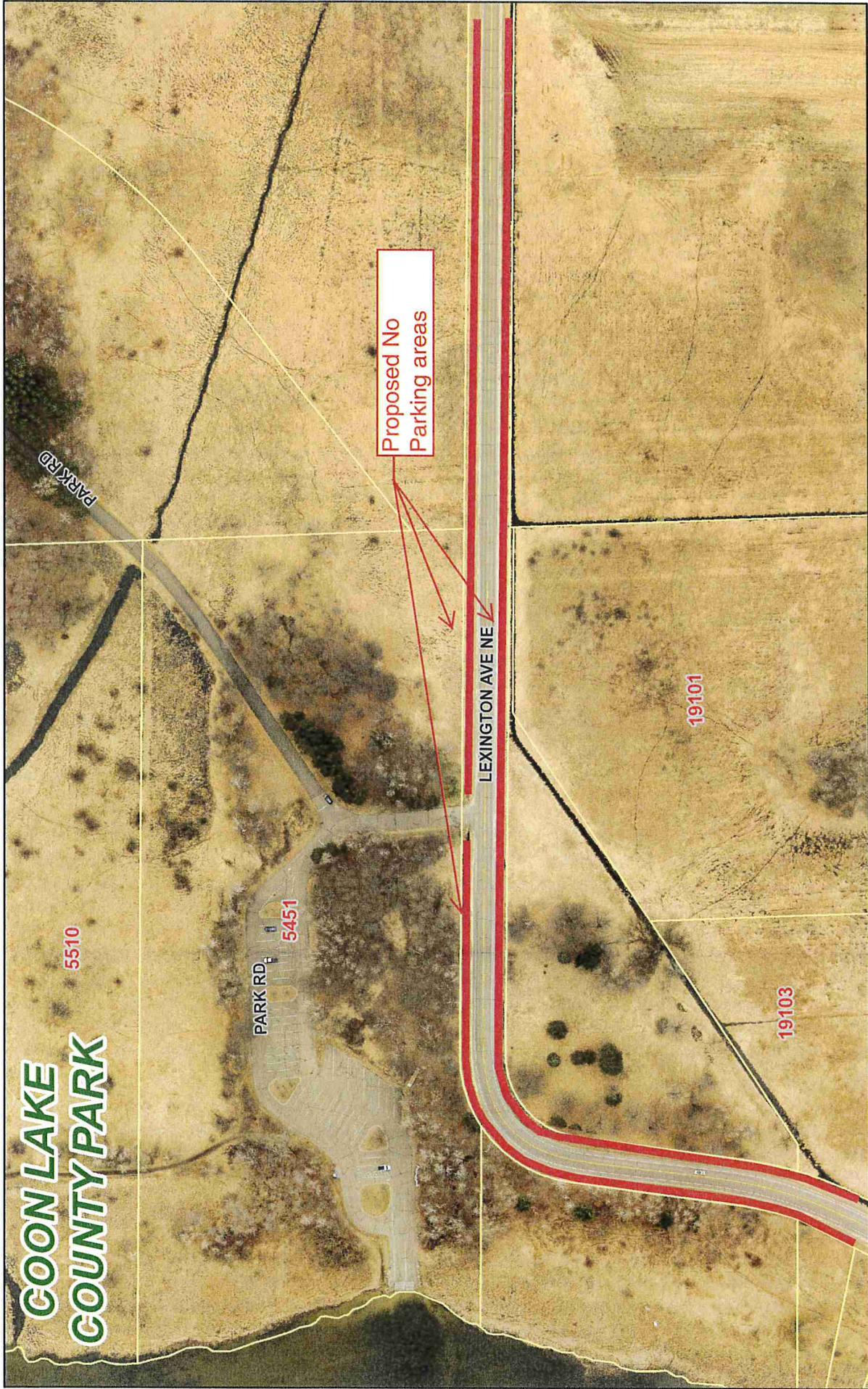
WHEREAS, road users, residents in the area, and the City of Columbus have requested that the regulated parking on CSAH 17 (Lexington Avenue NE/193rd Avenue NE) be restricted to ensure public safety.

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Board of Commissioners prohibits parking along CSAH 17 (Lexington Avenue NE/193rd Avenue NE) as follows:

From 900 feet southwest of the access to Coon Lake County Park to 900 feet east of the access to Coon Lake County Park.

BE IT FINALLY RESOLVED that the County Engineer be authorized to install signs as deemed necessary for the proper enforcement, and that a certified copy of this resolution be forwarded to the City of Columbus.

CSAH 17 - Coon Lake County Park





ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|---|
| ACTION REQUESTED | <i>Consider recommending approval of Resolution #2020-TR18, a No Parking resolution restricting parking along the north side of CSAH 24 (237th Avenue NE) adjacent to Minard Lake, from Jackson Street NE to approximately 1,300 feet east of Jackson Street NE, in the City of East Bethel.</i> |
| BACKGROUND | <p><i>City officials and residents in the area have notified Highway staff about a potential safety issue caused by vehicles parking along the north side of 237th Avenue NE. As shown in the attached exhibit, the portion of 237th Avenue NE mentioned above has narrow shoulders and limited sight distance. In addition to these safety concerns, the existing access as shown on the attached exhibit is not a public access. According to the property owner, it has been created by lake users without their permission.</i></p> <p><i>In coordination with the City of East Bethel, the Anoka County Sheriff's Office, and the adjacent landowner, Highway department staff have reviewed the reports and confirmed that safety issues are created when vehicles park along the north side of this section of 237th Avenue NE.</i></p> <p><i>Highway staff have discussed these concerns with the City of East Bethel and the Anoka County Sheriff's Office, and all parties support the restriction of parking along the north side of CSAH 24 within these limits.</i></p> |
| PREVIOUS ACTION TAKEN | <i>None</i> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval</i> |

RESOLUTION #2020-TR18
REVISING REGULATED PARKING ON
CSAH 24 (237th AVENUE NE)
FROM JACKSON STREET NE TO
1,300 FEET EAST OF JACKSON STREET NE

WHEREAS, the Anoka County Board of Commissioners is responsible for the planning, construction and maintenance of the county highway system; and,

WHEREAS, the recognition of the need to regulate parking on segments of the county highway system, in response to changes in traffic patterns, adjoining development and reconstruction of highways, is a responsibility of the county board of commissioners; and,

WHEREAS, residents in the area, along with the City of East Bethel, have requested the regulated parking on CSAH 24 (237th Avenue NE) be restricted along the north side of the roadway to ensure public safety:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Board of Commissioners prohibits parking along CSAH 24 (237th Avenue NE) as follows:

From Jackson Street NE to 1,300 feet east of Jackson Street NE – north side of the roadway only.

BE IT FINALLY RESOLVED that the County Engineer be authorized to install signs as deemed necessary for the proper enforcement, and that a certified copy of this resolution be forwarded to the City of East Bethel.





ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|---|
| ACTION REQUESTED | <i>Consider recommending approval to enter into Joint Powers Agreement #C0007657 with the City of Spring Lake Park for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.</i> |
| BACKGROUND | <p><i>The proposed improvements along said portion of CSAH 8 include: narrowing roadway to one-lane in each direction, adding a center 2-way left-turn lane, shoulders, right-turn lanes, bituminous trail reconstruction, and other ADA improvements as necessary.</i></p> <p><i>Anoka County staff are finalizing plans and specifications for the Osborne Road 4-to-3-lane conversion between TH 47 and TH 65. The project was originally awarded \$893,700.00 of Highway Safety Improvement Program (HSIP) funds for Fiscal Year 2021 Federal. Fortunately, during the development of the project plans MnDOT was able to reallocate additional HSIP funds to this project. The additional allocation of funds raises the total amount of HSIP funding to \$1,782,290.00. The HSIP funds can contribute up to 90% of the funding for this project and the remaining 10% would be a local funding source. The City of Spring Lake Park has no cost participation in this project.</i></p> <p><i>The estimated construction cost for this project is \$2,037,143.25.</i></p> <p><i>Construction is expected to begin in early August of 2020 and be completed by the end of October 2020.</i></p> |
| PREVIOUS ACTION TAKEN | <p><i>08/03/2015 - approved PSA with Bolton & Menk to complete a corridor study</i></p> <p><i>06/02/2016 – approved Amendment 1 to extend study limits eastward to CSAH 35</i></p> <p><i>09/02/2016 – approved Amendment 2 to assist in the preparation of an HSIP funding application.</i></p> <p><i>11/19/2018 – approval of contract with Bolton & Menk for preliminary and final design.</i></p> <p><i>07/01/2019 – authorization to acquire ROW</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Fridley</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Spring Lake Park</i></p> <p><i>05/26/2020 – approved the MnDOT Advance Construction Agreement</i></p> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval.</i> |

**JOINT POWERS AGREEMENT
FOR THE REHABILITATION OF CSAH 8 (OSBORNE ROAD NE)
FROM TH 47 (UNIVERSITY AVENUE) TO TH 65
IN THE CITIES OF SPRING LAKE PARK AND FRIDLEY, MN
(SP 002-608-012)**

THIS AGREEMENT is made and entered into this 22nd day of May, 2020 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 Spring Lake Park, 1301 81st Avenue NE, Spring Lake Park, MN 55432, hereinafter referred to as "City."

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to rehabilitate CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65; and,

WHEREAS, said parties mutually agree that CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 is in need of rehabilitation; and,

WHEREAS, the County has prepared preliminary design plans for the rehabilitation of CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 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 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 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 rehabilitating the bituminous surfacing, drainage system, bituminous trail, and traffic control systems as well as other utility improvements on CSAH 8 from TH 47 (University Avenue NE) to TH 65 as described in the preliminary design plans. The County project number for the reconstruction is SP 002-608-012. 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 said 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 November 22, 2019 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 002-608-012, in conformance with proposed engineering plans and specifications.

IMPROVEMENTS:

It is agreed by the parties that in 2020, the existing 4-lane undivided roadway will be converted to a three-lane section with a two-way left-turn lane, shoulders, and enhanced pedestrian crossings. Other improvements include but are not limited to: enhanced pedestrian crossings with a center median refuge area and pedestrian actuated crossing signals, replacement of the existing bituminous multiuse trail surface, and a mill and overlay of CSAH 8 to the extent shown in "Exhibit A". 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 Spring Lake Park, and the City of Fridley.

INTERSECTIONS:

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

CSAH 8 (Osborne Road) / Mercy Unity Hospital Main Entrance: Modify existing traffic control signal system to accommodate 3-lane section

CSAH 8 (Osborne Road) / Monroe Street: Remove all-way stop-control and revise to side-street stop-control

CSAH 8 (Osborne Road) / Able Street: Remove all-way stop-control and revise to side-street stop-control

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 existing traffic control signal system at the Mercy-Unity Hospital main entrance will remain in place. Costs associated with revising the signal system to accommodate the bituminous pavement rehabilitation or 3-lane roadway layout will be the County's responsibility.

BITUMINOUS TRAIL:

The parties agree that the bituminous trail surfacing along the north side of the roadway warrants replacement. The County has agreed to cover the costs associated with the replacement of the existing bituminous trail surfacing.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 8 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. 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.

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 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 May 29, 2020. 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, 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. 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 May 29, 2020.

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 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 \$1,800,000. Federal funds available for the Project are capped at \$1,782,290. 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 \$0.00 (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 \$0.00

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$0.00. The estimated cost to the City for construction engineering is \$0.00. In summary, the total City share of this project is \$0.00 (includes construction and construction engineering costs).

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 \$0.00. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to 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.

IV. TERM / TERMINATION

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

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County 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. 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 bituminous trail on the north/ side of CSAH 8 shall be the responsibility of the City of Spring Lake Park. The City shall be responsible for general routine maintenance, such as sweeping, clearing, plowing, trash removal and other incidental items. The City shall be responsible for long-term maintenance, such as bituminous overlays, crack sealing and replacement.
- C. Maintenance of crosswalk pavement markings shall be the responsibility of the City and the County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings at the signalized intersections. The City will be responsible for all crosswalk pavement markings for any trail/sidewalk crossings at all city streets.
- 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. The County shall maintain the said traffic signal controllers, traffic signal and pedestrian indications, loop detectors and associated wiring of the said traffic control signals at the sole obligation of the County.
- F. Painting of the traffic signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- G. Timing of the completed traffic control signal shall be determined by the County.
- H. Only the County shall have access to the controller cabinets.
- I. The traffic control signals shall be the property of the County.
- J. The Cities of Spring Lake Park and Fridley shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- K. All maintenance of the EVP System shall be completed by the County. The Cities of Spring Lake Park and Fridley shall be billed by the County on a quarterly basis for all incurred costs.
- L. EVP Emitter Units may be installed on and used only by Emergency Vehicles responding to an emergency as defined in Minnesota Statutes §169.011, Subdivision 3, and §169.03. 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.
- M. Malfunctions of the EVP System shall be immediately reported to the County.
- N. All timing of said EVP System shall be determined by the County.

O. In the event said EVP System or components are, in the opinion of the County, being misused, or the conditions set forth are violated, and such misuse or violation continues after receipt by 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 Spring Lake Park, 1301 81st Avenue NE, Spring Lake Park, MN 55432, 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.

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

COUNTY OF ANOKA

CITY OF SPRING LAKE PARK

By: _____
Rhonda Sivarajah
County Administrator

By: Bob Nelson
Bob Nelson
Mayor

Dated: _____

Dated: 5/22/20

By: Daniel Buchholtz
Daniel Buchholtz
City Administrator

Dated: May 22, 2020

RECOMMENDED FOR APPROVAL:

By: _____
Joseph MacPherson, P.E.
County Engineer

By: _____
Phil Gravel
City Engineer

Dated: _____

Dated: _____

APPROVED AS TO FORM AND EXECUTION:

By: _____
Christine Carney
Assistant County Attorney

By: _____
John Thames
City Attorney

Dated: _____

Dated: _____

EXHIBIT "A"

Layout

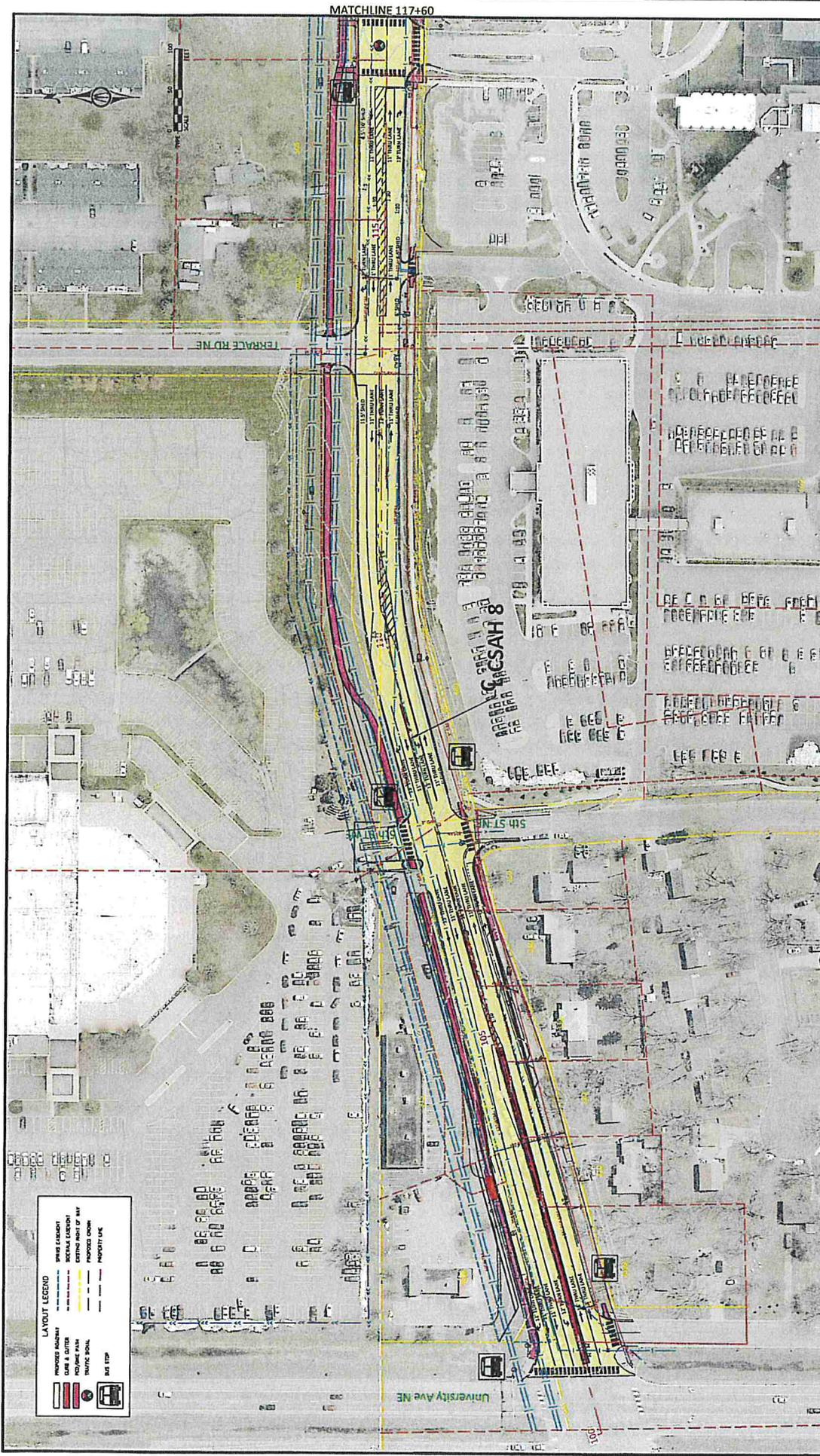


EXHIBIT A
CSAH 8 (OSBORNE RD NE) IMPROVEMENTS LAYOUT
P. 1/3

SP 002-608-012



BOLTON & MENK

Real People. Real Solutions.



DRAFT
 04/24/2020

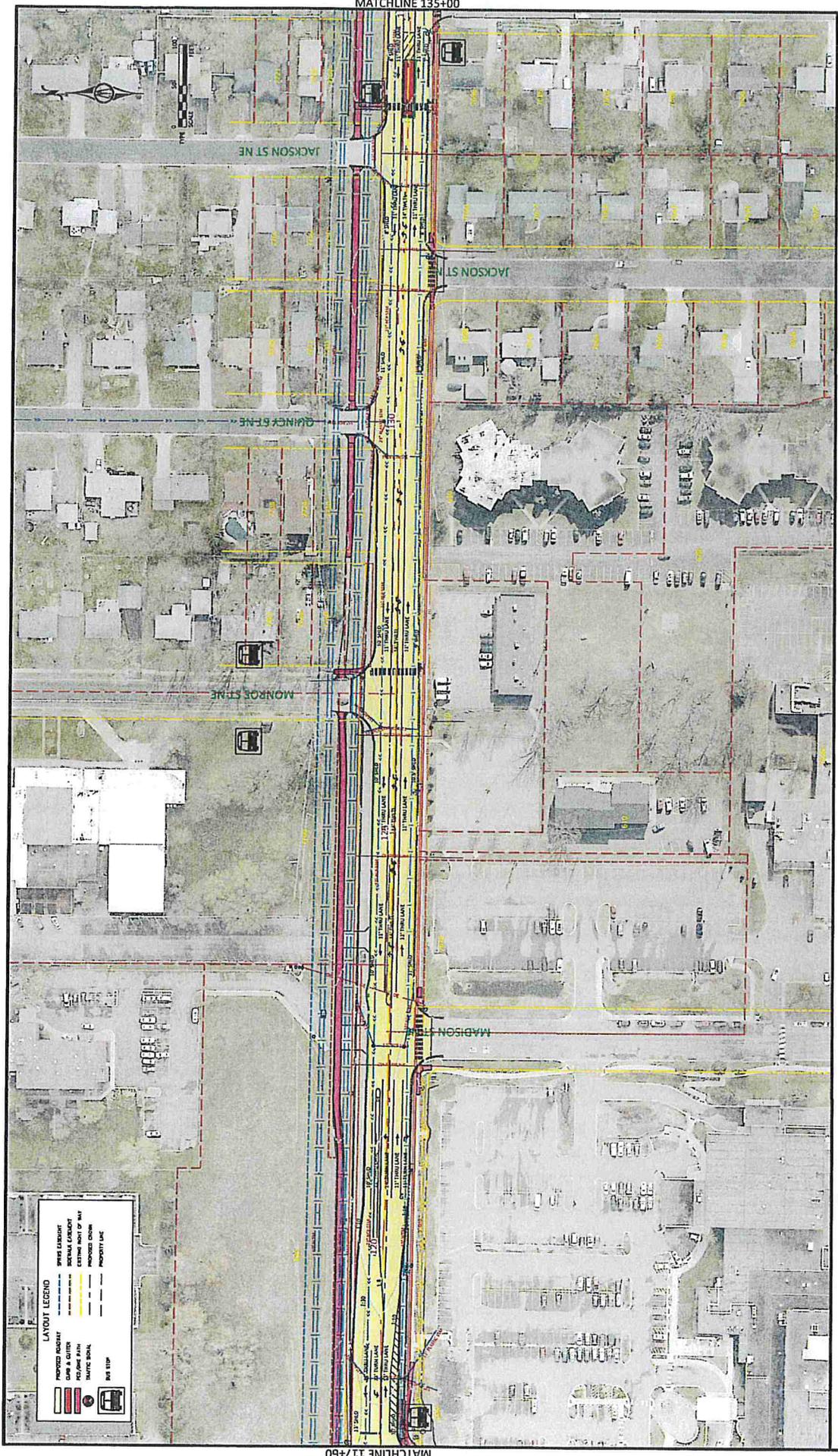


EXHIBIT A
 CSAH 8 (OSBORNE RD NE) IMPROVEMENTS LAYOUT
 P. 2/3



Real People. Real Solutions.

DRAFT
 04/24/2020

EXHIBIT "B"

Cost Distribution Spreadsheet

Exhibit B

| ITEM NO. | ITEM DESCRIPTION | UNIT | ESTIMATED UNIT COST | TOTAL ESTIMATED QUANTITY | TOTAL ESTIMATED COST | ROADWAY | | PARTICIPATING | |
|---------------------------------------|---|----------|---------------------|--------------------------|----------------------|--------------|------|---------------|------|
| | | | | | | QUANTITY | COST | QUANTITY | COST |
| 2011.601 | AS BUILT | LUMP SUM | \$8,000.00 | 1 | \$8,000.00 | | | | |
| 2021.501 | MOBILIZATION | LUMP SUM | \$150,000.00 | 1 | \$150,000.00 | | | | |
| 2031.502 | FIELD OFFICE TYPE D | EACH | \$15,000.00 | 1 | \$15,000.00 | | | | |
| 2101.524 | CLEANING | TREE | \$250.00 | 1 | \$250.00 | | | | |
| 2101.524 | GRUBBING | TREE | \$250.00 | 1 | \$250.00 | | | | |
| 2102.503 | PAVEMENT MARKING REMOVAL | LIN FT | \$0.80 | 17180 | \$13,744.00 | | | | |
| 2104.502 | REMOVE DRAINAGE STRUCTURE | EACH | \$70.00 | 7 | \$490.00 | | | | |
| 2104.502 | REMOVE SIGN TYPE C | EACH | \$40.00 | 6 | \$240.00 | | | | |
| 2104.502 | REMOVE SIGN TYPE SPECIAL | EACH | \$40.00 | 98 | \$3,920.00 | | | | |
| 2104.502 | REMOVE SIGN TYPE SPECIAL | EACH | \$90.00 | 27 | \$2,430.00 | | | | |
| 2104.503 | SAVING CONCRETE PAVEMENT (FULL DEPTH) | LIN FT | \$5.00 | 353 | \$1,765.00 | | | | |
| 2104.503 | SAVING BITUMINOUS PAVEMENT (MILL DEPTH) | LIN FT | \$2.00 | 524 | \$1,048.00 | | | | |
| 2104.503 | SAVING BITUMINOUS PAVEMENT (FULL DEPTH) | LIN FT | \$2.00 | 524 | \$1,048.00 | | | | |
| 2104.503 | REMOVE SEWER PIPE (STORM) | LIN FT | \$20.00 | 210 | \$4,200.00 | | | | |
| 2104.503 | REMOVE CURB AND GUTTER | LIN FT | \$5.25 | 5340 | \$27,825.00 | | | | |
| 2104.518 | REMOVE CONCRETE PAVEMENT | SQ FT | \$8.00 | 3810 | \$30,480.00 | | | | |
| 2104.518 | REMOVE CONCRETE MEDIAN | SQ FT | \$1.50 | 4560 | \$6,840.00 | | | | |
| 2104.518 | REMOVE BITUMINOUS PAVEMENT | SQ FT | \$1.00 | 32800 | \$32,800.00 | | | | |
| 2104.518 | REMOVE BITUMINOUS WALK | SQ FT | \$5.00 | 34859 | \$174,295.00 | | | | |
| 2104.518 | REMOVE CONCRETE WALK | SQ FT | \$1.50 | 4500 | \$6,750.00 | | | | |
| 2104.601 | HAUL SALVAGED MATERIAL | LUMP SUM | \$3,000.00 | 1 | \$3,000.00 | | | | |
| 2104.618 | REMOVE STONE | SQ FT | \$25.00 | 147 | \$3,675.00 | | | | |
| 2106.507 | EXCAVATION - COMMON | CU YD | \$15.00 | 833 | \$12,495.00 | | | | |
| 2106.507 | SELECT GRANULAR EMBANKMENT (CV) | CU YD | \$16.00 | 388 | \$6,208.00 | | | | |
| 2106.507 | COMMON EMBANKMENT (CV) | CU YD | \$10.00 | 512 | \$5,120.00 | | | | |
| 2123.510 | COMMON LABORERS | HR | \$90.00 | 40 | \$3,600.00 | | | | |
| 2123.510 | DOZER | HR | \$150.00 | 40 | \$6,000.00 | | | | |
| 2123.510 | 10 CU YD TRUCK | HR | \$115.00 | 40 | \$4,600.00 | | | | |
| 2123.510 | 3.0 CU YD FRONT END LOADER | HR | \$150.00 | 40 | \$6,000.00 | | | | |
| 2123.610 | CRAMLER MOUNTED BAGHOE | HR | \$180.00 | 40 | \$7,200.00 | | | | |
| 2123.610 | STREET SHEEPER (WITH PICKUP BROOM) | HR | \$150.00 | 40 | \$6,000.00 | | | | |
| 2211.507 | AGGREGATE BASE (CV) CLASS 5 | CU YD | \$34.00 | 1004 | \$34,136.00 | | | | |
| 2232.504 | MILL BITUMINOUS SURFACE (3.0") | SQ YD | \$2.00 | 30677 | \$61,354.00 | | | | |
| 2301.602 | DRILL AND GROUT REINFORCEMENT BAR (EPOXY COATED) | EACH | \$15.00 | 315 | \$4,725.00 | | | | |
| 2357.506 | BITUMINOUS MATERIAL FOR TACK COAT | GAL | \$2.50 | 1564 | \$3,910.00 | | | | |
| 2360.509 | TYPE SP 12.5 WEARING COURSE MIXTURE (3,C) | TON | \$65.00 | 4048 | \$263,120.00 | | | | |
| 2360.509 | TYPE SP 12.5 NON WEARING COURSE MIXTURE (3,B) | TON | \$78.00 | 233 | \$18,174.00 | | | | |
| 2360.509 | TYPE SP 12.5 BIT MIXTURE FOR PATCHING | TON | \$770.00 | 11 | \$770.00 | | | | |
| 2360.509 | TYPE SP 12.5 WEARING COURSE MIXTURE (2/B) (TRAIL) | TON | \$65.00 | 395 | \$25,675.00 | | | | |
| 2451.507 | FTPE AGGREGATE BEDDING (CV) | CU YD | \$40.00 | 36 | \$1,440.00 | | | | |
| 2503.503 | 15" RC PIPE SEWER DES 3006 CL V | LIN FT | \$60.00 | 194 | \$11,640.00 | | | | |
| 2503.503 | 27" RC PIPE SEWER DES 3006 CL III | LIN FT | \$64.00 | 44 | \$2,816.00 | | | | |
| 2503.602 | CONNECT INTO EXISTING STORM SEWER | EACH | \$770.00 | 8 | \$6,160.00 | | | | |
| 2503.602 | CONNECT INTO EXISTING DRAINAGE STRUCTURE | EACH | \$2,000.00 | 5 | \$10,000.00 | | | | |
| SUB TOTAL ESTIMATED CONSTRUCTION COST | | | | | | \$961,463.50 | | | |
| STORM SEWER | | | | | | \$10,000.00 | | | |
| TOTAL ESTIMATED COST | | | | | | \$971,463.50 | | | |


BOLTON & MENK
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 FAX: (617) 552-8201
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 WWW.BOLTONMENK.COM

SHEET: 1 of 5
 S.A.P. 002-608-C12
 CSAH B RECONSTRUCTION
 COST ESTIMATION

| ITEM NO. | ITEM DESCRIPTION | UNIT | ESTIMATED UNIT COST | TOTAL ESTIMATED QUANTITY | TOTAL ESTIMATED COST | PARTICIPATING | | |
|---------------------------------------|---|----------|---------------------|--------------------------|----------------------|---------------|-------------|------|
| | | | | | | ROADWAY | STORM SEWER | COST |
| 2504.402 | RELOCATE HYDRAUNT | EACH | \$5,460.00 | 1 | \$5,460.00 | | | |
| 2506.502 | CASTING ASSEMBLY | EACH | \$650.00 | 13 | \$8,450.00 | | | |
| 2506.502 | ADJUST FRAME AND BRIM CASTING | EACH | \$550.00 | 13 | \$7,150.00 | | | |
| 2506.503 | CONSTRUCT DRAINAGE STRUCTURE DESIGN 4B-4020 | LIN FT | \$500.00 | 28 | \$13,750.00 | | | |
| 2506.602 | CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 1 | EACH | \$3,890.00 | 1 | \$3,890.00 | | | |
| 2506.602 | CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 2 | EACH | \$5,890.00 | 1 | \$5,890.00 | | | |
| 2506.602 | CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 3 | EACH | \$4,600.00 | 1 | \$4,600.00 | | | |
| 2521.518 | 4" CONCRETE WALK | 50 FT | \$5.00 | 7319 | \$36,595.00 | | | |
| 2531.503 | CONCRETE CURB AND GUTTER DESIGN 6618 (MOD) | LIN FT | \$38.00 | 1160 | \$44,080.00 | | | |
| 2531.503 | CONCRETE CURB AND GUTTER DESIGN 6612 | LIN FT | \$22.00 | 71 | \$1,562.00 | | | |
| 2531.503 | CONCRETE CURB AND GUTTER DESIGN 6616 | LIN FT | \$22.00 | 2547 | \$56,034.00 | | | |
| 2531.504 | CONCRETE DRIVEWAY PAVEMENT | SQ YD | \$25.00 | 40 | \$1,000.00 | | | |
| 2531.504 | 8" CONCRETE PAVEMENT | SQ YD | \$200.00 | 866 | \$173,200.00 | | | |
| 2531.618 | TRUNCATED DOWNS | 50 FT | \$30.00 | 792 | \$23,760.00 | | | |
| 2563.601 | TRAFFIC CONTROL | LUMP SUM | \$90,000.00 | 1 | \$90,000.00 | | | |
| 2563.602 | RAISED PAVEMENT PARKER TEMPORARY | EACH | \$1.70 | 906 | \$1,540.20 | | | |
| 2563.610 | POLICE OFFICER | HOURL | \$105.00 | 1 | \$105.00 | | | |
| 2563.613 | PORTABLE CHANGEABLE MESSAGE SIGN | URDAY | \$114.00 | 1 | \$114.00 | | | |
| 2564.502 | INSTALL SIGN TYPE SPECIAL | EACH | \$780.00 | 27 | \$21,060.00 | | | |
| 2564.502 | OBJECT MARKER TYPE X4-2 | EACH | \$82.00 | 4 | \$328.00 | | | |
| 2564.518 | SIGN PANELS TYPE C | 50 FT | \$42.00 | 689 | \$28,738.00 | | | |
| 2565.616 | FLASHING BEACON SYSTEM A | SYSTEM | \$15,040.00 | 1 | \$15,040.00 | | | |
| 2565.616 | FLASHING BEACON SYSTEM B | SYSTEM | \$10,670.00 | 1 | \$10,670.00 | | | |
| 2565.616 | PEDESTRIAN CROSSWALK FLASHER SYSTEM A | SYSTEM | \$37,230.00 | 1 | \$37,230.00 | | | |
| 2565.616 | PEDESTRIAN CROSSWALK FLASHER SYSTEM B | SYSTEM | \$25,790.00 | 1 | \$25,790.00 | | | |
| 2565.616 | REVISE SIGNAL SYSTEM A | SYSTEM | \$14,520.00 | 1 | \$14,520.00 | | | |
| 2565.616 | REVISE SIGNAL SYSTEM B | SYSTEM | \$16,170.00 | 1 | \$16,170.00 | | | |
| 2565.616 | REVISE SIGNAL SYSTEM C | SYSTEM | \$12,100.00 | 1 | \$12,100.00 | | | |
| 2565.616 | TEMPORARY SIGNAL SYSTEM A | SYSTEM | \$16,830.00 | 1 | \$16,830.00 | | | |
| 2565.616 | TEMPORARY SIGNAL SYSTEM C | SYSTEM | \$17,600.00 | 1 | \$17,600.00 | | | |
| 2573.501 | STABILIZED CONSTRUCTION EXIT | LUMP SUM | \$4,000.00 | 1 | \$4,000.00 | | | |
| 2573.501 | EROSION CONTROL SUPERVISOR | LUMP SUM | \$7,000.00 | 1 | \$7,000.00 | | | |
| 2573.502 | STORM DRAIN INLET PROTECTION | EACH | \$6,380.00 | 44 | \$280,720.00 | | | |
| 2573.503 | SILT FENCE, TYPE HS | LIN FT | \$2.00 | 2665 | \$5,330.00 | | | |
| 2573.503 | SEDIMENT CONTROL LOG TYPE WOOD CHIP | LIN FT | \$3.20 | 30 | \$96.00 | | | |
| 2574.508 | FERTILIZER TYPE 3 | POUND | \$1.00 | 460 | \$460.00 | | | |
| 2575.505 | SEEDING | ACRE | \$340.00 | 2.3 | \$782.00 | | | |
| 2575.508 | SEED MIXTURE 25-151 | POUND | \$4.00 | 460 | \$1,840.00 | | | |
| 2575.508 | HYDRAULIC REINFORCED FIBER MATRIX | ROUND | \$1.50 | 8977 | \$13,465.50 | | | |
| 2575.523 | PAVD STABILIZATION METHOD 3 | MOAL | \$300.00 | 69 | \$20,700.00 | | | |
| 2581.503 | REMOVABLE PREFORM PAVEMENT MARKING TAPE | LIN FT | \$1.30 | 2775 | \$3,627.50 | | | |
| 2581.603 | REMOVABLE PREFORMED PLASTIC MASK (BLACK) | LIN FT | \$2.20 | 400 | \$880.00 | | | |
| 2581.618 | REMOVABLE PREFORMED PLASTIC MASK (BLACK) | 50 FT | \$12.20 | 96 | \$1,171.20 | | | |
| SUB TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$680,295.40 | | | |
| TOTAL ESTIMATED COST | | | | | \$680,295.40 | | | |

Exhibit B

S.P. 002-608-012
 C.S.A.H. 8
 PARTICIPATING
 ROADWAY
 STORM SEWER
 QUANTITY
 COST
 QUANTITY
 COST
 TOTAL ESTIMATED QUANTITY
 TOTAL ESTIMATED COST
 ESTIMATED UNIT COST
 UNIT
 ITEM DESCRIPTION
 ITEM NO.

12224 MCLELLAN AVENUE
 BIRMINGHAM, AL 35217
 PHONE: (205) 980-2926
 Email: bolton@boltonmenk.com
 www.boltonmenk.com

BOLTON & MENK
 CIVIL ENGINEERS
 4/27/2020
 6:23 AM
 BMT Trns.ctb
 AutoCAD PLOT (Smartest Ftg).p3
 4/27/2020
 S.A.P. 002-608-012
 CSAH 8 RECONSTRUCTION
 COST ESTIMATION
 SHEET
 2
 OF
 5

Exhibit B

| ITEM NO. | ITEM DESCRIPTION | UNIT | ESTIMATED UNIT COST | TOTAL ESTIMATED QUANTITY | TOTAL ESTIMATED COST | PARTICIPATING | |
|---------------------------------------|--|--------|---------------------|--------------------------|----------------------|---------------|-------------|
| | | | | | | ROADWAY | STORM SEWER |
| 2582.503 | 1" SOLID LINE PAINT | LIN FT | 50.15 | 31950 | 54,792.50 | | |
| 2582.503 | 1" DOUBLE SOLID LINE PAINT | LIN FT | 50.25 | 5890 | 51,472.50 | | |
| 2582.503 | 1" SOLID LINE MULET - COMP | LIN FT | 50.50 | 14635 | 57,317.50 | | |
| 2582.503 | 1" DOUBLE SOLID LINE MULET - COMP | LIN FT | 50.95 | 2330 | 52,213.50 | | |
| 2582.503 | 1" MOTTED LINE MULET - COMP | LIN FT | 51.25 | 70 | 587.50 | | |
| 2582.503 | 1" BROWN LINE MULET-COMP | LIN FT | 50.40 | 772 | 5308.80 | | |
| 2582.518 | PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN | SQ FT | 530.00 | 936 | 529,080.00 | | |
| 2582.518 | CROSSWALK PREP TAPE GR IN (NR) | SQ FT | 515.00 | 4600 | 669,000.00 | | |
| 2582.518 | PAVEMENT MESSAGE PAINT | 30 FT | 22.75 | 80 | 5220.00 | | |
| 2582.603 | PAVEMENT MARKING SPECIAL | 30 FT | 55.00 | 448 | 52,240.00 | | |
| SUM TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$1,167,993.50 | | |
| TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$1,799,427.20 | | |
| | | | | | | | 380,666.00 |

S.A.P. 002-608-012
 CSAH B RECONSTRUCTION
 COST ESTIMATION

13228 MCCLURE AVENUE
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BOLTON & MENK

PREPARED BY: **COY L. BREWSTER**
 LICENSE NO.: 57598
 DATE: 05/25/2010

I HEREBY CERTIFY THAT THE WORK SUBMITTED HEREON WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MASSACHUSETTS.

SHEET 3 OF 5

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%, | 0% |
| | Unless existing trail not placed at edge of RW | |
| 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.



ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|--|
| ACTION REQUESTED | <i>Consider recommending approval to enter into Joint Powers Agreement #C0007658 with the City of Fridley for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.</i> |
| BACKGROUND | <p><i>The proposed improvements along said portion of CSAH 8 include: narrowing roadway to one-lane in each direction, adding a center 2-way left-turn lane, shoulders, right-turn lanes, bituminous trail reconstruction, and other ADA improvements as necessary.</i></p> <p><i>Anoka County staff are finalizing plans and specifications for the Osborne Road 4-to-3-lane conversion between TH 47 and TH 65. The project was originally awarded \$893,700.00 of Highway Safety Improvement Program (HSIP) funds for Fiscal Year 2021. Fortunately, during the development of the project plans MnDOT was able to reallocate additional HSIP funds to this project. The additional allocation of funds raises the total amount of HSIP funding to \$1,782,290.00. The HSIP funds can contribute up to 90% of the funding for this project and the remaining 10% would be a local funding source. The City of Fridley has no cost participation in this project.</i></p> <p><i>The estimated construction cost for this project is \$2,037,143.25.</i></p> <p><i>Construction is expected to begin in early August of 2020 and be completed by the end of October 2020.</i></p> |
| PREVIOUS ACTION TAKEN | <p><i>08/03/2015 - approved PSA with Bolton & Menk to complete a corridor study</i></p> <p><i>06/02/2016 – approved Amendment 1 to extend study limits eastward to CSAH 35</i></p> <p><i>09/02/2016 – approved Amendment 2 to assist in the preparation of an HSIP funding application.</i></p> <p><i>11/19/2018 – approval of contract with Bolton & Menk for preliminary and final design.</i></p> <p><i>07/01/2019 – authorization to acquire ROW</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Fridley</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Spring Lake Park</i></p> <p><i>05/26/2020 – approved the MnDOT Advance Construction Agreement</i></p> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval.</i> |

**JOINT POWERS AGREEMENT
FOR THE REHABILITATION OF CSAH 8 (OSBORNE ROAD NE)
FROM TH 47 (UNIVERSITY AVENUE) TO TH 65
IN THE CITIES OF SPRING LAKE PARK AND FRIDLEY, MN
(SP 002-608-012)**

THIS AGREEMENT is made and entered into this _ day of _____, 2020 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 Fridley, 7071 University Avenue, Fridley, MN 55432, hereinafter referred to as "City."

WITNESSETH

WHEREAS, the parties to this agreement agree it is in the best interest of the traveling public to rehabilitate CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65; and,

WHEREAS, said parties mutually agree that CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 is in need of rehabilitation; and,

WHEREAS, the County has prepared preliminary design plans for the rehabilitation of CSAH 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 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 8 (Osborne Road NE) from TH 47 (University Avenue NE) to TH 65 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 rehabilitating the bituminous surfacing, drainage system, bituminous trail, and traffic control systems as well as other utility improvements on CSAH 8 from TH 47 (University Avenue NE) to TH 65 as described in the preliminary design plans. The County project number for the reconstruction is SP 002-608-012. 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 said 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 October 16, 2019 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 002-608-012, in conformance with proposed engineering plans and specifications.

IMPROVEMENTS:

It is agreed by the parties that in 2020, the existing 4-lane undivided roadway will be converted to a three-lane section with a two-way left-turn lane, shoulders, and enhanced pedestrian crossings. Other improvements include but are not limited to enhanced pedestrian crossings with a center median refuge area and pedestrian actuated crossing signals, replacement of the existing bituminous multiuse trail surface, and a mill and overlay of CSAH 8 to the extent shown in "Exhibit A". 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 Spring Lake Park, and the City of Fridley.

INTERSECTIONS:

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

- CSAH 8 (Osborne Road) / Mercy Unity Hospital Main Entrance: Modify existing traffic control signal system to accommodate 3-lane section
- CSAH 8 (Osborne Road) / Monroe Street: Remove all-way stop-control and revise to side-street stop-control
- CSAH 8 (Osborne Road) / Able Street: Remove all-way stop-control and revise to side-street stop-control

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 existing traffic control signal system at the Mercy-Unity Hospital main entrance will remain in place. Costs associated with revising the signal system to accommodate the bituminous pavement rehabilitation or 3-lane roadway layout will be the County's responsibility.

TRAFFIC CONTROL:

The parties understand and agree that CSAH 8 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. 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.

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 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 May 29, 2020. 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, 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. 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 May 29, 2020.

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 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.

Anoka County Contract No. C0007658

The estimated construction cost of the total project is \$1,800,000. Federal funds available for the Project are capped at \$1,782,290. 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 \$0.00 (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 \$0.00

The City participation in construction engineering will be at a rate of eight percent (8%) of their designated construction share of \$0.00. The estimated cost to the City for construction engineering is \$0.00. In summary, the total City share of this project is \$0.00 (includes construction and construction engineering costs).

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 \$0.00. Prior to billing, this estimate will be updated by the County to reflect the actual bid prices as awarded. An updated cost estimate shall be provided to 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.

IV. TERM / TERMINATION

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

V. DISBURSEMENT OF FUNDS

All funds disbursed by the County 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. 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 crosswalk pavement markings shall be the responsibility of the City and the County. The County will be responsible for the maintenance of the crosswalk pavement marking for the crossings of Osborne Road. The City will be responsible for all crosswalk pavement markings for any trail/sidewalk crossings at all city streets.
- C. Maintenance of streetlights and cost of electrical power to the streetlights south of Osborne Road 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.
- 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 signal shall be the sole obligation of the County. Any variation of painting color standards will be billed to the City.
- F. Timing of the completed traffic control signal 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 Cities of Spring Lake Park and Fridley shall be responsible for maintenance of the luminaries, luminaire relamping, and luminaire painting.
- J. All maintenance of the EVP System shall be completed by the County. The Cities of Spring Lake Park and Fridley 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.
- N. 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 Manager of Fridley, 7071 University Avenue, Fridley,, MN 55432, 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.

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

COUNTY OF ANOKA

CITY OF FRIDLEY

By: _____
Rhonda Sivarajah
County Administrator

By: Scott J. Lund
Scott Lund
Mayor

Dated: _____

Dated: _____

By: Wally Wysopal
Wally Wysopal
City Manager

Dated: 6-8-20

RECOMMENDED FOR APPROVAL:

By: _____
Joseph MacPherson, P.E.
County Engineer

By: _____
James Kosluchar
Public Works Director/City Engineer

Dated: _____

Dated: _____

APPROVED AS TO FORM AND EXECUTION:

By: _____
Christine Carney
Assistant County Attorney

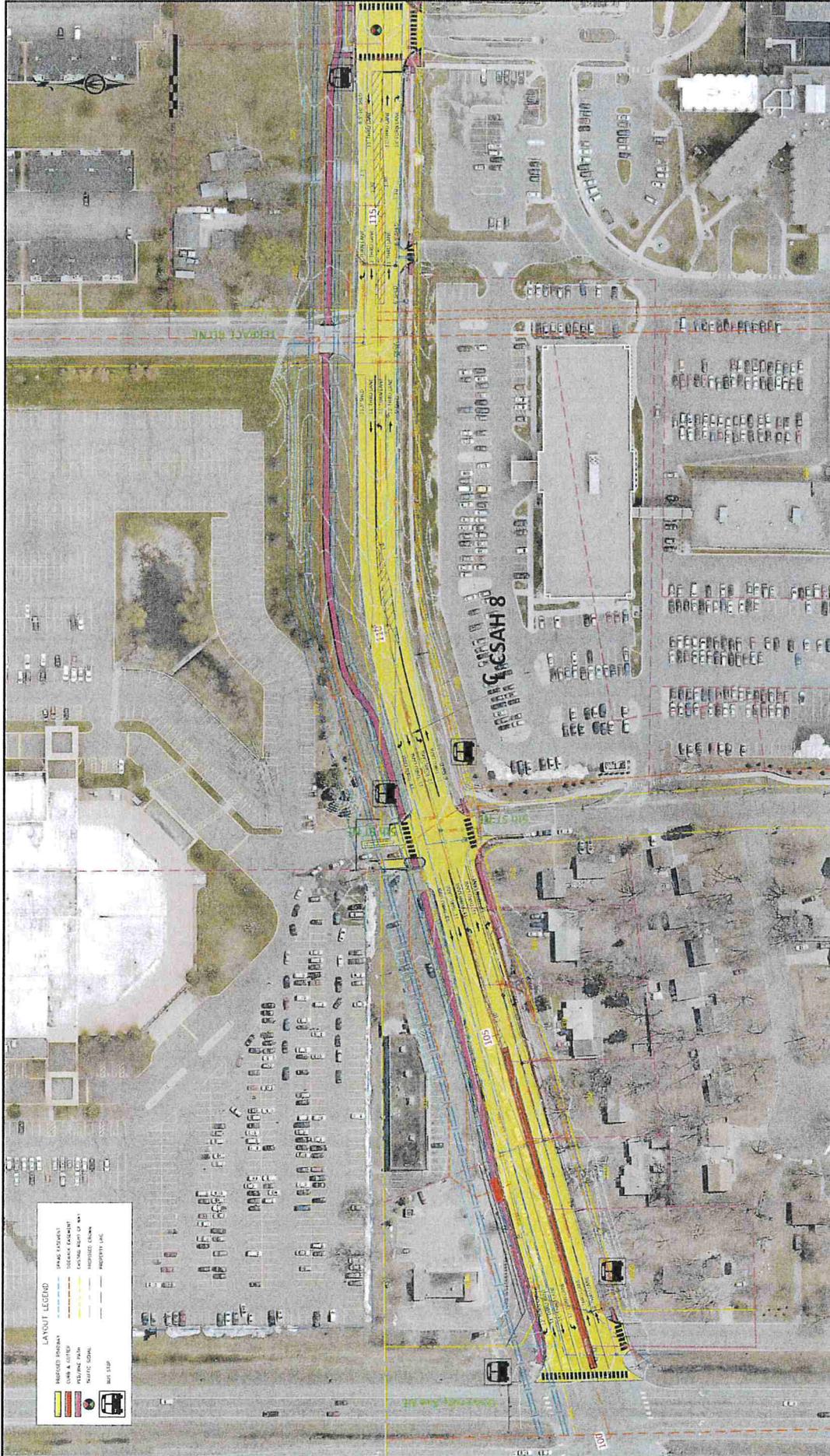
By: _____
Andrew M. Biggerstaff
City Attorney

Dated: _____

Dated: _____

EXHIBIT "A"

Layout



LAYOUT LEGEND

| | |
|--|-----------------------|
| | PROPOSED ROADWAY |
| | EXISTING ROADWAY |
| | UTILITY LOCATIONS |
| | PROPOSED DRAINAGE |
| | EXISTING RIGHT OF WAY |
| | PROPOSED RIGHT OF WAY |
| | PROPOSED DRIVE |
| | BUS STOP |

EXHIBIT A
CSAH 8 (OSBORNE RD NE) IMPROVEMENTS LAYOUT
P. 1/3

CSAH 8 (OSBORNE RD NE) IMPROVEMENTS LAYOUT
SP 002-608-012



BOLTON & MENK
 Real People. Real Solutions.

DRAFT
 04/24/2020

Anoka County Contract No. C0007658

EXHIBIT "B"

Cost Distribution Spreadsheet

Exhibit B

| ITEM NO. | ITEM DESCRIPTION | UNIT | ESTIMATED UNIT COST | TOTAL ESTIMATED QUANTITY | TOTAL ESTIMATED COST | PARTICIPATING | | |
|---------------------------------------|------------------|-----------|---------------------|--------------------------|----------------------|---------------|---------------|------------|
| | | | | | | ROADWAY | SPORADIC USER | COST |
| 2307.001 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 1739.00 | \$1,792.00 | 3.95% | 57,797.50 | |
| 2307.002 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 990.00 | \$7,472.00 | 8.00% | 7,472.00 | |
| 2307.003 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 1432.00 | \$7,472.00 | 7.93% | 7,472.00 | |
| 2307.004 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 2330.00 | \$7,472.00 | 7.33% | 7,472.00 | |
| 2307.005 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 70.00 | \$2,120.00 | 2.41% | 2,120.00 | |
| 2307.006 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 172.00 | \$5,200.00 | 5.52% | 5,200.00 | |
| 2307.007 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 94.00 | \$2,820.00 | 3.01% | 2,820.00 | |
| 2307.008 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 1460.00 | \$4,380.00 | 4.64% | 4,380.00 | |
| 2307.009 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 82.00 | \$2,460.00 | 2.61% | 2,460.00 | |
| 2307.010 | 4" CONCRETE CURB | LINEAL FT | 304.00 | 1448.00 | \$4,344.00 | 4.59% | 4,344.00 | |
| SUB TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$116,903.50 | | | |
| TOTAL ESTIMATED CONSTRUCTION COST | | | | | \$1,758,427.20 | | | |
| | | | | | \$116,903.50 | | | |
| | | | | | \$1,758,427.20 | | | |
| | | | | | | | | 880,666.00 |

REPORTS
4/27/2020 5:23 AM Bdl Trans.ctb

AutoCAD PDF (Smallest File) p13

H:\AKCO\14-3118096\CAD\C3D\plans\misc\118096_Cost_Estimate.dwg

DATE: 05/01/2020

TIME: 11:11

USER: J.C.C.

PROJECT: S.A.P. 002-608-012

CSAH B RECONSTRUCTION

COST ESTIMATION

13274 NICOLET AVENUE
BURNSVILLE, MN 55337
PHONE: 651.461.8000
FAX: 651.461.8001
EMAIL: Bdl@bolton-menk.com
WWW.BOLTONMENK.COM



BOLTON & MENK

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.



ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|---|
| ACTION REQUESTED | <i>Consider authorizing the County Engineer to negotiate a Joint Powers Agreement with the City of Coon Rapids for the maintenance of a new traffic control signal system scheduled to be constructed on Northdale Boulevard at the Menards entrance.</i> |
| BACKGROUND | <p><i>To address local traffic concerns in the Riverdale area, the City of Coon Rapids has prepared plans and specifications to construct a new traffic signal on Northdale Boulevard at the entrance to Menards. Similar to other city-owned signal systems throughout Anoka County, the City of Coon Rapids does not have the expertise or staff to maintain the system, so they have requested Anoka County's assistance to maintain the traffic signal once constructed.</i></p> <p><i>Since the signal system is not located on the county roadway system, 100% of the ongoing traffic signal maintenance and inspection costs would be reimbursed by the City on a quarterly basis.</i></p> <p><i>Anoka County maintains 9 other traffic signals for the City of Coon Rapids on a 100% reimbursable basis and has the capacity to take on the additional maintenance responsibilities with current staff.</i></p> |
| PREVIOUS ACTION TAKEN | <i>None</i> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval</i> |



ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|---|
| ACTION REQUESTED | <i>Consider authorizing the County Engineer to negotiate an Agreement with the Minnesota Department of Transportation (MnDOT) for the turnback of ROW along CSAH 51 (University Avenue) at adjacent to the US Hwy 10/TH 610/University Avenue Interchange in the Cities of Coon Rapids and Blaine.</i> |
| BACKGROUND | <p><i>This spring, MnDOT developed plans and specifications to complete pavement surface improvements on portions of TH 47 and US Hwy 10 in Anoka County. The project, State Project No. SPO214-48, includes associated ADA improvements at several locations along TH 47 and US Hwy 10. During our review of the proposed plans, the county noted safety concerns associated with proposed ADA improvements along CSAH 51 (University Avenue) in the Cities of Coon Rapids and Blaine.</i></p> <p><i>During said discussions it was determined that MnDOT's ROW extended north and south along University Avenue further than either party expected. As shown on the attached exhibit, MnDOT's ROW along University Avenue currently extends north to 97th Avenue NW, and south to a point approximately 130 feet south of 92nd Lane NE. The ROW highlighted on the attached exhibit serves no current or future purpose for MnDOT, but it does facilitate the existence and maintenance of CSAH 51.</i></p> <p><i>To address the safety concerns associated with the proposed ADA improvements included in MnDOT's pavement surface improvement project and facilitate the turnback of MnDOT ROW to Anoka County, we are requesting authorization to commence formal ROW turnback discussions with MnDOT.</i></p> |
| PREVIOUS ACTION TAKEN | <i>None.</i> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval.</i> |

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ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|--|
| ACTION REQUESTED | <i>Consider authorizing the County Engineer to advertise for bids for Project SP 002-608-012, the reconstruction of CSAH 8 (Osborne Road) between Trunk Highway 47 and Trunk Highway 65 in the Cities of Fridley and Spring Lake Park.</i> |
| BACKGROUND | <p><i>The proposed improvements along said portion of CSAH 8 include: narrowing roadway to one-lane in each direction, adding a center 2-way left-turn lane, shoulders, right-turn lanes, bituminous trail reconstruction, and other ADA improvements as necessary.</i></p> <p><i>The project plans are complete and ready to be sent out for bids. The estimated construction cost for this project is \$2,037,143.25. The county portion of the project costs will be offset by \$1,782,290.00 of federal Highway Safety Improvement Program (HSIP) funds.</i></p> <p><i>Construction is expected to begin in early August of 2020 and completed by the end of October 2020.</i></p> |
| PREVIOUS ACTION TAKEN | <p><i>08/03/2015 - approved PSA with Bolton & Menk to complete a corridor study</i></p> <p><i>06/02/2016 – approved Amendment 1 to extend study limits eastward to CSAH 35</i></p> <p><i>09/02/2016 – approved Amendment 2 to assist in the preparation of an HSIP funding application</i></p> <p><i>11/19/2018 – approval of contract with Bolton & Menk for preliminary and final design</i></p> <p><i>07/01/2019 – authorization to acquire ROW</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Fridley</i></p> <p><i>11/18/2019 – authorization to negotiate JPA with City of Spring Lake Park</i></p> <p><i>05/26/2020 – approved the MnDOT Advance Construction Agreement</i></p> |
| COMMENTS | |
| RECOMMENDATIONS | <p><i>Approval.</i></p> |

7



ANOKA COUNTY BOARD ACTION ITEM

June 15, 2020

TRANSPORTATION DIVISION

| | |
|-----------------------|--|
| ACTION REQUESTED | <i>Consider authorizing the County Engineer to order an aerial lift unit for repairing traffic signal systems and lights.</i> |
| BACKGROUND | <p><i>As depicted in the approved 2020 Highway Department Capital Equipment Program, \$155,525 has been budgeted for replacement of an existing aerial lift truck for the Anoka County Signal Department. Currently, our Fleet Services Manager and Maintenance team are working with the vendor to place the order for the new lift truck; the current cost for this piece of equipment is approximately \$30K higher than quoted/estimated last year during the budget preparation cycle. Like many other products, due to market variability, prices can fluctuate between the time of budget preparation and date of order.</i></p> <p><i>Fortunately, actual purchase costs for several of the other budgeted equipment purchases have come in low and sufficient funds are available in the overall capital equipment program budget to cover the additional costs.</i></p> <p><i>Per the current purchasing policy, because the current cost to purchase this item is more than 10% over the budgeted amount, we are requesting authorization to proceed with the purchase.</i></p> |
| PREVIOUS ACTION TAKEN | <i>None</i> |
| COMMENTS | |
| RECOMMENDATIONS | <i>Approval</i> |

07-520-945-00 Capital Equipment
 65230 Machinery & Equipment (Non-Mobile)

| Type | Section | Unit Cost | Trade/Auc | Budget | Comments |
|-------------------------------------|-------------|-----------|-----------|------------------|--|
| Yale Forklift | Signs | \$42,000 | | \$36,000 | Replace Unit 0252 |
| Set of Auto-Flaggers AF-76X | Maintenance | \$30,000 | -\$6,000 | \$30,000 | New |
| HO Hot Patch Heater Slip in Units | Maintenance | \$20,800 | | \$20,800 | Replace 1314's unit |
| Diamond 84" Brush Hog | Maintenance | \$12,500 | -\$400 | \$12,100 | Replace Bob-18, significant repair issues. |
| Pull Type CA1600 Rubber Tire Roller | Maintenance | \$24,000 | | \$24,000 | |
| Budget Grand Total | | | | \$122,900 | |

65250 Automotive

| Type | Section | Unit Cost | Trade/Auc | Budget | Comments |
|------------------------------------|-------------|-----------|-----------|------------------|---|
| 1500 Extra Cab 4x4 Shortbox | Engineering | \$30,080 | -\$1,000 | \$29,080 | Replace Unit xxxx |
| 1500 Extra Cab 4x4 Shortbox | Engineering | \$30,080 | -\$1,000 | \$29,080 | Replace Unit xxxx |
| 1 Ton Crew Cab Longbox w/Lift Gate | Maintenance | \$58,259 | -\$8,000 | \$50,259 | Includes Message Board, Lift Gate, Tool Box & Strobes |
| 1 Ton Crew Cab Longbox | Maintenance | \$52,660 | -\$8,000 | \$44,660 | Includes Message Board, Tool Box & Strobes |
| 1 Ton Crew Cab Longbox | Maintenance | \$52,660 | -\$8,000 | \$44,660 | Includes Message Board, Tool Box & Strobes |
| Budget Grand Total | | | | \$197,739 | |

65260 Mobile Equipment

| Type | Section | Unit Cost | Trade/Auc | Budget | Comments |
|--|-------------|-----------|-----------|--------------------|------------------------------------|
| GMC Topkick Scissor Lift Basket | Signals | \$164,525 | -\$9,000 | \$155,525 | Replace Unit 0700 |
| Kubota SVL 952 SHFC Skidloader | Maintenance | \$18,000 | | \$18,000 | Replace Unit 1916 - Yearly Buyback |
| CAT 289D Skidloader | Maintenance | \$13,000 | | \$13,000 | Replace Unit 1968 - Yearly Buyback |
| CAT 272D 2XHP Skidloader | Maintenance | \$13,000 | | \$13,000 | Replace Unit 1998 - Yearly Buyback |
| CAT 938 Loader | Maintenance | \$234,700 | | \$234,700 | Replace Unit 1532 - 5-Year Buyback |
| John Deere 4066R Tractor w/ Diamond 90" Offset Mower | Maintenance | \$55,584 | -\$9,500 | \$46,084 | Replace Unit 0860 |
| John Deere 6130M Tractor w/ Boom Mower | Maintenance | \$185,170 | -\$24,000 | \$161,170 | Replace Unit 0999 |
| Log Truck | Maintenance | \$272,230 | | \$272,230 | New |
| Vactor 2100 | Maintenance | \$482,250 | \$15,000 | \$497,250 | Replace Unit 9210 |
| 60,000 pound Deck-Over Trailer | Maintenance | \$35,500 | | \$35,500 | Replace Unit 1006 |
| UTV w/ Trailer and Spray Unit | Maintenance | \$36,500 | | \$36,500 | New |
| Budget Grand Total | | | | \$1,482,959 | |

Total \$1,803,598



June 15, 2020

TRANSPORTATION DIVISION

| | |
|------------------|--|
| ACTION REQUESTED | Engineering Section Updates (Construction, Design, and Right-of-Way) |
|------------------|--|

CONSTRUCTION ENGINEERING

CSAH 78 (Hanson Boulevard) Railroad Grade Separation in the City of Coon Rapids - This project will grade separate CSAH 78 (Hanson Boulevard), an existing four-lane divided roadway, over the Burlington Northern Sante Fe (BNSF) railroad.

UPDATE – Work during this past week consisted of the contractor continuing to paint walls, bridges, and barriers, continued construction of ponds between 106th Avenue & 107th Avenue and the service road wet pond. Traffic on Hanson Boulevard was moved to the outside lanes for construction of the inside lanes and medians. The storm sewer system in 106th Avenue has been completed. This upcoming week, the contractor plans to begin construction of medians on Hanson Boulevard, and construction of bridge approach panels for inside lanes, and continue grading of ponds, painting of walls and bridges, and construction of concrete curb and gutter throughout the project.

CSAH 78 (Hanson Boulevard) from Jay Street/139th Avenue to CSAH 18 (Crosstown Boulevard) in the City of Andover – The purpose of this project is to expand CSAH 78 (Hanson Boulevard) between Jay Street/139th Avenue and CSAH 18 (Crosstown Boulevard) to a 4-lane divided roadway.

UPDATE – Work during the last week included grading the pond and ditch in front of Andover Elementary School, subgrade excavation and grading, and placing gravel from Andover Elementary School’s south entrance to Crosstown Boulevard on the southbound lanes. The contractor also placed lane closures on the southbound and northbound lanes, in order to complete the bridge painting with a special surface finish. This upcoming week, the contractor will continue grading the pond and ditch in front of Andover Elementary School, start storm sewer from Andover Elementary School’s south entrance to the YMCA entrance on the southbound lanes and place gravel from Crosstown Boulevard to the YMCA entrance on the southbound lanes.

CSAH 78 (Hanson Boulevard) from CSAH 11 (Northdale Boulevard) to CSAH 14 (Main Street) in the City of Coon Rapids - This project includes the reconstruction of Hanson Boulevard between Northdale Boulevard and Main Street. The reconstruction will include the installation of raised medians and turn lanes. It will also incorporate the replacement of the signal system at 121st Avenue.

UPDATE – Work during the past week included turf restoration on the west side of Hanson Boulevard. Traffic was switched to the new roadway, having 2-way traffic on the southbound lanes of Hanson Boulevard. Construction for stage 2 has begun on the northbound lanes of Hanson Boulevard. The contractor has completed pavement removal and started removal of concrete curb and sidewalk. This coming week, the contractor will begin installing underground storm sewer and will continue through the week. Grading crews will be stockpiling gravel material from the existing roadway to allow for storm sewer installation and construction of the new roadway.

CSAH 17 (Lexington Avenue) & Woodland Parkway Intersection signalization in the City of Blaine- The purpose of this project is to provide a new signal at CSAH 17 (Lexington Avenue) & Woodland Parkway.

UPDATE – The traffic signal system has been constructed and is in operation. The contractor has permanently seeded all disturbed soil areas in anticipation of turf establishment.

CSAH 14 (125th Avenue) from Aberdeen Street to CSAH 52 (Radisson Road) in the City of Blaine – This project includes the reconstruction of the existing 4-lane undivided roadway section to include raised concrete median channelization, curb and gutter, associated drainage and ponding improvements, and pedestrian accommodations.

UPDATE – Work during the last week included the contractor finishing the rough grading on the new westbound lane. This week, the contractor will install gravel on the westbound lane.

CSAH 14 (Main Street) from CSAH 9 (Round Lake Boulevard) to Highway 10; CSAH 9 (Round Lake Boulevard) from CSAH 14 (Main Street) to Highway 10; and CSAH 116 (Bunker Lake Boulevard) from CSAH 9 (Round Lake Boulevard) to CSAH 78 (Hanson Boulevard) - This project is a pavement micro-surfacing project where a thin layer of bituminous is constructed over the top of the existing pavement surface to fill in rutting, depressions, irregularities and other pavement surface deformities, in order to improve the smoothness and performance of the roadway longevity. After completion the roadway surfacing, the pavement messages and lines will be repainted.

UPDATE – Work last week included the final lifts of roughly 3/8” of material being installed on the outside lanes of CSAH 116. The next step in this project is the permanent pavement markings, which is scheduled in approximately 2-3 weeks, to allow for the curing of the new pavement surface in the project corridor.

CSAH 1 (Coon Rapids Boulevard) - This project is being led by City of Coon Rapids, in conjunction with the City of Coon Rapids redevelopment east of Egret Boulevard to the split at Coon Rapids Boulevard & East River Road.

UPDATE - Please see the City of Coon Rapids website for more information:

<https://www.coonrapidsmn.gov/CivicSend/ViewMessage/message/110813>

2020 County-Wide Overlay Program (various locations throughout the County) – This project consists of:

- **CSAH 1 from 111th Avenue to 600 feet south of CSAH 78 in the City of Coon Rapids, 2” bituminous mill and overlay.**
Update - Scheduled to start in August of 2020
- **CSAH 9 from Highway 10 to CSAH 116 in the City of Coon Rapids, concrete curb/catch basin repair and full depth pavement removal and replacement with new bituminous.**
Update – Scheduled to start in July of 2020
- **CSAH 14 from 700 feet East of the Highway 10 Off-Ramp to CSAH 18 in the City of Coon Rapids, shoulder repair.**
Update – Scheduled to start in summer of 2020
- **CR 60 from TH 65 to East Lake Netta Drive in the City of Ham Lake, full depth reclamation and new bituminous replacement.**
Update – Project preparation began on June 8th by stripping material behind areas with curb. Reclamation of the shoulder in the proposed concrete curb locations is scheduled for June 9th. Concrete curb is scheduled to be installed the week of June 8th. Reclamation of the remaining roadway is scheduled for the week of June 15th.
- **CR 65 from CSAH 22 to CSAH 5 in the City of Nowthen, full depth reclamation and new bituminous replacement.**
Update – Work this past week consisted of installing the final lift of bituminous from CSAH 22 to CSAH 5. Next week the contractor will begin paving street approaches and driveways. Shouldering and final striping to follow.

- **CR 72 from the North County Line to 500 Feet West of Yukon Street NW** in the City of St. Francis, new turn lanes along with full depth reclamation and new bituminous replacement.
Update - Work this past week included road base preparation and reshaping followed by paving of the first lift of bituminous. This week's work will consist of installing the final lift of bituminous, paving street approaches, placing gravel shoulder and final striping.
- **CSAH 76 from CSAH 85 to CSAH 36** in Linwood Township, full depth reclamation and new bituminous replacement.
Update – Scheduled to start Mid-June 2020

DESIGN ENGINEERING

CSAH 8 (Osborne Road) from TH 47 to TH 65 - This project, commonly referred to as a “road diet”, includes reconfiguring this corridor from a four-lane section to a three-lane section with pedestrian enhancements.

UPDATE – Our consultant (Bolton & Menk) has sent final plans and special provisions to the State for approval, which is anticipated to occur in the next week or two. Target date for advertising is the week of June 15, with a bid opening of July 14 with an award on July 28. Authorization to advertise expected June 15th.

CSAH 34 (Birch Street) from Ware Road to Deerwood Lane - CSAH 34 will be reconstructed as a two-lane urban section with shoulders, turn lanes, curb and gutter, median, and drainage. Current layout shows two roundabouts (Tomahawk Trail and W Shadow Lake Drive)

UPDATE – The County Engineer has accepted a proposal from the City of Lino Lakes to include a rectangular rapid flashing beacon sign at the west leg of the proposed roundabout at Tomahawk trail. WSB continues to prepare 90% plans and remain on track for an advertisement later this year with construction scheduled to begin spring 2021.

CSAH 11 (Foley Boulevard) BNSF RR Overpass - This project includes the construction of an overpass across the BNSF railroad between CSAH 1 (East River Road) and CR 3 (Coon Rapids Boulevard). The reconstruction will include the installation of raised medians and turn lanes along CSAH 11 between CSAH 1 & CR 3. The County's consultant, TKDA, is preparing plans for the Foley Boulevard Improvements and overpass. County Right-of-Way and Design staff are meeting with adjacent property owners.

UPDATE – TKDA continues to prepare 90% construction plans. County staff are working closely with TKDA to ensure the project will be staged in such a way to minimize disturbance to the public. Project remains on schedule for 2021 construction.

CSAH 116 (Bunker Lake Boulevard) at TH 47 – This intersection will be reconfigured to accommodate additional width necessary for vehicle and pedestrian traffic. Changes are intended to fix the geometric constraints that prevent the intersection from operating at maximum capacity. Pedestrian enhancements are also included.

UPDATE – Our consultant WSB continues to work towards 90% construction plans. Anoka County has applied for \$120,000 of Local Partnership Program (LPP) funds from the State of MN. This money (if approved) will result in the replacement of the signal system at the intersection as opposed to the revision originally scoped with the project. The final plans and specs are anticipated to be complete in August, with authorization to advertise to occur soon after. Construction scheduled for 2021.

CSAH 52 (Radisson Road) at Xylite Street – This intersection will be signalized and reconfigured to accommodate additional width necessary for vehicle traffic. SRF is the consultant that is responsible for delivery. Target construction year 2021.

UPDATE – SRF is submitting final plans and specs to MnDOT this week. Once approved the project will be advertised, which is anticipated to occur mid-July and will be constructed likely late August.

CSAH 7 (7th Avenue) from Buchanan Street to 40th Lane – Pavement preservation project intended to preserve the pavement along this segment until after MnDOT's work along US 10 at which time the corridor will be re-assessed for improvements.

UPDATE – The scope of this project has been reduced to a pavement preservation project and will be completed in house. The current cost estimate to the 2021 County State Aid budget is approximately \$500,000 which will reduce the previous 2021 State Aid estimate by \$4,700,000.

CSAH 116 (Bunker Lake Boulevard) from Van Buren Street to TH 65 – This project proposes to reconstruct CSAH 116 (Bunker Lake Blvd) from Jefferson Street to approximately Johnson Street in the City of Ham Lake. The project consists primarily of expanding the roadway to four-lanes with a center-median, pedestrian accommodations, and drainage improvements.

NO NEW UPDATE – County staff are continuing to prepare recommendations for County Engineer that include scaling back the scope of the project to a two-lane segment with spot improvements focused at the intersections of TH 65, Jefferson Street, and Lincoln Street.

CSAH 14 (Main Street) from Harpers Street to CSAH 17 (Lexington Avenue) – This project proposes to reconstruct CSAH 14 (Main Street) from Harpers Street to Lexington Avenue in the City of Blaine. The project consists primarily of expanding the roadway to four-lanes with a center-median for 1.3 miles.

UPDATE – ACHD staff have completed the 30% plan review and are currently incorporating those comments into the production of 60% plans. This project is scheduled for the 2022 construction season.

US 10 from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) [ADD A LANE] – This project proposes to add a third lane to US 10 between CSAH 78 and CSAH 9. The project is intended to facilitate the through put of traffic on US 10 to alleviate the problem of vehicles exiting US 10 onto the county system to avoid congestion occurring daily on US 10. Construction is scheduled for 2021.

NO NEW UPDATE – TKDA has been directed to proceed to producing a 30% plan set that includes work for a third lane for both east and westbound lanes of US 10. Additionally, TKDA has been directed to prepare environmental documents consistent with federal guidelines in the event federal stimulus funds become available. TKDA continues to work with MnDOT and County staff on related design issues.

CSAH 56 grade separation over US 10 & RR [Ramsey Gateway] – The purpose of this project is to construct a grade-separated interchange and railroad line overpass in the City of Ramsey across US 10 & the BNSF RR for CSAH 56 (Ramsey Boulevard). The proposed project consists of changing the existing at-grade intersection to a grade-separated interchange, which includes constructing the CSAH 56 mainline bridge over US 10 and the BNSF railroad and constructing full access freeway ramps.

UPDATE – Our Consultant (Bolton & Menk) is working to schedule a Value Engineering (VE) study with the State of Minnesota. The purpose of the VE study is to vet the design with a group of peers to ensure it is the optimal design prior to producing plans. The VE study will be completed prior to the end of this year.

OTHER AGENCY PROJECTS/STUDIES***TH 65 PEL Corridor Study from 81st Avenue in Spring Lake Park to CSAH 116 (Bunker Lake Boulevard) in Ham Lake***

UPDATE – *The study is entering the Level 3 alternative analysis phase. Completion of the analysis was expected in March 2020, with completion of the entire study expected in mid to late 2020.*

TH 47 Corridor Study in St. Francis

UPDATE – *MnDOT's consultant has developed several alternatives for consideration by the City of St. Francis and Anoka County. This project is currently on-hold until discussions with project stakeholders can take place.*