

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

Commissioners Schulte (Chair), Braastad, Look and West

Monday, August 31, 2020

8:30 A.M.

**Bunker Hills Activity Center - Maple Room
550 Bunker Lake Blvd NW, Andover, MN 55304**

ACTION ITEMS

Highway

1. Consider recommending for approval Resolution #2020-TR25, a resolution authorizing Anoka County to enter into a MnDOT Cooperative Agreement #C0008121 with the City of Coon Rapids for Project SP 0217-27, the replacement of the existing traffic control signal system at the eastbound TH 610 exit ramp terminal on CR 3 (Coon Rapids Boulevard); and authorizing the County Administrator to execute said agreement, subject to review by the County Attorney as to form and legality.
2. Consider recommending approval to award Contract #C0008126 to the lowest responsible bidder for Anoka County Construction Project SAP 002-652-008, the installation of a traffic control signal system at the intersection of CSAH 52 (Radisson Road NE) and Xylite Street NE, and near-side signal heads and Flashing Yellow Arrow (FYA) improvements to the existing traffic control signal system at the intersection of Radisson Road NE and 101st Avenue NE in the City of Blaine.

INFORMATION ITEMS

Highway

3. Discuss the purchase of wetland credits for Project SP 002-611-036, the reconstruction of CSAH 11 (Foley Boulevard) between CSAH 1 (East River Road) and CR 3 (Coon Rapids Boulevard) in the City of Coon Rapids.
4. Review Transportation Division agreements executed since last meeting.
5. Review Corridor Updates and Project Progress.
6. Public Comments are welcome at this time. In consideration of others wishing to speak, please limit comments to 2 minutes.
7. Discuss Pending Litigation.

*** 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

August 31, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Consider recommending for approval Resolution #2020-TR25, a resolution authorizing Anoka County to enter into a MnDOT Cooperative Agreement #C0008121 with the City of Coon Rapids for Project SP 0217-27, the replacement of the existing traffic control signal system at the eastbound TH 610 exit ramp terminal on CR 3 (Coon Rapids Boulevard); and authorizing the County Administrator to execute said agreement, subject to review by the County Attorney as to form and legality.</i>
BACKGROUND	<p><i>Anoka County Highway Department staff have been working with MnDOT and the City of Coon Rapids during the past few years on the preparation of plans and specifications for the replacement of the existing traffic control signal at the eastbound TH 610 exit ramp terminal on CR 3 (Coon Rapids Boulevard). The signal replacement will include replacement of the entire signal system and associated Americans with Disabilities Act (ADA) improvements.</i></p> <p><i>Consistent with MnDOT's cost participation policy, the City and County are responsible for a portion of the project costs. The attached Cooperative Agreement, which is a three-party agreement, describes each party's cost and maintenance responsibilities and obligations. Anoka County's estimated cost participation is approximately \$230,000.</i></p> <p><i>Construction will begin as early as this fall and will be completed by the end of next summer.</i></p>
PREVIOUS ACTION TAKEN	<i>None.</i>
COMMENTS	
RECOMMENDATIONS	<i>Recommend approval.</i>

RESOLUTION #2020-TR25
FOR AGREEMENT NO. 1036955
WITH THE MINNESOTA DEPARTMENT OF TRANSPORTATION
FOR THE CONSTRUCTION OF THE
NEW TRAFFIC CONTROL SIGNAL SYSTEM AT THE INTERSECTION OF
TRUNK HIGHWAY NO. 610 AND COUNTY ROAD NO. 3 (COON RAPIDS BOULEVARD)
WITHIN THE CITY OF COON RAPIDS
(AC CONTRACT #C0008121)

WHEREAS, Anoka County enters into MnDOT Agreement No. 1036955 with the State of Minnesota, Department of Transportation and the City of Coon Rapids for the following purposes:

To provide for payment by the County to the State of the County's share of the costs of the traffic control signal system, fiber interconnect, and ADA improvements construction and other associated construction to be performed upon, along, and adjacent to Trunk Highway No. 610 at County Road No. 3 (Coon Rapids Boulevard), Coon Rapids, MN, Anoka County, under State Project No. 0217-27 (T.H. 610=390).

THEREFORE, BE IT RESOLVED the Chair of the Anoka County Board and the County Administrator are hereby authorized and directed for and on behalf of the county to execute the Agreement and any amendments to the Agreement with the Commissioner of Transportation and the City of Coon Rapids as provided for herein.

BE IT FURTHER RESOLVED that a certified copy of this resolution will be forwarded to the State Commissioner of Transportation.

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
And
CITY OF COON RAPIDS
And
ANOKA COUNTY
COOPERATIVE CONSTRUCTION
AGREEMENT

State Project Number (S.P.):	<u>0217-27</u>	Estimated City Amount Receivable
Trunk Highway Number (T.H.):	<u>610=390</u>	<u>\$14,933.53</u>
State Aid Project Number (S.A.P.):	<u>114-116-011</u>	Estimated County Amount Receivable
Signal System ID:	<u>1735862</u>	<u>\$228,436.99</u>

This Agreement is between the State of Minnesota, acting through its Commissioner of Transportation ("State"), and the City of Coon Rapids acting through its City Council ("City"), and Anoka County acting through its Board of Commissioners ("County").

Recitals

1. The State will perform traffic control signal system, fiber interconnect, ADA improvements construction and other associated construction upon, along, and adjacent to Trunk Highway No. 610 at Coon Rapids Blvd, Coon Rapids MN, Anoka County according to State-prepared plans, specifications, and special provisions designated by the State as State Project No. 0217-27 (T.H. 610=390) ("Project"); and
2. The State requests that the City and County participate in the maintenance and cost of the Project construction and construction engineering; and
3. The City and County wish to participate in the maintenance and costs of the Project construction and associated construction engineering; and
4. Minnesota Statutes § 161.45, subdivision 2, allows for City-owned utility relocation to be included in a State construction contract, and payment by the City for such relocation according to applicable statutes and rules for utilities on trunk highways; and
5. Minnesota Statutes § 161.20, subdivision 2 authorizes the Commissioner of Transportation to make arrangements with and cooperate with any governmental authority for the purposes of constructing, maintaining, and improving the trunk highway system.

Agreement

1. Term of Agreement; Survival of Terms; Plans; Incorporation of Exhibits

- 1.1. **Effective Date.** This Agreement will be effective on the date the State obtains all signatures required by Minnesota Statutes § 16C.05, subdivision 2.
- 1.2. **Expiration Date.** This Agreement will expire when all obligations have been satisfactorily fulfilled.
- 1.3. **Survival of Terms.** All clauses which impose obligations continuing in their nature and which must survive in order to give effect to their meaning will survive the expiration or termination of this Agreement, including, without limitation, the following clauses: 3. Maintenance by the City; 11. Liability; Worker

Compensation Claims; 13. State Audits; 14. Government Data Practices; 15. Governing Law; Jurisdiction; Venue; and 17. Force Majeure. The terms and conditions set forth in Article 4. Signal System and EVP System Operation and Maintenance will survive the expiration of this Agreement, but may be terminated by another Agreement between the parties.

- 1.4. **Plans, Specifications, and Special Provisions.** Plans, specifications, and special provisions designated by the State as State Project No. 0217-27 (T.H. 610=390) are on file in the office of the Commissioner of Transportation at St. Paul, Minnesota, and incorporated into this Agreement by reference ("Project Plans").
- 1.5. **Exhibits.** Preliminary Schedule "I" is on file in the office of the City Public Works Director and County Engineer and is attached and incorporated into this Agreement.

2. Construction by the State

2.1. **Contract Award.** The State will advertise for bids and award a construction contract to the lowest responsible bidder according to the Project Plans.

2.2. Direction, Supervision, and Inspection of Construction.

- A. **Supervision and Inspection by the State.** The State will direct and supervise all construction activities performed under the construction contract, and except as provided below, perform all construction engineering and inspection functions in connection with the contract construction. All contract construction will be performed according to the Project Plans.
- B. **Inspection by the City and County.** The City and County participation construction covered under this Agreement will be open to inspection by the City and County. If the City or County believes their respective participation construction covered under this Agreement has not been properly performed or that the construction is defective, the City or County will inform the State District Engineer's authorized representative in writing of those defects. Any recommendations made by the City or County are not binding on the State. The State will have the exclusive right to determine whether the State's contractor has satisfactorily performed the City and County participation construction covered under this Agreement.
- C. **Construction Engineering and Inspection by the City.** The City will assign its City Engineer or other registered professional engineer to perform construction engineering in connection with the water main construction. The engineer so assigned will act under the supervision and direction of the State and be responsible for construction inspection for said construction. The construction will be performed according to the Project Plans and recognized and accepted practices and procedures as set forth in various State manuals, including Specifications No. 1601 through and including No. 1609 in the State's current "Standard Specifications for Construction". The City will furnish other personnel, services, supplies, and equipment needed to properly carry on the construction.
 - i. **Documentation of Construction Costs.** At regular intervals after the State's contractor has started the water main construction, the City will prepare partial estimates of the construction costs according to the terms of the construction contract and immediately submit the partial estimates to the State. The City will also prepare the final estimate data for said construction and submit the final estimate to the State. Quantities listed on the partial and final estimates will be documented according to guidelines in the applicable documentation manual.
 - ii. **Final Inspection of Construction.** Upon completion of the water main construction, the City will advise the State whether or not said construction should be accepted by the State as being performed in a satisfactory manner. If the City recommends that the State not accept the

construction, then the City will, as part of their recommendation, identify the specific defects in the construction and the reasons why it should not be accepted. Any recommendations made by the City are not binding on the State. The State will determine, after considering the City's recommendations, whether or not the construction has been properly performed and whether to accept or reject it.

2.3. *Plan Changes, Additional Construction, Etc.*

- A. The State will make changes in the Project Plans and contract construction, which may include the City or County participation construction covered under this Agreement, and will enter into any necessary addenda and change orders with the State's contractor that are necessary to cause the contract construction to be performed and completed in a satisfactory manner. The State District Engineer's authorized representative will inform the appropriate City or County official of any proposed addenda and change orders to the construction contract that will affect the City or County participation construction covered under this Agreement.
- B. The City or County may request additional work or changes to the work in the plans as part of the construction contract. Such request will be made by an exchange of letter(s) with the State. If the State determines that the requested additional work or plan changes are necessary or desirable and can be accommodated without undue disruption to the project, the State will cause the additional work or plan changes to be made.

2.4. *Satisfactory Completion of Contract.* The State will perform all other acts and functions necessary to cause the construction contract to be completed in a satisfactory manner.

2.5. *Permits.*

- A. The City will submit to the State's Utility Engineer an original permit application for all utilities owned by the City to be constructed hereunder that are upon and within the Trunk Highway Right-of-Way. Applications for permits will be made on State form "Application For Utility Permit On Trunk Highway Right-of-Way" (Form 2525).

2.6. *Replacement of Castings.* Adjustments to certain City or County-owned facilities, including but not limited to, valve boxes and frame and ring castings, may be performed by the State's contractor under the construction contract. The City or County will furnish the contractor with new units and/or parts for those in place City or County-owned facilities when replacements are required and not covered by a contract pay item, without cost or expense to the State or the contractor, except for replacement of units and/or parts broken or damaged by the contractor.

3. *Maintenance by the City*

Upon completion of the project, the City will provide the following without cost or expense to the State:

- 3.1. *Municipal Utilities.*** Maintenance of any municipal-owned utilities construction, without cost or expense to the State.
- 3.2. *Sidewalks.*** Maintenance of any sidewalk construction, including stamped and colored concrete sidewalk (if any) and pedestrian ramps. Maintenance includes, but is not limited to, snow, ice and debris removal, patching, crack repair, panel replacement, cross street pedestrian crosswalk markings, vegetation control of boulevards (if any), and any other maintenance activities necessary to perpetuate the sidewalks in a safe, useable, and aesthetically acceptable condition.

The State will maintain crosswalk markings on the Trunk Highway at ramps which intersect with City and County roads.

3.3. Additional Drainage. No party to this Agreement will drain any additional drainage volume into the storm sewer facilities constructed under the construction contract that was not included in the drainage for which the storm sewer facilities were designed, without first obtaining written permission to do so from the other party.

4. Signal System and EVP System Operation and Maintenance

Operation and maintenance responsibilities will be as follows for the Signal System and EVP System on Eastbound T.H. 610 (South Ramp) at County Road 3 (Coon Rapids Blvd).

4.1. City Responsibilities.

- A. Power.** The City will be responsible for the hook-up cost and application to secure an adequate power supply to the service pad or pole and will pay all monthly electrical service expenses necessary to operate the Signal System and EVP System.
- B. Minor Signal System Maintenance.** The City will provide for the following, without cost to the State.
 - i. Maintain the signal pole mounted LED luminaires, including replacing the luminaires when necessary. The LED luminaire must be replaced when it fails or when light levels drop below recommended AASHTO levels for the installation.
 - ii. Replace the Signal System LED indications. Replacing LED indications consists of replacing each LED indication when it reaches end of life per the MnDOT Traffic Engineering Manual or fails or no longer meets Institute of Traffic Engineers (ITE) standards for light output.
 - iii. Clean the Signal System controller cabinet and service cabinet exteriors.
 - iv. Clean the Signal System and luminaire mast arm extensions.
 - v. Paint and maintain the County Road 3 (Coon Rapids Blvd) pedestrian crosswalk markings.

4.2. State Responsibilities.

- A. Timing; Other Maintenance.** The State will maintain the Interconnect and signing, and perform all other Signal System, APS, and signal pole luminaire circuit maintenance without cost to the City or County. All Signal System timing will be determined by the State, and no changes will be made without the State's approval.
- B. EVP System Operation.** The EVP System will be installed, operated, maintained, and removed according to the following conditions and requirements:
 - i. All maintenance of the EVP System must be done by State forces.
 - ii. Emitter units may be installed only on authorized emergency vehicles, as defined in Minnesota Statutes § 169.011, Subdivision 3. Authorized emergency vehicles may use emitter units only when responding to an emergency. The City and County will provide the State's District Engineer or their designated representative a list of all vehicles with emitter units, if requested by the State.
 - iii. Malfunction of the EVP System must be reported to the State immediately.
 - iv. In the event the EVP System or its components are, in the opinion of the State, being misused or the conditions set forth in Paragraph ii. above are violated, and such misuse or violation continues after the City or County receives written notice from the State, the State may remove the EVP System. Upon removal of the EVP System pursuant to this Paragraph, all of its parts and components become the property of the State.

v. All timing of the EVP System will be determined by the State.

- 4.3. **Right-of-Way Access.** Each party authorizes the other party to enter upon their respective public right-of-way to perform the maintenance activities described in this Agreement.
- 4.4. **Related Agreements.** This Agreement will supersede and terminate the operation and maintenance terms of Agreement No. 81032, dated January 17, 2001, between the parties, for the intersection of Eastbound T.H. 610 (South Ramp) at County Road 3 (Coon Rapids Blvd).

5. Basis of City Cost

- 5.1. **Schedule "I".** The Preliminary Schedule "I" includes all anticipated City participation construction items and the construction engineering cost share covered under this Agreement, and is based on engineer's estimated unit prices.
- 5.2. **City Participation Construction.** The City will participate in the following at the percentages indicated. The construction includes the City's proportionate share of item costs for mobilization and traffic control.
- A. 100 Percent will be the City's rate of cost participation in all of the water main and sign construction.
- B. 67 Percent will be the City's rate of cost participation in all of the Emergency Vehicle Preemption System construction.
- 5.3. **Construction Engineering Costs.** The City will pay a construction engineering charge equal to 6 percent of the cost of the water main construction and 8 percent of the remaining City participation construction covered under this Agreement.
- 5.4. **Plan Changes, Additional Construction, Etc.** The City will share in the costs of construction contract addenda and change orders that are necessary to complete the City participation construction covered under this Agreement, including any City requested additional work and plan changes.
- The State reserves the right to invoice the City for the cost of any additional City requested work and plan changes, construction contract addenda, change orders, and associated construction engineering before the completion of the contract construction.
- 5.5. **Liquidated Damages.** All liquidated damages assessed the State's contractor in connection with the construction contract will result in a credit shared by each party in the same proportion as their total construction cost share covered under this Agreement is to the total contract construction cost before any deduction for liquidated damages.

6. Basis of County Cost

- 6.1. **Schedule "I".** The Preliminary Schedule "I" includes all anticipated County participation construction items, State Furnished Materials lump sum amounts and the construction engineering cost share covered under this Agreement, and is based on engineer's estimated unit prices.
- 6.2. **County Participation Construction.** The County will participate in the following at the percentages indicated. The construction includes the County's proportionate share of item costs for mobilization and traffic control.
- A. 67 Percent will be the County's rate of cost participation in all of the traffic control signal system, fiber interconnect, and ADA improvements construction.
- 6.3. **State Furnished Materials.** The State will furnish a Type "R" cabinet and fiber, PTZ camera with mount, and locator balls ("State Furnished Materials"), according to the Project Plans, to operate the traffic control signal system covered under this Agreement. The County's lump sum share for State Furnished Materials is

\$24,737.61. The County's cost share for State Furnished Materials will be added to the County's total construction cost share as shown in the Schedule "I".

6.4. Construction Engineering Costs. The County will pay a construction engineering charge equal to 8 percent of the total County participation construction covered under this Agreement.

6.5. Plan Changes, Additional Construction, Etc. The County will share in the costs of construction contract addenda and change orders that are necessary to complete the County participation construction covered under this Agreement, including any County requested additional work and plan changes.

The State reserves the right to invoice the County for the cost of any additional County requested work and plan changes, construction contract addenda, change orders, and associated construction engineering before the completion of the contract construction.

6.6. Liquidated Damages. All liquidated damages assessed the State's contractor in connection with the construction contract will result in a credit shared by each party in the same proportion as their total construction cost share covered under this Agreement is to the total contract construction cost before any deduction for liquidated damages.

7. City Cost and Payment by the City

7.1. City Cost. \$14,933.53 is the City's estimated share of the costs of the contract construction and the construction engineering cost share as shown in the Preliminary Schedule "I". The Preliminary Schedule "I" was prepared using estimated quantities and unit prices, and may include any credits or lump sum costs. Upon award of the construction contract, the State will prepare a Revised Schedule "I" based on construction contract unit prices, which will replace and supersede the Preliminary Schedule "I" as part of this Agreement.

7.2. Conditions of Payment. The City will pay the State the City's total estimated construction and construction engineering cost share, as shown in the Revised Schedule "I", after the following conditions have been met:

- A. Execution of this Agreement and transmittal to the City, including a copy of the Revised Schedule "I".
- B. The City's receipt of a written request from the State for the advancement of funds.

7.3. Acceptance of the City's Cost and Completed Construction. The computation by the State of the amount due from the City will be final, binding and conclusive. Acceptance by the State of the completed contract construction will be final, binding, and conclusive upon the City as to the satisfactory completion of the contract construction.

7.4. Final Payment by the City. Upon completion of all contract construction and upon computation of the final amount due the State's contractor, the State will prepare a Final Schedule "I" and submit a copy to the City. The Final Schedule "I" will be based on final quantities, and include all City participation construction items and the construction engineering cost share covered under this Agreement. If the final cost of the City participation construction exceeds the amount of funds advanced by the City, the City will pay the difference to the State without interest. If the final cost of the City participation construction is less than the amount of funds advanced by the City, the State will refund the difference to the City without interest.

The State and the City waive claims for any payments or refunds less than \$5.00 according to Minnesota Statutes § 15.415.

8. County Cost and Payment by the County

- 8.1. County Cost. \$228,436.99** is the County's estimated share of the costs of the contract construction, State Furnished Materials and the construction engineering cost share as shown in the Preliminary Schedule "I". The Preliminary Schedule "I" was prepared using estimated quantities and unit prices, and may include any credits or lump sum costs. Upon award of the construction contract, the State will prepare a Revised Schedule "I" based on construction contract unit prices, which will replace and supersede the Preliminary Schedule "I" as part of this Agreement.
- 8.2. Conditions of Payment.** The County will pay the State the County's total estimated construction and construction engineering cost share, as shown in the Revised Schedule "I", after the following conditions have been met:
- A. Execution of this Agreement and transmittal to the County, including a copy of the Revised Schedule "I".
 - B. The County's receipt of a written request from the State for the advancement of funds.
- 8.3. Acceptance of the County's Cost and Completed Construction.** The computation by the State of the amount due from the County will be final, binding and conclusive. Acceptance by the State of the completed contract construction will be final, binding, and conclusive upon the County as to the satisfactory completion of the contract construction.
- 8.4. Final Payment by the County.** Upon completion of all contract construction and upon computation of the final amount due the State's contractor, the State will prepare a Final Schedule "I" and submit a copy to the County. The Final Schedule "I" will be based on final quantities, and include all County participation construction items and the construction engineering cost share covered under this Agreement. If the final cost of the County participation construction exceeds the amount of funds advanced by the County, the County will pay the difference to the State without interest. If the final cost of the County participation construction is less than the amount of funds advanced by the County, the State will refund the difference to the County without interest.

The State and the County waive claims for any payments or refunds less than \$5.00 according to Minnesota Statutes § 15.415.

9. Authorized Representatives

Each party's Authorized Representative is responsible for administering this Agreement and is authorized to give and receive any notice or demand required or permitted by this Agreement.

9.1. The State's Authorized Representative will be:

Name, Title:	Malaki Ruranika, Cooperative Agreements Engineer (or successor)
Address:	395 John Ireland Boulevard, Mailstop 682, St. Paul, MN 55155
Telephone:	(651) 366-4634
E-Mail:	malaki.ruranika@state.mn.us

9.2. The City's Authorized Representative will be:

Name, Title: Tim Himmer, Public Works Director (or successor)
Address: 1115 Robinson Drive, Coon Rapids, MN 55433
Telephone: (763)767-6494
E-Mail: thimmer@coonrapidsmn.gov

9.3. The County's Authorized Representative will be:

Name, Title: Joe MacPherson, County Engineer (or successor)
Address: 1440 Bunker Lake Road, Andover, MN 55304
Telephone: (763) 324-3199
E-Mail: joe.macpherson@co.anoka.mn.us

10. Assignment; Amendments; Waiver; Contract Complete

- 10.1. Assignment.** No party may assign or transfer any rights or obligations under this Agreement without the prior consent of the other party and a written assignment agreement, executed and approved by the same parties who executed and approved this Agreement, or their successors in office.
- 10.2. Amendments.** Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Agreement, or their successors in office.
- 10.3. Waiver.** If a party fails to enforce any provision of this Agreement, that failure does not waive the provision or the party's right to subsequently enforce it.
- 10.4. Contract Complete.** This Agreement contains all prior negotiations and agreements between the State, the City, and the County. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

11. Liability; Worker Compensation Claims

- 11.1.** Each party is responsible for its own acts, omissions and the results thereof to the extent authorized by law and will not be responsible for the acts and omissions of others and the results thereof. Minnesota Statutes § 3.736 and other applicable law govern liability of the State. Minnesota Statutes Chapter 466 and other applicable law govern liability of the City and the County.
- 11.2.** Each party is responsible for its own employees for any claims arising under the Workers Compensation Act.

12. Nondiscrimination

Provisions of Minnesota Statutes § 181.59 and of any applicable law relating to civil rights and discrimination are considered part of this Agreement.

13. State Audits

Under Minnesota Statutes § 16C.05, subdivision 5, the City and County's books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by the State and the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the end of this Agreement.

14. Government Data Practices

The City, the County, and State must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the City or the County under this Agreement.

The civil remedies of Minnesota Statutes §13.08 apply to the release of the data referred to in this clause by either the City, the County, or the State.

15. Governing Law; Jurisdiction; Venue

Minnesota law governs the validity, interpretation, and enforcement of this Agreement. Venue for all legal proceedings arising out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

16. Termination; Suspension

16.1. *By Mutual Agreement.* This Agreement may be terminated by mutual agreement of the parties.

16.2. *Termination for Insufficient Funding.* The State may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the performance of contract construction under the Project. Termination must be by written or fax notice to the City and the County.

16.3. *Suspension.* In the event of a total or partial government shutdown, the State may suspend this Agreement and all work, activities, and performance of work authorized through this Agreement.

17. Force Majeure

No party will be responsible to the other for a failure to perform under this Agreement (or a delay in performance), if such failure or delay is due to a force majeure event. A force majeure event is an event beyond a party's reasonable control, including but not limited to, unusually severe weather, fire, floods, other acts of God, labor disputes, acts of war or terrorism, or public health emergencies.

[The remainder of this page has been intentionally left blank]

CITY OF COON RAPIDS

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

Recommended for Approval:

By: _____
(District Engineer)

Date: _____

Approved:

By: _____
(State Design Engineer)

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____
(With Delegated Authority)

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

ANOKA COUNTY

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: _____
(Chair, Anoka County Board of Commissioners)

Date: _____

By: _____
(Anoka County Administrator)

Date: _____

Recommended for Approval:

By: _____
(Anoka County Engineer)

Date: _____

Approved as to form:

By: _____
(Assistant Anoka County Attorney)

Date: _____

DEPARTMENT OF TRANSPORTATION

Recommended for Approval:

By: _____
(District Engineer)

Date: _____

Approved:

By: _____
(State Design Engineer)

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____
(With Delegated Authority)

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

PRELIMINARY SCHEDULE "I"
Agreement No. 1036955
City of Coon Rapids and Anoka County

S.P. 0217-27 (T.H. 610=390) Preliminary: July 15, 2020
 S.A.P. 114-116-011
 State Funds

Traffic control signal system, fiber interconnect, and ADA improvements construction to start approximately April 15, 2021 under
 State Contract No. _____ with
 located on T.H. 610 at Coon Rapids Blvd, Coon Rapids MN, Anoka County

CITY COST PARTICIPATION	
S.A.P. 114-116-011 Water Main (6% CE) (From Sheet No. 3)	8,515.00
Construction Engineering (6%)	510.90
Subtotal	\$9,025.90
S.A.P. 114-116-011 Signage (8% CE) (From Sheet No. 3)	1,900.00
Emergency Vehicle Preemption System (From Sheet No. 4)	3,570.03
Subtotal	\$5,470.03
Construction Engineering (8%)	\$437.60
Subtotal	\$5,907.63
(1) Total City Cost	\$14,933.53

COUNTY COST PARTICIPATION	
S.P. 0217-27 (From Sheet No. 2)	186,778.12
State Furnished Materials (From Sheet No. 4)	24,737.61
Subtotal	\$211,515.73
Construction Engineering (8%)	16,921.26
(1) Total County Cost	\$228,436.99

(1) Amount of advance payment as described in Article 7 and Article 8, respectively, of the Agreement (estimated amount)

(1) 33% STATE, 67% COUNTY

ITEM NUMBER	S.P. 0217-27 WORK ITEM	UNIT	QUANTITY	UNIT PRICE	COST (1)
2011.601	AS BUILT	LUMP SUM	1.00	1,500.00	1,500.00
2021.501	MOBILIZATION	LUMP SUM	0.95	25,000.00	23,750.00
2102.518	PAVEMENT MARKING REMOVAL	SQ FT	284.00	3.00	852.00
2104.502	REMOVE HANDHOLE	EACH	1.00	290.00	290.00
2104.503	REMOVE CURB AND GUTTER	LIN FT	125.00	12.00	1,500.00
2104.518	REMOVE CONCRETE WALK	SQ FT	556.00	3.50	1,946.00
2104.618	REMOVE AND REPLACE BITUMINOUS PAVEMENT	SQ FT	226.00	13.00	2,938.00
2301.602	DRILL AND GROUT REINFORCEMENT BAR (EPOXY COATED)	EACH	45.00	15.00	675.00
2521.618	CONCRETE WALK	SQ FT	890.00	13.00	11,570.00
2531.603	CONCRETE CURB AND GUTTER	LIN FT	125.00	40.00	5,000.00
2531.618	TRUNCATED DOMES	SQ FT	70.00	50.00	3,500.00
2550.502	BURIED CABLE SIGN	EACH	8.00	113.00	904.00
2550.503	1.5" NON-METALLIC CONDUIT	LIN FT	1,550.00	2.70	4,185.00
2550.601	FIBER OPTIC CABLE TESTING	LUMP SUM	1.00	5,000.00	5,000.00
2550.602	FIBER OPTIC PIGTAIL TERMINATION	EACH	2.00	1,040.00	2,080.00
2550.602	PULL VAULT	EACH	2.00	1,275.00	2,550.00
2550.603	ARMORED FIBER OPTIC PIGTAIL CABLE 6SM	LIN FT	1,830.00	1.96	3,586.80
2550.603	1.5" BORED CONDUIT	LIN FT	200.00	12.70	2,540.00
2563.601	TRAFFIC CONTROL	LUMP SUM	0.95	3,000.00	2,850.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1.00	8,500.00	8,500.00
2563.602	TEMPORARY PEDESTRIAN RAMP	EACH	3.00	976.00	2,928.00
2563.618	TEMPORARY WALKWAY SURFACE	SQ FT	470.00	8.00	3,760.00
2564.518	SIGN PANELS TYPE C	SQ FT	28.00	40.00	1,120.00
2564.602	DELINEATOR / MARKER PANEL	EACH	1.00	75.00	75.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYSTEM	1.00	173,862.32	173,862.32
2573.501	STORM DRAIN INLET PROTECTION	LUMP SUM	1.00	300.00	300.00
2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	110.00	3.00	330.00
2575.602	SITE RESTORATION	EACH	4.00	950.00	3,800.00
2581.503	REMOVABLE PREFORMED PAVEMENT MARKING TAPE	LIN FT	252.00	1.10	277.20
2582.503	4" SOLID LINE PAINT	LIN FT	46.00	4.00	184.00
2582.503	12" SOLID LINE PREFORM THERMO GROUND IN	LIN FT	32.00	15.00	480.00
2582.518	CROSSWALK PREFORM THERMOPLASTIC GROUND IN ENHANCED SKID RESIST	SQ FT	396.00	15.00	5,940.00
				TOTAL	\$278,773.32
	(1) 33% STATE	\$91,995.20			
	67% COUNTY	\$186,778.12			



ANOKA COUNTY BOARD ACTION ITEM

August 31, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<p>Consider recommending approval to award Contract #C0008126 to Forest Lake Contracting, Inc., for Anoka County Construction Project SAP 002-652-008, the installation of a traffic control signal system at the intersection of CSAH 52 (Radisson Road NE) and Xylite Street NE, and near-side signal heads and Flashing Yellow Arrow (FYA) improvements to the existing traffic control signal system at the intersection of Radisson Road NE and 101st Avenue NE in the City of Blaine.</p>																				
BACKGROUND	<p>The project consists of installing a new traffic control signal system at the intersection of Radisson Road NE and Xylite Street NE, roadway geometric improvements on Xylite Street NE to include a designated left turn lane and a combination thru-right turn lane for the northbound and southbound directions, and associated ADA improvements.</p> <p>The project also includes improvements to the existing traffic control signal system at the intersection of Radisson Road NE and 101st Avenue NE. To address safety concerns related to sight line constraints and improve traffic operations, the project will include the addition of FYA improvements and near-side signal heads. No geometric improvements are necessary for the proposed signal improvements at this intersection.</p> <p>The following bids were received at August 24th bid opening:</p> <table border="0" data-bbox="537 1041 1211 1377"> <thead> <tr> <th style="text-align: left;">Bid Summary</th> <th style="text-align: right;">Base Bid</th> </tr> </thead> <tbody> <tr> <td>Forest Lake Contracting, Inc.</td> <td style="text-align: right;">\$469,398.32</td> </tr> <tr> <td>Valley Paving, Inc.</td> <td style="text-align: right;">\$511,233.09</td> </tr> <tr> <td>Peterson Companies</td> <td style="text-align: right;">\$538,535.96</td> </tr> <tr> <td>New Look Contracting, Inc.</td> <td style="text-align: right;">\$561,472.50</td> </tr> <tr> <td>Park Construction Company</td> <td style="text-align: right;">\$574,739.00</td> </tr> <tr> <td>Bituminous Roadways Inc.</td> <td style="text-align: right;">\$578,991.10</td> </tr> <tr> <td>Pember Companies, Inc.</td> <td style="text-align: right;">\$579,611.98</td> </tr> <tr> <td>Meyer Contracting, Inc.</td> <td style="text-align: right;">\$596,320.17</td> </tr> <tr> <td>Engineer's Estimate</td> <td style="text-align: right;">\$463,000.00</td> </tr> </tbody> </table> <p>Construction is expected to begin in fall of 2020 and be completed by November 2020.</p>	Bid Summary	Base Bid	Forest Lake Contracting, Inc.	\$469,398.32	Valley Paving, Inc.	\$511,233.09	Peterson Companies	\$538,535.96	New Look Contracting, Inc.	\$561,472.50	Park Construction Company	\$574,739.00	Bituminous Roadways Inc.	\$578,991.10	Pember Companies, Inc.	\$579,611.98	Meyer Contracting, Inc.	\$596,320.17	Engineer's Estimate	\$463,000.00
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Meyer Contracting, Inc.	\$596,320.17																				
Engineer's Estimate	\$463,000.00																				
PREVIOUS ACTION TAKEN	<p>02/19/2019 - Authorization to negotiate JPA with City of Blaine 11/04/2019 - Design Amendment (Xylite Design/ROW) 04/06/2020 - Design Amendment (Flanders Signal Design) 07/28/2020 - Authorization to advertise 07/28/2020 - Approve JPA with Blaine</p>																				
COMMENTS																					
RECOMMENDATIONS	<p>Approval.</p>																				



Anoka County

TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.
County Engineer

RECOMMENDATION TO AWARD

TO: Jerry J. Auge, P.E., Assistant County Engineer
FROM: Chris Osterhus, Construction Engineering Supervisor
DATE: August 24, 2020
SUBJECT: Project S.A.P. 002-652-008
Bid Summary

Anoka County advertised Project SAP 002-652-008, the traffic control signal system at the intersection of CSAH 52 (Radisson Road) and Xylite Street NE, in the City of Blaine. Bids were received and publicly opened on August 24, 2020 at 10:00 A.M. Eight (8) bids were received for this project.

Bid Summary:	Bid Price:
Forest Lake Contracting, Inc.	\$469,398.32
Valley Paving, Inc.	\$511,233.09
Peterson Companies	\$538,535.96
New Look Contracting, Inc.	\$561,472.50
Park Construction Company	\$574,739.00
Bituminous Roadways Inc.	\$578,991.10
Pember Companies, Inc.	\$579,611.98
Meyer Contracting, Inc.	\$596,320.17
Engineer's Estimate	\$463,000.00

Based on their low bid of \$469,398.32, it is recommended that Anoka County award Contract #C0008126 for Anoka County Project S.A.P. 002-652-008 to Forest Lake Contracting Inc.

Our Passion Is Your Safe Way Home

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer



ANOKA COUNTY BOARD ACTION ITEM

August 31, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Discuss the purchase of wetland credits for Project SP 002-611-036, the reconstruction of CSAH 11 (Foley Boulevard) between CSAH 1 (East River Road) and CR 3 (Coon Rapids Boulevard) in the City of Coon Rapids.</i>
BACKGROUND	<p><i>Project improvements include reconstructing the existing 4-lane undivided Foley Boulevard to a 4-lane divided roadway with turn lanes, multi-use trail, and an overpass at the Burlington Northern Railroad track. This project will improve public safety and reduce traffic congestion on CSAH 11 by constructing a bridge over the BNSF railroad.</i></p> <p><i>The CSAH 11 overpass project is impacting approximately 1.079 acres of wetland. The wetland credit replacement requires a 2:1 replacement resulting in a purchase of 2.158 acres wetland credits from Moen Leuer Properties, Inc., who currently is marketing and selling the wetland credits.</i></p> <p><i>The cost per wetland credit is \$104,544. The total cost of the replacement credits will be \$225,606, plus additional withdrawal and stewardship fees in the amount of \$4,951 to be paid to the Board of Water and Soil Resources (BWSR) once the application and purchase has been approved. The total amount of this purchase is \$230,557 for the required wetland banking credits.</i></p> <p><i>Earnest money is not required if the credits are purchased before the end of September of 2020. The purchase of wetland bank credits typically requires earnest money to be deposited before the application is approved.</i></p> <p><i>The County Engineer is authorized to enter into this purchase agreement per County policy.</i></p>
PREVIOUS ACTION TAKEN	<p><i>05/06/2013 - TIGER Grant submittal discussion</i></p> <p><i>11/17/2014 – Approval of Resolution #2014-TR43, authorization to apply for federal funding through the 2014 Met Council Regional Solicitation</i></p> <p><i>07/01/2016 – Approval of Resolution #2016-TR14, authorization to apply for federal funding through the 2016 Met Council Regional Solicitation</i></p> <p><i>10/01/2018 - Approval to enter into Agreement #C0006857 with TKDA for consultant design services</i></p> <p><i>11/19/2018* - Discuss TH 610 Entrance and Exit Ramp options at CR 3 and CSAH 1</i></p> <p><i>04/23/2019** - Approval of Resolution #2019-TR12 authorizing the preparation of a highway ROW plat</i></p> <p><i>04/23/2019** - Approval of Resolution #2019-TR13 authorizing the acquisition of ROW</i></p> <p><i>02/02/2020 – Authorize the County Engineer to negotiate Joint Powers Agreement with the City of Coon Rapids.</i></p> <p><i>07/14/2020 – Approval to enter utility relocation agreement with GRE & Connexus Energy.</i></p> <p><i>* Informational Item Only</i></p> <p><i>**Chair Report</i></p>
COMMENTS	<i>The wetland credit purchase is the only option to replace impacted wetlands are part of the Foley Project.</i>
RECOMMENDATIONS	

**PURCHASE AGREEMENT
FOR
WETLAND BANKING CREDITS**

THIS AGREEMENT is made this day of August, 2020 between Moen Leuer Properties, Inc., 3600 Holly Lane North, Suite 100, Plymouth, MN 55447 (Seller) and Anoka County Highway Department (Buyer).

1. Seller agrees to sell to Buyer, and Buyer agrees to buy from Seller, the wetland banking credits (Credits) listed below:

Credits to be Sold										
Credit Subgroup	Credit Type SWC or AGC	Wetland Type/Plant Community Type				Cost per Credit	Credit Amounts			
A	SWC	Wet to Wet-Mesic Prairie				\$104,544	0.8139			
E	SWC	Fresh (wet) Meadow				\$104,544	1.3441			
Per Credit Withdrawal Fee by BSA*						Enter the Withdrawal Fee for the BSA of the account:	Total Cost:	\$225,606	Total Credits:	2.158
	SWC	AGC		SWC	AGC		<i>Withdrawal Fee x total credits = fee</i>			
BSA 1	\$520	\$270	BSA 6	\$1,083	\$586	\$1,992	Withdrawal Fee:	\$4,299		
BSA 2	\$371	\$191	BSA 7	\$1,992	\$1,060		<i>Easement Stewardship fee x total credits = fee</i>			
BSA 3	\$725	\$389	BSA 8	\$2,577	\$1,348	Easement Stewardship Fee:	Stewardship Fee:	\$652		
BSA 4	\$1,412	\$724	BSA 9	\$2,628	\$1,332	\$302	Total Fees:	\$4,951		
BSA 5	\$685	\$367	BSA 10	\$3,099	\$1,580		Grand Total:	\$230,557		

*AGC is for Ag bank credits and SWC is for standard bank credits.

2. Seller represents and warrants as follows:
- a) The Credits are deposited in an account in the Minnesota Wetland Bank administered by the Minnesota Board of Water and Soil Resources (BWSR) pursuant to Minn. Rules Chapter 8420.0700-.0760.
 - b) Seller owns the Credits and has the right to sell the Credits to Buyer.
3. Buyer will pay Seller a total of \$225,206 for the Credits, as follows:
- a) \$0.00 as earnest money, to be paid when this Agreement is signed; and
 - b) The balance of \$225,206 to be paid on the Closing Date listed below.



ANOKA COUNTY BOARD ACTION ITEM

August 31, 2020

TRANSPORTATION DIVISION

ACTION REQUESTED	<i>Review Transportation Division agreements executed since last meeting.</i>				
BACKGROUND	CONTRACT #	WITH	PROJECT #	DESCRIPTION	AMOUNT
	C0008053	SEH	20-20-60	Permit/Wetland Delineation	\$6,000
	C0008078	House Rescuers		Nuisance Beaver Removal	\$25,000
PREVIOUS ACTION TAKEN					
COMMENTS					
RECOMMENDATIONS					



ANOKA COUNTY BOARD ACTION ITEM

August 31, 2020

TRANSPORTATION DIVISION

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

CSAH 8 (Osborne Road) from TH 47 to TH 65 - This project, commonly referred to as a "road diet", includes reconfiguring the corridor from a 4-lane section to a 3-lane section with pedestrian enhancements.

UPDATE – This project began on August 24th with bituminous pavement and concrete curb removals. A traffic switch is expected late in the week. Expect delays. This project is 0% complete.

CSAH 12 (Pedestrian Ramp Project at the intersections of 4th Street NE, 5th Street NE, and 6th Street NE) – This project consists of removing and replacing the existing pedestrian ramps at the above intersections to meet current Americans with Disabilities Act (ADA) current standards. The work consists of removing portions of the concrete ramps, concrete curb and gutter, and bituminous pavement to meet the required grades/slopes of the areas as pedestrians approach the intersections. The project is focusing on giving small businesses who typically don't conduct government work an opportunity to learn about constructing ADA work. Each intersection will be a separate project and will be quoted/bid separately to properly size/scope these projects for small businesses. The County has partnered with MnDOT and the City of Blaine for this work.

UPDATE – Quotes/bids are currently being requested by MnDOT for this project and bids will be received on September 1, 2020. MnDOT will review the bids and make recommendations for award. Each project will be done separately and will be staggered to not overlap with adjacent ADA intersection work. This project is scheduled to begin construction in early to mid-September and be completed by October 2020.

CSAH 14 (Main Street) Eastbound from CSAH 9 (Round Lake Boulevard) to Highway 10; CSAH 9 (Round Lake Boulevard) Northbound from CSAH 14 (Main Street) to Highway 10; and CSAH 116 (Bunker Lake Boulevard) Eastbound 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 – No change from last update. This project is substantially complete with minor clean-up yet to be done. This project is 99% complete. No significant contract quantity changes to date.

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 – The week of August 17th - the contractor prepped and paved the bituminous bike trail. The concrete median grading was completed, along with miscellaneous grading on-site. The week of August 24th - the contractor will pave the eastbound lanes from Aberdeen Street to Radisson Road. A traffic switch is scheduled for late in the week, moving traffic to the outside eastbound and westbound traffic lanes. This project is 70% complete.

CSAH 52 (Radisson Road) at Xylite Street – This intersection will be signalized and reconfigured to accommodate additional width necessary for vehicle traffic. SRF Consulting Group is responsible for delivery. Construction is targeted for Fall 2020 or Spring 2021.

UPDATE – Bid opening occurred on August 24, with award of contract to occur in early September. Construction is scheduled to begin mid to end of September 2020 and be completed in November of 2020.

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 Hanson Boulevard between Jay Street/139th Avenue and Crosstown Boulevard to a 4-lane divided roadway.

UPDATE – No change from last update. This project is substantially complete with minor clean-up yet to be done. This project is 95% complete. Significant quantity changes include increased overruns of Muck Excavation \$67,930.20 and Granular Borrow (LV) \$24,579.88.

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 – The week of August 17th - the contractor switched traffic to Stage 3, and vehicles moved to the outside northbound and southbound traffic lanes. The traffic crossovers were removed, and the new signal was turned on at 121st Avenue. The week of August 24th - the contractor will install new watermain valves at the intersection of Northdale Boulevard and Hanson Boulevard. The contractor is grading and removing soils in preparation of median curb & gutter installation. Expect minor delays to vehicle traffic.

CSAH 78 (Hanson Boulevard) Railroad Grade Separation in the City of Coon Rapids - This project will grade separate Hanson Boulevard, an existing 4-lane divided roadway, over the Burlington Northern Sante Fe (BNSF) Railroad.

UPDATE – No change from last update. This project is substantially complete with minor clean-up yet to be done. This project is 99% complete. Significant quantity changes include: increased depth of 12" piling at an approved cost of \$182,855.79 (CO#6); welding of 12" piling at an approved cost of \$27,269.60 (CO#13); increased depth of 16" piling at an approved cost of \$151,457.80 (CO#4); increase in cost to convert watermain type for \$12,315.23 (CO#14); increase in cost for watermain work changes \$264,884.13 (CO#2); and increase costs for drainage structures \$129,615.50 (CO#5) to date.

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>

Hornsby Street and Hwy 97 in the City of Columbus – this project is a realignment of Hornsby Street north of Highway 97 and includes a new signal system at the intersection.

UPDATE – This project is delayed by underground utilities. This project is 85% complete.

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

- **CSAH 1 from 111th Avenue to 600' south of CSAH 78 in the City of Coon Rapids, 2" bituminous mill and overlay.**

UPDATE: This project is scheduled to start in September of 2020. This project is 0% complete.

- **CSAH 9 from Hwy 10 to CSAH 116** in the City of Coon Rapids, full depth pavement removal and new bituminous replacement.
UPDATE – The week of August 17th - Stage 3B/4B (Stage 3 for adjacent business owners) began. Crews removed the asphalt on the inside northbound and southbound lanes, reclaimed the gravel base, and hauled away excess materials. Electricians installed traffic signal loop detectors and paving crews installed two lifts of bituminous on both the northbound and southbound lanes. The morning of Saturday, August 22, the northbound & southbound lanes were opened to two lanes and all left turn lanes were opened for vehicles. The week of August 24th - on Monday (8/24) and Tuesday (8/25) crews raised manholes and gate valves in both northbound and southbound lanes which restricted vehicle flow. Final milling occurred on Monday (8/24) and left turn lanes remained open. Crews will pave the final layer of bituminous wear course as a moving operation with temporary lane closures on Wednesday (8/26) and Thursday nights (8/27). Paving of street approaches is scheduled for Friday (8/27) during the day. Final striping is scheduled for the week of August 31st. Please continue to expect delays and use alternative routes when possible. This project is 65% complete.
- **CSAH 14 700' E of HWY 10 Off-Ramp to CSAH 18** in the City of Coon Rapids, shoulder repair.
UPDATE: Project has been rescheduled to start in late August / early September and be done in the fall of 2020. This project is 0% complete.
- **CR 60 from TH 65 to East Lake Netta Drive** in the City of Ham Lake, full depth reclamation and new bituminous replacement.
UPDATE – No change from last update. This project is substantially complete with minor clean-up yet to be done. This project is 98% complete. No significant contract quantity changes to date.
- **CR 65 from CSAH 22 to CSAH 5** in the City of Nowthen, full depth reclamation and new bituminous replacement.
UPDATE – This project is substantially complete. This project is 98% complete. No significant contract quantity changes to date.
- **CR 72 from the North County Line to 500' West of Yukon Street NW** in the City of St. Francis, new turn lanes along with full depth reclamation and new bituminous replacement.
UPDATE – This project is substantially complete. This project is 98% complete. No significant contract quantity changes to date.
- **CSAH 76 from CSAH 85 to CSAH 36** in Linwood Township, full depth reclamation and new bituminous replacement.
UPDATE – No change from last update. This project is substantially complete with minor clean-up yet to be done. This project is 98% complete. No significant contract quantity changes to date.

DESIGN ENGINEERING

CSAH 7 (7th Avenue) from Buchanan Street to 40th Lane – This is a 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 additional improvements.

NO NEW UPDATE – Anoka County staff continue to produce roadway and signal plans in anticipation of Spring 2021 signal rehabilitation and Summer 2021 mill and overlay projects.

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 Foley Boulevard between East River Road and Coon Rapids Boulevard. 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.

NO NEW UPDATE - TKDA has submitted 90% construction plans for review. County staff continue to negotiate cost sharing and local or state aid funding sources as they relate to the Norway Street segment, Metro Transit park and ride facility, and BNSF railroad facilities. Final plans are anticipated to allow for off-line bridge work, surcharging, and tree removal that will occur during the winter 2020-2021.

CSAH 12 (109th Avenue) ADA Improvements (2020 - 2023) - This project was created as part of the defederalization of the "CSAH 116 at TH 47" Reconstruction project. In lieu of the costs associated with the Disadvantaged Business Enterprise (DBE) that were eliminated with the defederalization process, Anoka County has committed \$450,000 to a state program intended to aid DBE businesses over the next 3 years. **UPDATE** - State Aid has reviewed and approved the construction plans. MnDOT has advertised the three small projects and quotes/bids will be received the week of August 31st. Construction will occur in September/ October of this year.

CSAH 14 (Main Street) from Harpers Street to CSAH 17 (Lexington Avenue) - This project proposes to reconstruct 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.

NO NEW UPDATE - ACHD staff continue to work towards a 60% plan set. Anoka County has a federal application submitted for this project. This project is tentatively scheduled for the 2022 construction season.

CSAH 34 (Birch Street) from Ware Road to Deerwood Lane - CSAH 34 will be reconstructed as a 2-lane, urban section with shoulders, turn lanes, curb and gutter, median, and drainage. Current layout shows two roundabouts, one located at Tomahawk Trail and one located at West Shadow Lake Drive.

UPDATE - Anoka County staff have addressed concerns with owners at 485 Birch Street relating to tree removals within the County right of way. Anoka County continues to negotiate with the Centennial school district regarding the details of the ROW land swap opportunity adjacent to the property. Anoka County staff are currently reviewing the 95% plans and remain on track for advertisement for bids later this year, with construction scheduled to begin in Spring 2021.

CSAH 56/CSAH 57 Grade Separation over US 10 & BNSF Railroad [Ramsey Gateway] - The purpose of this project is to change the existing at-grade intersection at Ramsey Boulevard to a grade-separated interchange and railroad line overpass at Ramsey Boulevard across US 10 & the BNSF Railroad, and consists of constructing the CSAH 56 mainline bridge over US 10 and the BNSF railroad, and constructing full access freeway ramps.

UPDATE - Anoka County continues to work with our consultant, Bolton and Menk, to amend the previous contract to include an expanded scope of project to include the CSAH 57 (Sunfish Lake Boulevard) preliminary layout and environmental documentation. Anoka County continues to explore alternate designs at the intersection with CSAH 57 that will enhance efficiencies and minimize right of way impacts, and continues to work with State and Federal agencies to secure all funding for the expanded project.

CSAH 116 (Bunker Lake Boulevard) at TH 47 Reconstruction – This project will reconfigure this intersection 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.

NO NEW UPDATE – Anoka County Staff are working to acquire over \$120,000 in local partnership program (MnDOT) money to replace the signal at the intersection rather than revise it as originally scoped. Anoka County Staff continue to complete the cost-sharing agreements necessary for Joint Power Agreements with State and local agencies. JPAs are expected to be ready in the coming weeks. Plan production is on-going, with an anticipated advertisement to occur in November 2020, bid award to occur in January 2021, and a construction start date in Spring 2021.

CSAH 116 (Bunker Lake Boulevard) from approximately Van Buren Street to TH 65 – This project proposes to reconstruct Bunker Lake Boulevard from east of Jefferson Street to approximately the Johnson Street intersection 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 - This project has been moved to the 2024 construction season. County staff continue to work with MnDOT and the City of Ham Lake on an interim solution, focusing on low cost/high impact spot improvements closer to the intersection of Bunker Lake Boulevard and TH 65, until it can be expanded in the 2024 project.

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 Hanson Boulevard and Round Lake Boulevard. The project is intended to facilitate the through-put of traffic on US 10 and alleviate the problem of vehicles exiting US 10 onto the county system to avoid daily congestion on US 10. Construction is scheduled for 2021.

NO NEW UPDATE – TKDA has been directed to proceed to produce a 30% plan set, including work for a third lane for both eastbound 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.