### ACTION TRANSMITTAL No. 2015-37

DATE:	September 2, 2015
TO:	Transportation Advisory Board
FROM:	Technical Advisory Committee
PREPARED BY:	Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT:	Scope Change Request for Anoka County CSAH 116 Reconstruction Project
REQUESTED ACTION:	Anoka County requests a scope change to modify the scope of its STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.
RECOMMENDED MOTION:	Recommend approval of the request to modify the scope for the STP-funded project (SP # 002-716-015) in 2016 to modify project length, modify access, and add a turn lane.

**BACKGROUND AND PURPOSE OF ACTION**: Anoka County received \$7,000,000 (\$7,840,000, adjusted for inflation) in Surface Transportation Program (STP) funding for reconstruction of CSAH 116 (Bunker Lake Blvd) in the 2011 Regional Solicitation. The County is requesting a scope change that would allow for the following changes:

- Total project construction cost increases from \$11,477,760 to \$11,581,964.
  - Does not include \$926,557 for design engineering.
- Extend the west terminus to Crane Street. Current terminus is "just E of Crane Street." This change accommodates the addition of a lane on southbound Crane Street (see next bullet).
- Add a second outbound lane on Crane Street (one right turn lane and one through / left turn lane.
- Extend the east terminus to .1 mile east of Van Buren Street. Current terminus is Jefferson Street. Left turn lanes are proposed in both eastbound (left into senior housing complex) and westbound (left to Van Buren Street) directions.
- Add trail on the north side of CSAH 116 between Crane Street and former west terminus to fill in the gap between proposed and existing trails
- Wintergreen Street: change access from right-in / right-out to <sup>3</sup>/<sub>4</sub> access.
- Butternut Street: change access from right-in / right-out to ¾ access.
- Anoka County Farms (125 Bunker Lake Blvd NE): change access from right-in / right-out to full access.
- Terrace Road: change from a cul-de-sac to right-in / right out.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes

substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications. A TIP amendment accompanies this request.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request. The project originally scored 743 points and was ranked first out of seven projects that applied in the "A" Minor Relievers category. Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. Changed scores include a slight decrease in crash reduction cost effectiveness and decreases in two access management-related categories. Staff also assigned additional points for an air quality improvement cost effectiveness, which is based on updated modeling. Even without this increase, the adjusted score of 716 is above the score of the project that finished second (708 points). That project was also funded.

Most of the points reduced are related to access. The original application sold the project in part on safety and limiting the number of full access entrances onto CSAH 116. The original application reduced access for four intersections. The updated project only reduces access at two of these intersections; neither to the level originally proposed:

Intersection	Original Scope	Proposed Scope
Wintergreen St. (T Intersection)*	Full to right-in / right-out	<sup>3</sup> / <sub>4</sub> (re-allow left-in)
Butternut St. (T-Intersection)	Full to right-in / right-out	<sup>3</sup> / <sub>4</sub> (re-allow left-in)
Anoka County Farms (T-Intersection)	Full to right-in / right-out	Maintain full access
Terrace Rd. (T-Intersection)	Right-in / right-out to no access	Maintain right-in / right-out

\*Note that the attached letter indicates this intersection to have a reduction in access from the original application. Staff disagrees. It appears to have originally been proposed as right-in / right-out and is now proposed as a <sup>3</sup>/<sub>4</sub> intersection; an increase in access from the original application.

#	Category	Max	Orig	New	Notes
А	Relative Importance of Route	100	69	69	Not provided to scorer: Not likely to change
B.1	Crash Reduction	100	60	60	Scorer reports that score would not change
B.2	Air Quality	100	100	100	Scorer reports that project would have slight air quality improvement (but already at top score)
B.3	Congestion Reduction	150	100	100	Scorer reports that score not likely to change
C.1	Crash Reduction Cost Effectiveness	125	38	<u>33</u>	Scorer reports that <u>slight reduction</u> in score due to increased project cost.
C.2	Congestion Reduction Cost Effectiveness	75	40	40	Scorer reports that score not likely to change
C.3	Air Quality Cost Effectiveness	75	45	<u>55</u>	Scorer reports 33% improvement in cost per kg reduced. Staff therefore assumes score increase of 33% of gap to top score ( <u>10 points</u> )
D.1	Development Framework Planning Area Objectives	100	27	27	Not provided to scorer: Not likely to change
D.2	Progress Toward Affordable Housing Goals	50	15	15	Not provided to scorer: Not likely to change
D.3	Land Use And Access Mgmt Planning	75	65	<u>60</u>	Scorer reports a reduction of 5 points
D.4	Access Management Improvements	75	50	<u>33</u>	Scorer reports a reduction of 17 points
D.5	Integration of Modes	125	103	103	Scorer retired. Assume no change.
Е	Maturity of Project Concept	100	31	31	Scorer reported that score would not change.
TOT	AL	1250	743	726	

**COMMITTEE COMMENTS AND ACTION:** At its August 20, 2015, meeting, the TAC Funding and Programming Committee unanimously recommended approval of the scope change request as requested by the County. At its September 2, 2015, meeting, TAC unanimously recommended approval of the scope change request.

ROUTING												
ТО	ACTION REQUESTED	DATE COMPLETED										
TAC Funding & Programming Committee	Review & Recommend	8/20/2015										
Technical Advisory Committee	Review & Recommend	9/2/2015										
Transportation Advisory Board	Review & Approve											



# Anoka County TRANSPORTATION DIVISION

Highway

Douglas W. Fischer, PE County Engineer July 20, 2015

Mr. Joseph Barbeau Funding and Programming 390 Robert Street North St. Paul, MN 55101

Dear Mr. Barbeau,

In 2011 Anoka County applied for and received STP funding for the reconstruction of CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St. in the Cities of Andover and Ham Lake. The funding is in the 2015-2018 STIP in the year 2016 in the amount of \$11,477,760 with \$7,840,000 in federal funds.

As part of the public involvement process and discussions within the project management team meetings and the Cities several changes are being proposed based on safety and mobility of the traveling public. Anoka County is requesting a scope change due to a change in the project length, minor access changes, and turn lane addition on Crane St. in Andover.

Trail has been added along the north side of Bunker Lake Boulevard from the beginning of the reconstruction to the west to Crane St. This additional trail will connect the proposed trail to the east with the existing trail to the west of Crane St. Without this piece of trail there would be a 500' gap in the continuity of the trail.

We are proposing the addition of a second outbound lane on Crane St. in Andover. With the closure of the left out movement at Wintergreen St. it was shown that significant additional left turning vehicles would be making that move from the Crane St. intersection. A left turn lane is proposed to separate that traffic from the right turns.

The original concept indicated that Wintergreen St. would be reduced to a right in/right out access. This design would force eastbound vehicles wishing to turn north on Wintergreen St. to cross the BNSF tracks, do a U-turn at Sycamore St. and then travel back across the tracks increasing train/vehicle exposure. We are proposing a  $\frac{3}{4}$  access with an eastbound left in to Wintergreen St. to avoid traffic crossing the tracks and allow for a safe turning movement for residents.

Several access changes are being proposed in the area from Butternut St. in Andover to Terrace Road in Ham Lake. The original design proposed a full access at Butternut St., two right in/right out driveways and a cul-de-sac at Terrace Rd. We are proposing a <sup>3</sup>/<sub>4</sub> access at Butternut, a full access at one of the driveways with the other remaining right in/right out and right in/right out access at Terrace Rd. The full access at one of the driveways is proposed to allow access for the

Our passion is your safe way home!

1440 Bunker Lake Blvd. NW Andover, MN 55304-4005 Office: 763-862-4200 Fax: 763-862-4201 www.anokacounty.us/highway

Affirmative Action / Equal Opportunity Employer

two commercial property uses on the north side of Bunker Lake Blvd. This access will allow the traffic to and from TH 65 to the salvage yard and will allow access to Anoka County Farms which is a destination for many school field trips. Without this access buses coming from the east be forced to travel to TH 65 to make a U-turn. Likewise vehicles coming from the salvage yard would be forced to Butternut St. to make a U-turn to head back to TH 65 for an additional 0.8 miles. As a compromise to this additional full intersection we propose to reduce the access at Butternut to <sup>3</sup>/<sub>4</sub> which would reduce that access to conditional secondary (right in/right out/left in).

In addition to the access change we are proposing to lengthen the project by 0.4 miles to the east end. During the public involvement process it was identified that the end of the project and the transition back to the existing two lane section was happening in the area of the intersection of Van Buren St. /entrance to a senior housing complex. It was felt that this transition in an area where many seniors would be trying to turn left from a thru lane would create an unsafe situation. We propose to add left turn lanes in both directions with a painted median to provide a safe turning refuge.

Anoka County feels that the proposed changes were warranted and enhance the safety of project while still meeting the intent of the original design.

Attached is the additional information as requested. If you have any questions or need any additional information please contact me at 736-862-4248 or <u>gina.pizzo@co.anoka.mn.us</u>.

Sincerely,

>-- 8770

Gina Pizzo

## SCOPE CHANGE REQUEST

#### CSAH 116 (Bunker Lake Blvd. NW) from Crane St. to Jefferson St. S.P. 002-716-015 Anoka County, Minnesota

#### **REVISED PROJECT DESCRIPTION**

#### CSAH 116 – Crane through Van Buren St. NE Reconstruction

The proposed project reconstructs CSAH 116 to a four lane divided urban roadway with dedicated right and left turn lanes from approximately 600' east of Crane St. in the City of Andover to approximately 600' east of Van Buren St. NE in the City of Ham Lake. The last 1300' in the City of Ham Lake is a transition to the existing 2 lane rural section and will not have a raised center island. This portion will provide painted channelization at the intersection with Van Buren St. and the senior housing development entrance to the north. This project includes the addition of a right turn lane on Crane St. and the realignment of the Prairie Road intersection. The project also includes the addition of bus/truck pull out lanes at the crossing with the Burlington Northern Santa Fe Railroad to be used by vehicles that are required to stop at the crossing.

The project will include the construction of trail along the north side of CSAH 116 from Crane St. to Jefferson St. and along the south side of CSAH 116 from Crane St. and across the BNSF tracks to connect to an existing trail in Bunker Hills Regional Park. There will also be two other trail connections made to Bunker Hills Park trails; one at the Prairie Road intersection and another from the trail along the north side of CSAH 116 thru a pedestrian underpass approximately 1400' east of Prairie Road. This underpass connection will continue east in the Park to the Goldenrod St. NW/New Park entrance intersection. The trail crossings with the BNSF Railroad will include pedestrian gate arms to provide safe pedestrian crossings at the tracks.

This project is approximately 2.7 miles in length.

#### WORK TO BE COMPLETED

Submit 95% plans to State Aid for review	September 2015
Permits	September 2015
Right of Way Acquisition complete	December, 2015
Plan Approval	November 2015
Advertise for bids	December 2015

#### PROJECT LOCATION MAP

A map showing the location of the project within the area and the region is attached as Exhibit 1.

### PROJECT LAYOUT

The proposed project layout is attached as Exhibit 2.

#### **REVISED PROJECT COST ESTIMATE**

The revised project cost estimate is attached as Exhibit 3.

#### **RECALCULATED RESPONSES TO KEY CRITERIA**

Below you will find computations for key components of the STP application.

B.1.a AR-11-01 From Application: AADT: 17,600 + 19,200/2 = 18,400 (average of 2007 and 2009 volumes) No of Years: 3 No of Crashes: 114 Segment Length: 2.3 miles Crash Rate: 114\*1,000,000 / (365) (3) (18,400) (2.3) = 114,000,000/46,340,400 = 2.46 The crash rate for CSAH 14 is 2.46. **Recomputed crash rate:** AADT: 17,600 + 19,200/2 = 18,400 (average of 2007 and 2009 volumes) No of Years: 3 No of Crashes: 114 Segment Length: 2.7 miles Crash Rate: 114\*1,000,000 / (365) (3) (18,400) (2.7) = 114,000,000/46,340,400 = 2.10 The crash rate for CSAH 14 is 2.10.

#### **B.2** Air Quality. (original) Segment Length = 2.3 miles *Posted Speed Limit = 55 mph* **Existing Conditions** *Free-flow travel time* = $(2.3 \text{ mile } / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$ Signalized intersection delay: $(1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{Rd}) = 75 \text{ seconds}; (1 \text{ location} - \text{Prairie } \text{R$ Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes*Mid-block Delays due to left-turns at minor streets/drives (1 location)* Mid-block delay = $1 \times 10$ seconds = 10 seconds = 0.2 minutes Arterial Speed = $(2.3/(2.51 + 2.1 + 0.2 \text{ minutes})) \times 60 = 28.7 \text{ mph}$ **Proposed Conditions** *Free-flow travel time* = $(2.3 \text{ mile } / 55 \text{ mph}) \times 60 = 2.51 \text{ minutes}$ Signalized intersection delay (1 location - Prairie Rd) = 30 seconds; (1 location -Jefferson St = 30 seconds = 60 seconds = 1 minuteAll mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections. Arterial Speed = $(2.3/(2.51 + 1.0 \text{ minutes})) \times 60 = 39.3 \text{ mph}$

#### New:

#### **B.2** Air Quality. (original)

Segment Length = 2.7 miles

Posted Speed Limit = 55 mph

#### **Existing Conditions**

Free-flow travel time =  $(2.7 \text{ mile }/55 \text{ mph}) \times 60 = 2.95 \text{ minutes}$ Signalized intersection delay: (1 location – Prairie Rd) = 75 seconds; (1 location – Jefferson St) = 50 seconds = 125 seconds = 2.1 minutes Mid-block Delays due to left-turns at minor streets/drives (1 location) Mid-block delay =  $2 \times 10$  seconds = 10 seconds = 0.33 minutes **Arterial Speed = (2.7/ (2.95 + 2.1+ 0.33 minutes)) x 60 = 30 mph Proposed Conditions** Free-flow travel time = (2.7 mile /55 mph) x 60 = 2.95 minutes Signalized intersection delay (1 location – Prairie Rd) = 30 seconds; (1 location – Jefferson St) = 30 seconds = 60 seconds = 1 minute All mid-block delays due to left-turns at minor streets/driveways will be reduced to zero due to the center median and left-turn lanes at full intersections.

Arterial Speed =  $(2.7/(2.51 + 1.0 \text{ minutes})) \times 60 = \frac{46.15 \text{ mph} \text{ increase of } 6.9 \text{ mph}}{1000 \text{ minutes}}$ 

VMT Calculations (original)

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day Annual VMT: 15,900 (2011 counts)\*2.3 (project length)\* 365 (year) = 13,348,050 = 13,348,050/250 = 53,392 miles/day

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is **293.1** kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

#### **VMT Calculations (original)**

Annual VMT (commute trips)/250 (number of work days in a year) = miles/day Annual VMT: 15,900 (2011 counts)\* $\frac{2.7}{2.7}$  (project length)\* 365 (year) =  $\frac{15,669,450}{250}$  =  $\frac{15,669,450}{250}$  miles/day

Based on the analysis, the peak hour average speed will increase by approximately 11 mph on this segment after proposed project improvements. Using the MOBILE5B emission factors and Vehicle Emissions Reduction Worksheet, total emissions for baseline and build conditions were calculated. Total emissions reduction due to the proposed improvements is **496.4** kilograms/day. Please refer to Attachment F for a copy of the worksheet and Attachment G for traffic volume counts.

#### From original application

VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)														
System Management														
BASELINE EMISSIONS WITHOUT PROJECT														
Average Weekday Travel Speed Before Installation: 29 mph														
Emissions Factor Daily VMT Emissions (grams/mile)* (miles) (kg/day)														
CO Emissions	15.55	53,392	830.2	kg/day										
NO <sub>x</sub> Emissions	1.68	53,392	89.7	kg/day										
VOC Emissions	1.43	76.4	kg/day											
	Tota	996.3	kg/day											
	EMISSIC	ONS AFTER	PROJECT											
Average Weekda	y Travel Speed Aft	er Installation:		39	mph									
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emissions (kg/day)											
CO Emissions	10.36	53,392	553.143192	kg/day										
NO <sub>x</sub> Emissions	1.72	53,392	91.834584	kg/day										
VOC Emissions	1.09	53,392	58.197498	,										
		l Emissions	703.2	kg/day										
Net Emi	ssions Reductions	due to Project	293.1	kg/day										
		I EFFECTIVI	ENESS											
Total Cost of the				\$10,300,000										
Cost Effectivene	ss:			35138.8112										

\*Use auto emissions factors in Appendix for speeds in F4 and F5

Original 293.1 kg/day

# VEHICLE EMISSIONS REDUCTION WORKSHEET (APPENDIX G)

## System Management

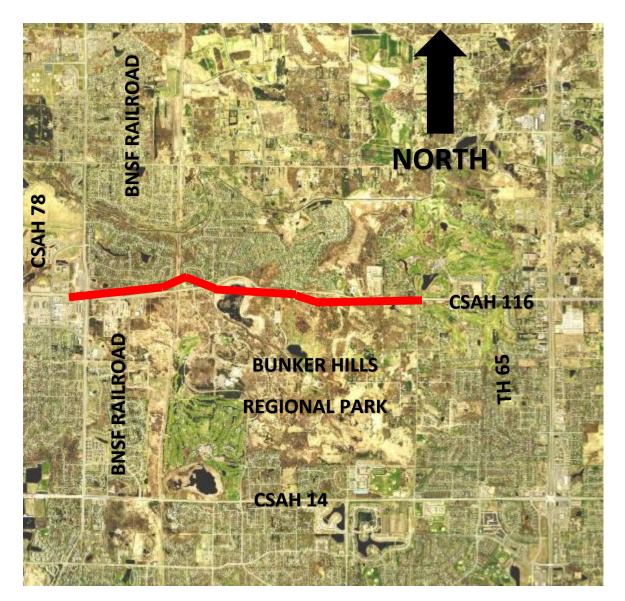
BASELINE EMISSIONS WITHOUT PROJECT														
Average Weekday Travel		29	mp h											
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)											
CO Emissions	15.55	62,678	974.6	kg/day										
NO <sub>x</sub> Emissions	1.68	62,678	105.3	kg/day										
VOC Emissions	1.43	62,678	89.6	kg/day										
	Total Emissions 1169.6													
EMISSIONS AFTER PROJECT														
Average Weekday Travel		46	mp h											
	Emissions Factor (grams/mile)*	Daily VMT (miles)	Emission s (kg/day)											
CO Emissions				kg/day										
CO Emissions NO <sub>x</sub> Emissions	(grams/mile)*	(miles)	s (kg/day)	kg/day kg/day										
	(grams/mile)* 8.07	(miles) 62,678	<b>s (kg/day)</b> 505.81146											
NO <sub>x</sub> Emissions	(grams/mile)* 8.07 1.73	(miles) 62,678 62,678	<b>s (kg/day)</b> 505.81146 108.43294	kg/day										
NO <sub>x</sub> Emissions VOC Emissions	(grams/mile)* 8.07 1.73 0.94	(miles) 62,678 62,678 62,678	s (kg/day) 505.81146 108.43294 58.91732	kg/day kg/day										
NO <sub>x</sub> Emissions VOC Emissions	(grams/mile)* 8.07 1.73 0.94 Total Emissions	(miles) 62,678 62,678 62,678	s (kg/day) 505.81146 108.43294 58.91732 673.2	kg/day kg/day kg/day										
NO <sub>x</sub> Emissions VOC Emissions	(grams/mile)* 8.07 1.73 0.94 Total Emissions	(miles) 62,678 62,678 62,678 62,678 due to Project	s (kg/day) 505.81146 108.43294 58.91732 673.2	kg/day kg/day kg/day										
NO <sub>x</sub> Emissions VOC Emissions	(grams/mile)* 8.07 1.73 0.94 Total Emissions t Emissions Reductions COST EFFE(	(miles) 62,678 62,678 62,678 62,678 due to Project	s (kg/day) 505.81146 108.43294 58.91732 673.2	kg/day kg/day kg/day										
NO <sub>x</sub> Emissions VOC Emissions Ne	(grams/mile)* 8.07 1.73 0.94 Total Emissions t Emissions Reductions COST EFFE(	(miles) 62,678 62,678 62,678 62,678 due to Project	s (kg/day) 505.81146 108.43294 58.91732 673.2	kg/day kg/day kg/day kg/day \$10,300,00										

Original 293.1 kg/day

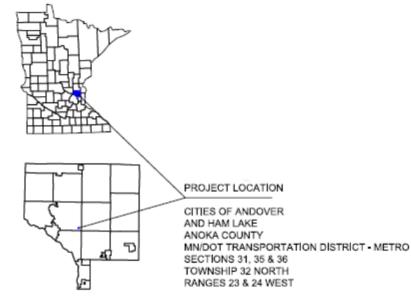
New reduction of 496.4 kg/day

Increase in reduction of 203.3kg/day

# **PROJECT LOCATION MAP**



# **EXHIBIT 1**



1

EXHIBIT "B EXHIBIT "C	" = Project Layout " = 60% Estimated Cost Share "= Cost Shering Agreement	EXHIBIT 3 07-15-2015												STIMATE OF PROBABLE CONSTRUCTION COSTS VD) FROM CRANE STREET TO EAST OF JEFFERSON STREET									
by MARIO (	J3-16-2015							FEDERA		NG.			SEWER (D)	ł					I-PARTICIP/	ATING			
				тот	ΓAL							COUN	ITY=69.2%		STATE AID PARTICIPITIN	IG				LOC	AL		
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	PROJECT			OF ANOKA 2-716-015		F ANDOVER 98-020-000		F HAM LAKE 17-020-000,	CITY AND SP 198-020-000		COUNTY OF ANOKA	CITY OF ANDOVER				OF ANOKA	CITY OF ANDOVER	CITY OF H		CITY OF CP
NO.	DESCRIPTION			QUANTITY	AMOUNT	QUANTITY	(A) AMOUNT	QUANTITY	(B) AMOUNT	QUANTITY	(C) AMOUNT		AKE= 6.9% 97-020-000 AMOUNT	SP 002-716-015 (E) QUANTITY AMOUNT	SP 198-020-000 (F) QUANTITY AMOUNT		(G)		00-00 (H) AMOUNT	CP 00-00 (I) QUANTITY AMOUNT	CP 0 (J QUANTITY	J)	00-00 (K) QUANTITY AMOUNT
2021.501	MOBILIZATION	LUMP SUM	\$550,000.00	1	\$550,000.00	0.783	\$430,650.00	0.119	\$65,450.00	0.025	\$13,750.00	0.073	\$40,150.00			20/11/11	711100111	20/11/11			Quintin		
	FIELD OFFICE TYPE D TRAINEES	EACH HOUR	\$20,000.00 \$1.00	1 1,800	\$20,000.00 \$1,800.00	0.783 1,800	\$15,660.00 \$1,800.00	0.119	\$2,380.00	0.025	\$500.00	0.073	\$1,460.00										
	CLEARING	ACRE	\$3,000.00	10.15	\$30,450.00	10.15	\$30,450.00																
2101.502 2101.506		TREE ACRE	\$150.00 \$3,000.00	515 10.15	\$77,250.00 \$30,450.00	515 10	\$77,250.00 \$30,450.00																/
2101.507	GRUBBING	TREE	\$100.00	433	\$43,300.00	433	\$43,300.00																
2104.501		LIN FT	\$9.00	1	\$9.00	1	\$9.00																
2104.501 2104.501	REMOVE WATER MAIN REMOVE PIPE SEWERS	LIN FT LIN FT	\$10.00 \$12.00	300 940	\$3,000.00 \$11,280.00	940	\$11.280.00	300	\$3,000.00														<b> </b> −−−− <b> </b>
2104.501	REMOVE CURB AND GUTTER	LIN FT	\$2.75	9,964	\$27,401.00	9,964	\$27,401.00																
2104.501 2104.501		LIN FT LIN FT	\$3.00 \$20.00	237 526	\$711.00 \$10,520.00	237 526	\$711.00 \$10,520.00																
2104.501 2104.503		LIN FT SQ FT	\$2.50	50 59,726	\$125.00 \$29,863.00	50 59,726	\$125.00 \$29,863.00																
2104.503		SQ FT	\$0.50 \$0.90	59,728 849	\$764.10	59,726 849	\$764.10																
2104.503 2104.505	REMOVE CONCRETE MEDIAN REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ FT SQ YD	\$1.00 \$8.00	16,603 15	\$16,603.00 \$120.00	16,603 15	\$16,603.00 \$120.00					<u> </u>		<u> </u>	<u> </u>	<u> </u>			<u> </u>	$+$ $ \overline{+}$	]		<b>┌──┤</b>
2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.80	75,893	\$212,500.40	75,893	\$212,500.40	<u> </u>				<u> </u>			1 1	1	1	1	1				
2104.509 2104.509		EACH EACH	\$350.00 \$350.00	8 10	\$2,800.00 \$3,500.00	8	\$2,800.00 \$3,500.00							+	1 1				+	┨──┤──┨			<b>├</b> ──┤
2104.509	REMOVE BITUMINOUS FLUME	EACH	\$300.00	3	\$900.00	3	\$900.00	1						<b> </b>		I		1					
2104.509 2104.509	REMOVE SIGNAL SYSTEM	EACH EACH	\$500.00 \$6,500.00	2	\$1,000.00 \$13,000.00	2	\$1,000.00 \$13,000.00																
2104.511		LIN FT LIN FT	\$6.00 \$3.00	153 1,048	\$918.00 \$3,144.00	153 1,048	\$918.00 \$3,144.00																
2104.523	SALVAGE GATE VALVE & BOX	EACH	\$3.00	1,048	\$280.00	1,046	\$3,144.00	1	\$280.00														
	SALVAGE HYDRANT & VALVE SALVAGE SIGN TYPE C	EACH EACH	\$750.00 \$50.00	4	\$3,000.00 \$50.00	1	\$50.00	4	\$3,000.00														<b>⊢</b>
2104.523	SALVAGE SIGN TYPE SPECIAL	EACH	\$75.00	1	\$75.00	1	\$75.00																
2104.523 2104.601	SALVAGE MAIL BOX SUPPORT HAUL SALVAGED MATERIAL	EACH LUMP SUM	\$40.00 \$1,000.00	3	\$120.00 \$1,000.00	3	\$120.00 \$1,000.00				-												<b>⊢</b> − − − − − − − −
	ABANDON WATER MAIN	LIN FT	\$2.00	22	\$44.00	22	\$44.00																
2105.501	COMMON EXCAVATION (EV) (P)	CU YD	\$6.50	78,266	\$508,729.00	78,266	\$508,729.00																
2105.501 2105.505	COMMON EXCAVATION (EV) (PONDS) MUCK EXCAVATION	CU YD CU YD	\$7.00 \$8.00	26,120 65,309	\$182,840.00 \$522,472.00	26,120 62,397	\$182,840.00 \$499,176.00			2,912	\$23,296.00												
2105.507	SUBGRADE EXCAVATION (EV) (P)	CU YD	\$6.50	32,593	\$211,854.50	32,593	\$211,854.50																
2105.522 2105.607	SELECT GRANULAR BORROW (LV) COMMON BORROW SPECIAL (CV)	CU YD CU YD	\$11.00 \$30.00	36,283 78	\$399,113.00 \$2,340.00	29,938 78	\$329,314.35 \$2.340.00			6,345	\$69,798.65												<b> </b> −−−− <b> </b>
2106.607	SELECT GRANULAR EMBANKMENT (CV) (TEMPORARY)	CU YD	\$20.00	859	\$17,180.00	859	\$17,180.00												1				
2123.509	DOZER	HOUR	\$45.00	10	\$450.00	10	\$450.00																
2130.501	WATER AGGREGATE BASE CLASS 5	M GALLON TON	\$25.00 \$17.00	180 95	\$4,500.00 \$1,615.00	180 95	\$4,500.00 \$1.615.00																
2211.503	AGGREGATE BASE (CV) CLASS 5 (P)	CU YD	\$23.00	24,815	\$570,745.00	24,815	\$570,745.00																
	SHOULDER BASE AGGREGATE (CV) CLASS 5 MILL BITUMINOUS SURFACE	CU YD SQ YD	\$17.00 \$2.00	444 679	\$7,548.00 \$1,358.00	444 679	\$7,548.00 \$1,358.00																<b> </b> −−−− <b> </b>
	BITUMINOUS MATERIAL FOR TACK COAT TYPE SP 9.5 WEARING COURSE MIX (2B)	GALLON TON	\$3.00 \$71.00	10,798 2,576	\$32,394.00 \$182,896.00	10,798 1,648	\$32,394.00 \$117,008.00	521	\$36,991.00	407	\$28,897.00												
	TYPE SP 12.5 WEARING COURSE MIX (2,B) TYPE SP 12.5 WEARING COURSE MIX (3,F)	TON TON	\$80.00	59 25,599	\$4,720.00 \$1,791,930.00	59 25,599	\$4,720.00 \$1,791,930.00																
	TYPE SP 12.5 NON WEAR COURSE MIX (3,F)	TON	\$70.00 \$60.00	14,228	\$853,680.00	14,228	\$853,680.00																/I
2360.505	TYPE SP 12.5 BITUMINOUS MIXTURE FOR PATCHING	TON	\$85.00	29	\$2,465.00	29	\$2,465.00					1							1				
	TYPE P-1 (TL-2) RAILING CONCRETE (3Y46)	LIN FT	\$80.00	440	\$35,200.00			440	\$35,200.00						1 1		1	1	1				
	MODULAR BLOCK RETAINING WALL ARCH CONC TEXTURE (SPLIT STONE)	SQ FT SQ FT	\$28.00 \$140.00	4,117 6,270.0	\$115,276.00 \$877,800.00	2,559 1,491.0	\$71,652.00 \$208,740.00	1,558 4,779	\$43,624.00 \$669,060.00					+	1 1				+	┨──┤──┨			<b>├</b> ──┤
2412.511	14 x10 PRECAST CONCRETE BOX CULVERT 14 x10 PRECAST CONCRETE BOX CULVERT END SECTION	LIN FT EACH	\$1,050.00 \$19.000.00	105	\$110,250.00 \$19,000.00			105	\$110,250.00 \$19,000.00														
2422.618	WOOD NOISE BARRIER	SQ FT	\$19,000.00 \$24.00	36,013	\$864,300.00	36,013	\$864,300.00	· · · ·															
	STRUCTURE EXCAVATION CLASS U (P) AGGREGATE BEDDING (CV)	CU YD CU YD	\$10.00 \$30.00	3,472 62	\$34,720.00 \$1,860.00	62	\$1,860.00	3,472	\$34,720.00														
2451.511	COARSE FILTER AGGREGATE	CU YD	\$65.00	77	\$5,005.00			77	\$5,005.00						1 1								
2451.513	FINE FILTER AGGREGATE (LV)	CU YD	\$100.00	101	\$10,100.00	85	\$8,500.00	16	\$1,600.00														<b>├</b> ──┤
	12° RC PIPE CULVERT CLASS III 15° RC PIPE CULVERT CLASS III	LIN FT LIN FT	\$35.00	17	\$595.00	17	\$595.00							<b> </b>			İ.	1					
	15" RC PIPE CULVERT CLASS III 12" RC PIPE APRON	EACH	\$25.00 \$625.00	59 4	\$1,475.00 \$2,500.00	59 2	\$1,475.00 \$1,250.00					2	\$1,250.00										
	15° RC PIPE APRON 18° RC PIPE APRON	EACH EACH	\$650.00 \$675.00	19 7	\$12,350.00 \$4,725.00	6	\$3,900.00					13 7	\$8,450.00 \$4,725.00					+					
2501.515	21" RC PIPE APRON	EACH	\$700.00	, 1	\$700.00							1	\$700.00										
	24" RC PIPE APRON 33" RC PIPE APRON	EACH EACH	\$750.00 \$1,000.00	4	\$3,000.00 \$1,000.00							4	+++++++++++++++++++++++++++++++++++++++	<u>}</u>	1 1			+	ł				<b>├</b> ──┤
2501.515	36" RC PIPE APRON	EACH	\$1,200.00				<b>6</b> 40.00					<u> </u>	,,,		1 1	1	1	1	1				
	28" SPAN RC PIPE-ARCH CULVERT CLASS IIA 44" SPAN RC PIPE-ARCH CULVERT CLASS IIA	LIN FT LIN FT	\$80.00 \$180.00	125 146	\$10,000.00 \$26,280.00	125 146	\$10,000.00 \$26,280.00									L				<u>                                     </u>			
2501.525	28" SPAN RC PIPE-ARCH APRON	EACH	\$780.00	4	\$3,120.00	2	\$1,560.00					2	\$1,560.00										
2501.602	44" SPAN RC PIPE-ARCH APRON TRASH GUARD FOR 12" PIPE APRON	EACH EACH	\$1,200.00 \$320.00	2 3	\$2,400.00 \$960.00	2	\$2,400.00 \$320.00					2	\$640.00										
	TRASH GUARD FOR 15" PIPE APRON TRASH GUARD FOR 18" PIPE APRON	EACH EACH	\$380.00 \$450.00	11	\$4,180.00 \$450.00	3	\$1,140.00					8	\$3,040.00 \$450.00										
2501.602	TRASH GUARD FOR 28" SPAN PIPE APRON	EACH	\$600.00	2	\$1,200.00	2	\$1,200.00						φ <del>4</del> 00.00										
2501.602	TRASH GUARD FOR 44" SPAN PIPE APRON	EACH	\$800.00	1	\$800.00	1	\$800.00	<u> </u>							<u>                                      </u>					$  -   - \overline{ }$			<u> </u>
	4" PERF TP PIPE DRAIN (MOD)	LIN FT	\$6.00	3,028	\$18,168.00	2,548	\$15,288.00					480	\$2,880.00		1 1	ļ							
	28" SPAN RC PIPE-ARCH SEWER CL IIA 12" RC PIPE SEWER DESIGN 3006 CL V	LIN FT LIN FT	\$80.00 \$32.00	560 40	\$44,800.00 \$1,280.00							560 40	\$44,800.00 \$1,280.00										
																				· · · ·			I

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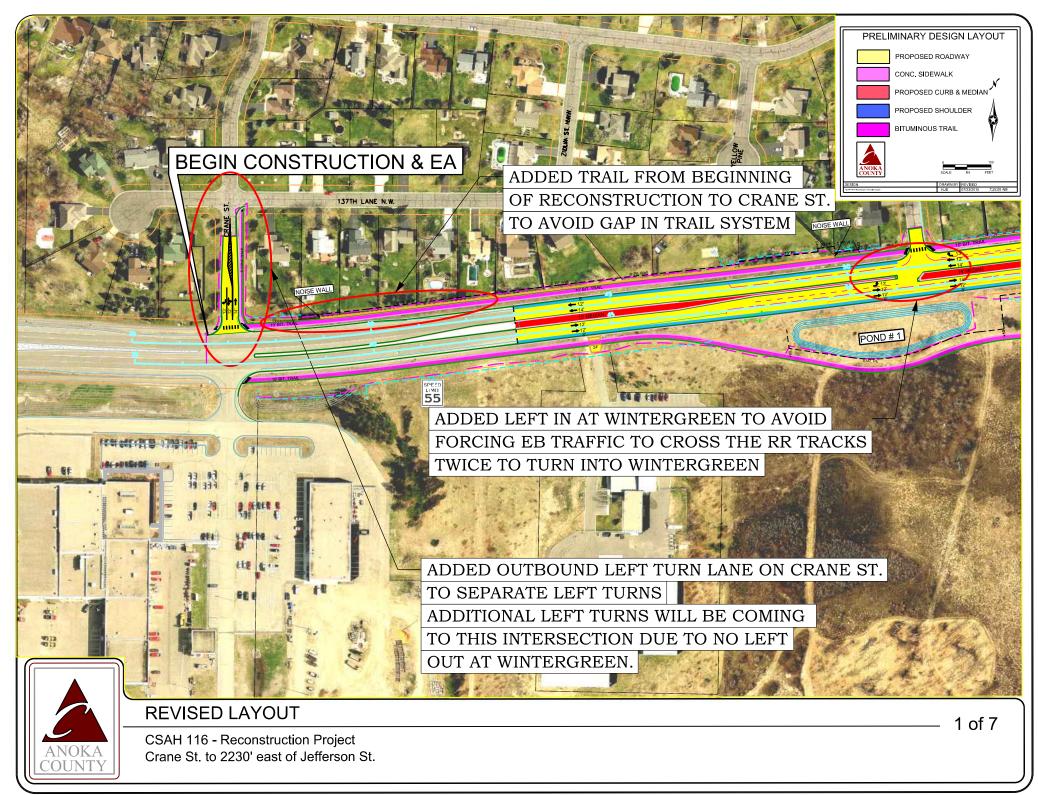
EXHIBIT "B" =	Project Layout 60% Estimated Cost Share Cost Shering Agreement <b>16-2015</b>							CSAH 116 (E		ER'S ESTIM AKE BLVD)					N COSTS JEFFERSON STRE	ET									
		-						FEDERAL	. PARTICIPATI	NG			SEWER (D) IY=69.2%	┫					DERAL NON-PARTICIP	ATING					
ITEM	ITEM	UNIT	UNIT PRICE		TAL QUANTITY		OF ANOKA					SP 002	2-716-015 DVER=23.9% CITY	COUNTY	OF ANOKA	STATE AID		NG CITY OF HAM LAKE	COUNTY OF ANOKA	CITY OF			HAM LAKE	CITY OF	CP
NO.	DESCRIPTION		TRICE				2-716-015 (A)	(	-020-000 B)		7-020-000, (C)	HAM LA	AKE= 6.9% 7-020-000	SP 002	2-716-015 (E)	SP 198	8-020-000 (F)	SP 197-020-000 (G)	CP 00-00 (H)	CP	00-00 (l)	CP	00-00 (J)	0	0-00 (K)
2503 541 1	5° RC PIPE SEWER DESIGN 3006 CL V	LIN FT	\$30.00	QUANTITY 6,762	AMOUNT \$202,860.00	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY 6,762	AMOUNT \$202,860.00	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY AMOUNT	QUANTITY AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
2503.541 1	8" RC PIPE SEWER DESIGN 3006 CL III	LIN FT	\$32.00	1,972	\$63,104.00							1,972	\$63,104.00												
	21" RC PIPE SEWER DESIGN 3006 CL III 24" RC PIPE SEWER DESIGN 3006 CL III	LIN FT LIN FT	\$35.00 \$40.00	702 951	\$24,570.00 \$38,040.00							702 951	\$24,570.00 \$38,040.00												
	00" RC PIPE SEWER DESIGN 3006 CL III 33" RC PIPE SEWER DESIGN 3006 CL III	LIN FT LIN FT	\$50.00	579	\$28,950.00 \$46,920.00							579 782	\$28,950.00 \$46,920.00												
	CONNECT TO EXISTING STORM SEWER	EACH	\$60.00 \$600.00	782 1	\$600.00							1	\$46,920.00												
2503.602 F	PLUG AND ABANDON PIPE SEWER	EACH	\$2,500.00	1	\$2,500.00							1	\$2,500.00												
	CONNECT TO EXISTING WATER MAIN	EACH	\$1,000.00	2	\$2,000.00			2	\$2,000.00																
	3" GATE VALVE & BOX 2" BUTTERFLY VALVE & BOX	EACH	\$1,300.00 \$2,750.00	4	\$5,200.00 \$5,500.00			4	\$5,200.00 \$5,500.00																
2504.602 H	IYDRANT	EACH	\$4,500.00	4	\$18,000.00			4	\$18,000.00																
	ADJUST HYDRANT & GATE VALVE ADJUST GATE VALVE & BOX	EACH	\$1,000.00 \$300.00	2	\$2,000.00 \$600.00			2	\$2,000.00 \$600.00								-								
2504.603 6	WATERMAIN DUCTILE IRON CL 52	LIN FT	\$35.00	15	\$525.00			15	\$525.00																
	2" WATERMAIN DUTILE IRON CL 52 " POLYSTYRENE INSULATION	LIN FT SQ YD	\$60.00 \$40.00	300 21	\$18,000.00 \$840.00			300 21	\$18,000.00 \$840.00	1							-	1 1	+ +		1				
2504.608	DUCTILE IRON FITTINGS	POUND	\$6.00	900	\$5,400.00	[		900	\$5,400.00					[			ſ								
	CONST. DRAINAGE STRUCTURE DESIGN H	LIN FT	\$250.00	138.8	\$34,695.00							138.8	\$34,695.00												
	CONST. DRAINAGE STRUCTURE DESIGN 48-4020 CONST. DRAINAGE STRUCTURE DESIGN 54-4020	LIN FT LIN FT	\$290.00 \$350.00	456.1 32.6	\$132,259.34 \$11.406.50							456.1 32.6	\$132,259.34 \$11.406.50												
2506.501 0	CONST. DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	\$350.00	44.4	\$15,547.00							44.4	\$15,547.00												
	CONST. DRAINAGE STRUCTURE DESIGN 66-4021 CONST. DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT LIN FT	\$470.00 \$510.00	5.8 24.5	\$2,702.50 \$12,495.00							5.8 24.50	\$2,702.50 \$12,495.00			-	+		+ $+$ $+$ $-$	+		-			
2506.516	CASTING ASSEMBLY	EACH	\$650.00	172	\$111,800.00							172.0	\$111,800.00												
2506.522 A	ADJUST FRAME & RING CASTING	EACH	\$610.00	2	\$1,220.00	2	\$1,220.00																		
	RANDOM RIPRAP CLASS II	CU YD	\$100.00	826	\$82,600.00	826	\$82,600.00																		
2511.515	GEOTEXTILE FILTER TYPE III	SQ YD	\$3.50	2,011	\$7,038.50	2,011	\$7,038.50	1 1																	
	" CONCRETE WALK	SQ FT	\$3.30	95,076	\$313,750.80	92,361	\$304,791.30	2,715	\$8,959.50																
	SONCRETE WALK CONCRETE CURB & GUTTER DESIGN B418 (MOD)	SQ FT LIN FT	\$5.50 \$11.00	1,763 22,821	\$9,696.50 \$251,031.00	1,763 22,821	\$9,696.50 \$251,031.00																		
	CONCRETE CURB & GUTTER DESIGN B424	LIN FT	\$12.50	20,014	\$250,175.00	10,884	\$136,050.00	6,934	\$86,675.00	2,196	\$27,450.00														
	CONCRETE CURB & GUTTER DESIGN B612 CONCRETE CURB & GUTTER DESIGN B618	LIN FT LIN FT	\$14.00 \$13.50	173 370	\$2,422.00 \$4,995.00	105 185	\$1,463.00 \$2,497.50	69 185	\$959.00 \$2,497.50																
	CONCRETE CURB & GUTTER DESIGN B618 (MOD) CONCRETE CURB & GUTTER DESIGN B624	LIN FT LIN FT	\$15.00 \$16.00	856 496	\$12,840.00 \$7,936.00	856 248	\$12,840.00 \$3,968.00	248	\$3,968.00																
2531.503	CONCRETE MEDIAN (NOSE)	SQ YD	\$10.00	496	\$7,938.00	71	\$3,550.00	240	\$3,968.00																
	CONCRETE DRAINAGE FLUME RUNCATED DOMES	SQ YD SQ FT	\$65.00 \$28.00	90 500	\$5,850.00 \$14,000.00	90	\$5,850.00	380	\$10,640.00	120	\$3,360.00														
2533.507 F	PORTABLE PRECAST CONC BARRIER DES 8337	LIN FT	\$22.00	1,560	\$34,320.00	1,560	\$34,320.00		\$10,010.00	120	\$0,000.00														
2535.501 E	BITUMINOUS CURB	LIN FT	\$4.00	26	\$104.00	26	\$104.00																		
	NSTALL MAIL BOX SUPPORT	EACH	\$150.00	3	\$450.00	3	\$450.00	1																	
2540.602	RELOCATE MAIL BOX SUPPORT	EACH	\$75.00	3	\$225.00	3	\$225.00																		
2557.501 V	VIRE FENCE DESIGN SPECIAL VINYL COATED	LIN FT	\$50.00	1,861	\$93,050.00	1,136	\$56,800.00	725	\$36,250.00																
2563.601	RAFFIC CONTROL SUPERVISOR	LUMP SUM	\$15,000.00	1	\$15,000.00	0.783	\$11,745.00	0.119	\$1,785.00	0.025	\$375.00	0.073	\$1,095.00												
	POLICE OFFICER	LUMP SUM HOUR	\$80,000.00 \$125.00	1 30	\$80,000.00 \$3,750.00	0.783 30	\$62,640.00 \$3,750.00	0.119	\$9,520.00	0.025	\$2,000.00	0.073	\$5,840.00												
2000.010 1		Hook	\$123.00	30	\$0,750.00		\$3,730.00																		
	SIGN PANELS TYPE C IAZARD MARKER X4-3	SQ FT EACH	\$50.00 \$150.00	134 22	\$6,700.00 \$3,300.00	134 22	\$6,700.00 \$3,300.00	┨─────┤								-			<u> </u>						
									A	1				1	1	1	1			1	1				
	RAFFIC CONTROL SIGNAL SYSTEM A RAFFIC CONTROL SIGNAL SYSTEM B	SIG SYS SIG SYS	\$180,000.00 \$150,000.00	1	\$180,000.00 \$150,000.00	0.33	\$59,400.00 \$37,500.00	0.67	\$120,600.00	0.75	\$112,500.00						-		+ +						
2565.601 E	MERGENCY VEHICLE PREEMPTION SYSTEM A MERGENCY VEHICLE PREEMPTION SYSTEM B	LUMP SUM	\$12,000.00	1	\$12,000.00 \$8,000.00			1.0	\$12,000.00																
2565.601	RAFFIC CONTROL INTERCONNECTION	LUMP SUM	\$8,000.00 \$100,000.00	1	\$100,000.00	1	\$100,000.00			1.0	φο,υυU.UU														
	COUNTY FURNISHED MATERIAL	LUMP SUM EACH	\$25,000.00 \$10,000.00	2	\$50,000.00 \$20,000.00	2	\$20,000.00							1.0	\$25,000.00	0.5	\$12,500.00	0.5 \$12,500.00	+ $+$ $+$ $-$	+		-			
	SILT FENCE, TYPE MS STORM DRAIN INLET PROTECTION	LIN FT EACH	\$2.50 \$160.00	30,130 200	\$75,325.00 \$32,000.00	30,130 200	\$75,325.00 \$32,000.00											<u>↓                                      </u>	┨──┤───						
2573.533	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	\$5.00	736	\$3,680.00	736	\$3,680.00												1 1						
2573.550 E	ROSION CONTROL SUPERVISOR	LUMP SUM	\$12,000.00	1	\$12,000.00	1	\$12,000.00	<u> </u>		1							-	1 1	+ +		1				
2575.501		ACRE	\$400.00	16.5	\$6,600.00	16.5	\$6,600.00																		
	SEED MIXTURE 25-121 SEED MIXTURE 25-131	POUND POUND	\$5.00 \$4.00	569 696	\$2,845.00 \$2,784.00	569 696	\$2,845.00 \$2,784.00																		
	SEED MIXTURE 33-261 SEED MIXTURE 35-241	POUND POUND	\$22.00 \$15.00	68 67	\$1,496.00 \$1,005.00	68 67	\$1,496.00 \$1,005.00																		
2575.505	SODDING TYPE SALT TOLERANT	SQ YD	\$9.00	18,028	\$162,253.80	18,028	\$162,253.80																		
	//ULCH MATERIAL TYPE 1 //ULCH MATERIAL TYPE 3	TON TON	\$160.00 \$500.00	18.4 3.5	\$2,944.00 \$1,750.00	18.4 3.5	\$2,944.00 \$1,750.00	+		<u> </u>									+ $-$						
2575.519	DISK ANCHORING (P)	ACRE	\$60.00	11.2	\$672.00	11.2	\$672.00																		
	EROSION CONTROL BLANKETS CATEGORY 3	SQ YD POUND	\$2.50 \$1.25	18,954 3,466	\$47,385.00 \$4,332.50	18,954 3,466	\$47,385.00 \$4,332.50	<u> </u>										<u>↓                                      </u>	┨──┤───						
2575.532 F	ERTILIZER TYPE 4	POUND	\$1.25	505	\$631.25	505	\$631.25			1				1	1	1	1			1	1				
2575.571 F	RAPID STABILIZATION METHOD 3	M GALLON	\$425.00	108.7	\$46,197.50	108.7	\$46,197.50	╉╴╴┤		+				1	+	+	+	<u> </u>	╉──┤───	+	1	-			+
	AVEMENT MESSAGE (LT ARROW) PREFORMED THERMOPLASTIC	EACH	\$500.00	6	\$3,000.00	6	\$3,000.00															-			
2582.502 2	PAVEMENT MESSAGE (RT ARROW) PREFORMED THERMOPLASTIC 24" SOLID LINE WHITE - PREFORMED THERMOPLASTIC	EACH LIN FT	\$500.00 \$18.00	6 263	\$3,000.00 \$4,734.00	6 263	\$3,000.00 \$4,734.00																		
2582.502 2	4" SOLID LINE YELLOW - PREFORMED THERMOPLASTIC	LIN FT	\$18.00	555	\$9,990.00	555	\$9,990.00																		

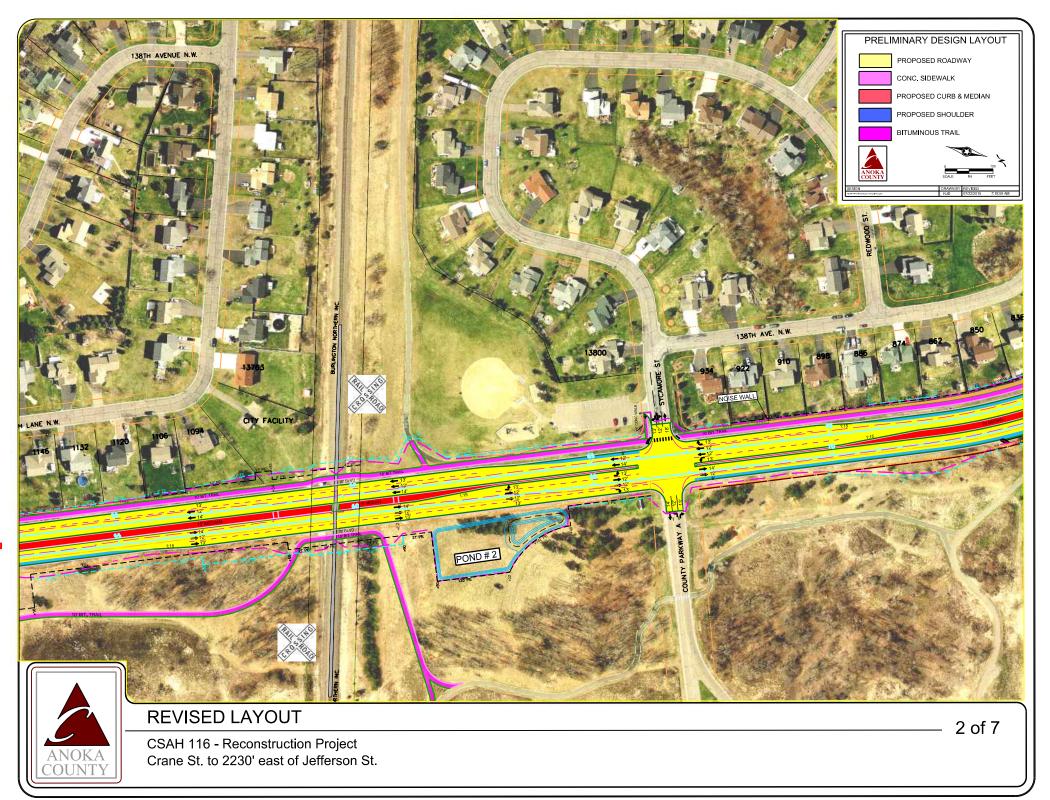
EXHIBIT "B	= Project Layout = 60% Estimated Cost Share = Cost Shering Agreement +16-2015	EXHIBIT 3 07-15-2015	MN.		ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS CSAH 116 (BUNKER LAKE BLVD) FROM CRANE STREET TO EAST OF JEFFERSON STREET																
-,		_						FEDERA	L PARTICIPATI	NG	STORM SEWE	ER (D)			l	EDERAL NO	ON-PARTICIP	ATING			
					TAL	ANTITY COUNTY OF ANOKA				COUNTY=69.2% SP 002-716-015			STATE AID PARTICIPITI	NG		LOCAL					
ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	PROJECT QUANTITY				F ANDOVER 08-020-000 (B)	CITY OF HAM LAKE SP 197-020-000, (C)	CITY ANDOVER=23.9% SP 198-020-000 CITY HAM LAKE= 6.9% SP 197-020-000		COUNTY OF ANOKA SP 002-716-015 (E)	CITY OF ANDOVER SP 198-020-000 (F)	CITY OF HAM LAK SP 197-020-000 (G)		TY OF ANOKA CP 00-00 (H)	CITY OF ANDOVER CP 00-00 (I)	CITY OF HAM LAKE CP 00-00 (J)	CITY OF	CP 00-00 (K)	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY AMOUNT	QUANTITY	AMOUNT	QUANTITY AMOUN	QUANTITY AMOUNT	QUANTITY AMOL	NT QUANTIT	TY AMOUNT	QUANTITY AMOUNT	QUANTITY AMOUNT	QUANTITY	AMOUNT
2582.502	4" SOLID LINE WHITE - EPOXY	LIN FT	\$0.30	32,510	\$9,753.00	32,510	\$9,753.00														
2582.502	4" BROKEN LINE WHITE - EPOXY	LIN FT	\$0.40	5,021	\$2,008.40	5,021	\$2,008.40														
2582.502	8" BROKEN LINE WHITE - EPOXY	LIN FT	\$4.20	160	\$672.00	160	\$672.00														
2582.502	4" SOLID LINE YELLOW - EPOXY	LIN FT	\$0.60	25,215	\$15,129.00	25,215	\$15,129.00														
	4" DOUBLE SOLID LINE YELLOW - EPOXY	LIN FT	\$0.65	3,455	\$2,245.75	3,455	\$2,245.75														
2582.503	CROSSWALK MARKING - WHITE PREFORMED THERMOPLASTIC	SQ FT	11.00	792	\$8,712.00	792	\$8,712.00														
	SUBTOTAL				\$11,581,964.34 11.581.964.34		\$9,009,789.35		\$1,381,479.00	\$289,926.65	\$	\$850,769.34	\$25,000.00	\$12,500.00	\$12,500.	00					

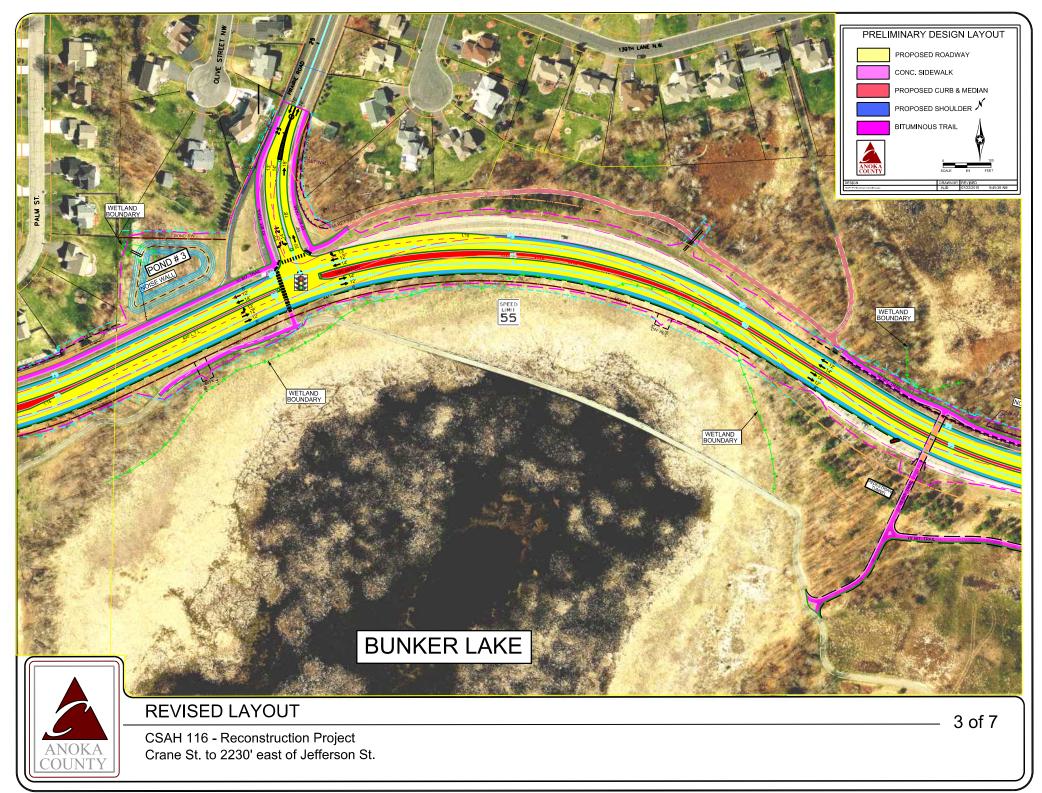
Federal Funds Available SP 002-716-012	\$7,840,000.00
Match Amount (Anoka County)	
Total Federal Funds Available	\$7,840,000.00
% Federal Funding	68.06%

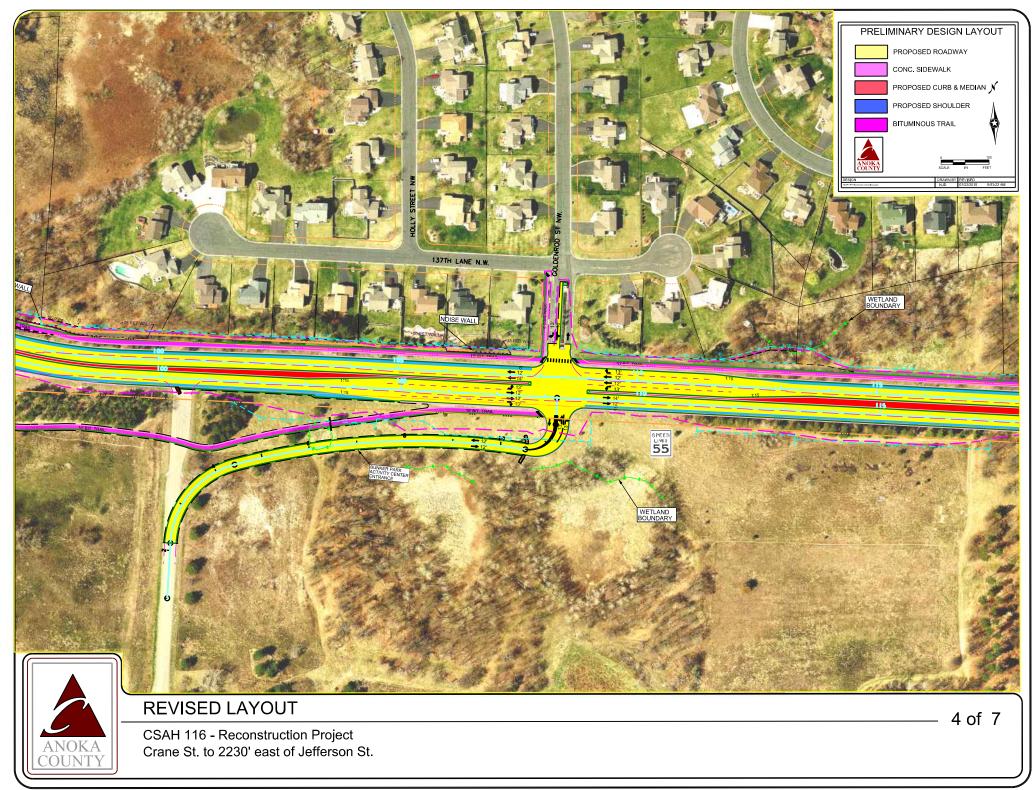
)	Funding Group:		Group A	Group B	Group C	Group D	Group E	Group F	Group G	Group H	Group I	Group J	. I	Group K
	Totals:	\$11,581,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34		\$12,500.0	\$12,500.00					
	Total Federal Eligible Items:	\$11,531,964.34	\$9,009,789.35	\$1,381,479.00	\$289,926.65	\$850,769.34								
	Federal Funds Available	\$7,840,000.00	\$6,123,439.98	\$940,216.93	\$197,320.36	\$579,022.73								
												-		

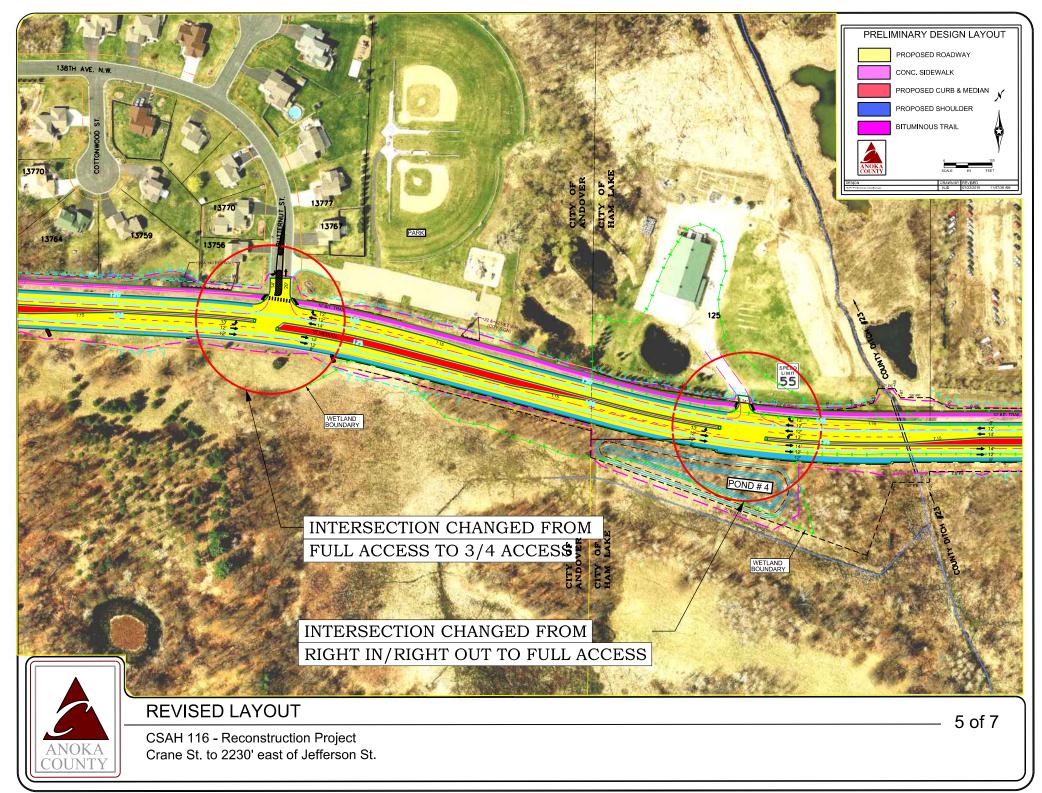
	SP 002-716-015, CSAH 116 (From Crane St. to East of Jefferson St.) Improvement Project - FUNDING SPLITS															
			ANOKA (	ANOKA COUNTY			CITY OF ANDOVER					CITY OF HAM LAKE				
	PROJECT TOTALS	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (H)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (1)	LOCAL FUNDS (J)	TOTALS	FEDERAL FUNDS	STATE AID FUNDS	LOCAL FUNDS (G)	LOCAL FUNDS <b>(K)</b>	
ROADWAY	10,731,195.00	9,034,789.35	6,123,439.98	2,886,349.37	25,000.00	1,393,979.00	940,216.93	441,262.07	12,500.00		302,426.65	197,320.36	92,606.29	12,500.00		
DRAINAGE (69.2% County, 23.9% Andover, 6.9% Ham Lake)	850,769.34	588,401.39	400,458.46	187,942.93		203,472.76	138,480.96	64,991.80			58,895.18	40,083.31	18,811.87			
CONSTRUCTION TOTAL	11,581,964.34	9,623,190.74	6,523,898.44	3,074,292.31	25,000.00	1,597,451.76	1,078,697.89	506,253.87	12,500.00		361,321.83	237,403.67	111,418.16	12,500.00		
8% CONSTRUCTION ENGINEERING	926,557.15	769,855.26		767,855.26	2,000.00	127,796.14		126,796.14	1,000.00		28,905.75		27,905.75	1,000.00		
DESIGN ENGINEERING																
RIGHT OF WAY																
UTILITY RELOCATION																
PROJECT TOTAL	12,508,521.49	10,393,046.00	6,523,898.44	3,842,147.57	27,000.00	1,725,247.90	1,078,697.89	633,050.01	13,500.00		390,227.57	237,403.67	139,323.91	13,500.00		

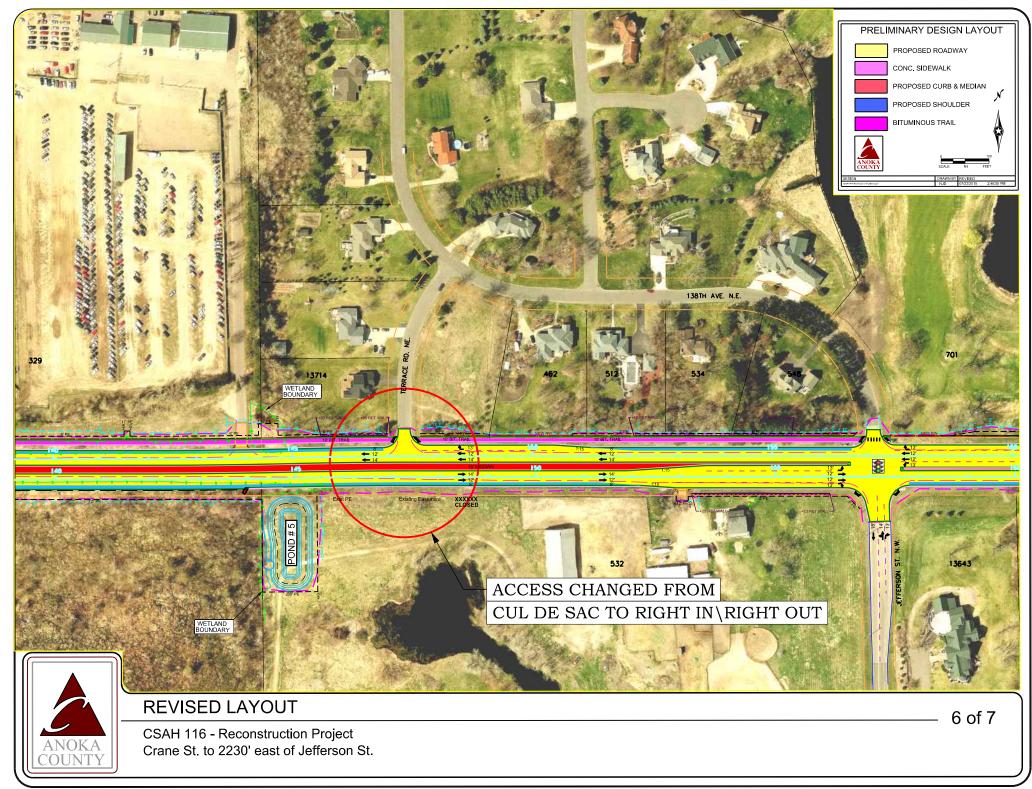


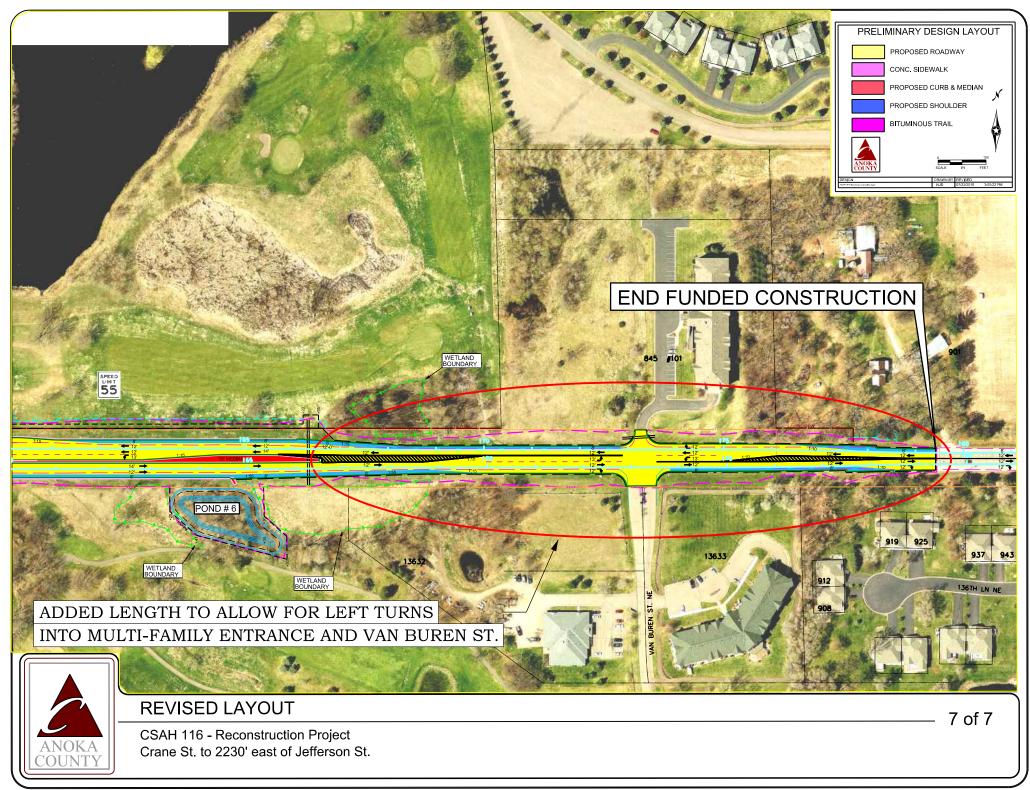












#### Process to evaluate scope change requests for regionally-selected projects

### Adopted by the Transportation Advisory Board on March 16, 2011 ACTION TRANSMITTAL 2011-35

Projects submitted for consideration through the regional solicitation are often just concepts or unrefined ideas. Project sponsors work on the preliminary and final design, environmental studies etc... after the TAB awards funds to the project. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors may be required to request a scope change and TIP/STIP amendment because the scope and cost in the TIP/STIP has to be consistent with final project documentation that is sent to the FHWA.

Projects sponsors, Met Council and TAB staff, the TAC Funding & Programming Committee (F&PC) and the region would benefit from an adopted methodology to evaluate requested project scope changes. MN/DOT Metro State Aid has been very good at sorting out the significant scope changes that require action from the TAB. The FHWA has provided guidance on when a cost increase triggers a TIP/STIP amendment, and when a change in a project's design requires a scope change and TIP/STIP amendment (attached). The TAC and TAB want to be comfortable that the revised project scope of a regionally-selected project still provides about the same benefits as the original project scope and would have scored high enough to have been selected like the original project scope – to be fair to the other projects not selected. Below is a proposed outline of a process and guidelines for scope change requests.

- 1) Any construction elements added to the project scope must be eligible according to the solicitation criteria used to evaluate the original project submittal, unless the additional elements are already programmed in the STIP.
- 2) Additional federal funds will not be provided and federal funds cannot be swapped between projects of the same or different sponsor.
- Met Council and TAB staff will provide data on the original project to the TAC F&PC, including cover page, project description, location map, layouts, sketches or schematics, and the original project cost estimate.
- 4) The project sponsor must provide data on the revised project scope to the TAC F&PC, including a complete project description, location map, project layout or sketches or schematics, checklist of work that still needs to be done and a revised project cost estimate.
- 5) The project sponsor must also recalculate the responses to certain key criteria based on the revised project scope and provide them to the TAC F&PC. Met Council and TAB staff may consult with the scoring group chair and individual project scorers if necessary to evaluate the recalculated responses and estimate the change in the original project score.
- 6) The TAC F&PC will base their recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. A recommendation to approve the scope change and adopt a TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for adoption, then to the Metropolitan Council for concurrence. A recommendation to reject the scope change and TIP amendment will go before the TAC, TAB Programming Committee and full TAB for approval.