

**APPENDIX C-11 - POLICIES FOR COST PARTICIPATION WITH
MUNICIPALITIES, STATE OF MINNESOTA AND OTHER AGENCIES**

COUNTY OF SCOTT
HIGHWAY DEPARTMENT

POLICIES FOR COST PARTICIPATION
WITH MUNICIPALITIES, STATE OF
MINNESOTA AND OTHER AGENCIES

JULY, 1985

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COUNTY OF SCOTT

HIGHWAY DEPARTMENT

Policies for cost participation with municipalities, State of Minnesota and other agencies.

PURPOSE

To establish policies for determining appropriate division of cost participation to be used by the County of Scott in funding cooperative highway and street construction projects with municipalities, Minnesota Department of Transportation and other agencies.

SCOPE

The establishment of cost policies is consistent with Minnesota Statutes, Section 162.7, Subdivision 1, Minnesota Statutes Section 373.01, Subdivision 4 and Minnesota Statutes Sec. 471.59 and amendments.

PREMISES

The basic premise is that the county pay costs peculiar to county needs and municipalities pay costs peculiar to municipal or local needs.

DEFINITIONS

- B - Bikeway: A facility for bicycle travel.
1. Class I Bikepath – A completely separated facility designed for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized.
 2. Class II Bikelane – A restricted facility designated for the exclusive or semi-exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed, however vehicle parking may be allowed; cross-flows by motorists, for example to gain access to driveways or parking facilities, is allowed; pedestrian cross-flows, for example to gain access to parking facilities or associated lane use, is allowed.
 3. Class III Bikeroute – A shared facility designated as such by signs placed on vertical posts or stenciled on the pavement. Any bikeway which shares its through traffic right-of-way with either or both moving (not parked) motor vehicles and pedestrians is considered a Class III bikeway.

- C - Contributing Flow: A storm sewer procedure that considers that each agency participates in proportion to its share of the design discharge for each section of sewer between inflow points. This method is used by the Minnesota Office of State Aid on all projects except where federal participation is anticipated.
- M - Municipality: Any city within Scott County.
- P - Peak Discharge: A storm sewer method that considers that each agency's share is the ratio of its peak discharge through each section of sewer between inflow points to the summation of peak discharge for all agencies participating in the section of sewer between inflow points.
- R - Roadway: The portion of a highway within limits of construction.
- S - Standard Specifications: Minnesota Department of Transportation Standard Specifications for Highway Construction, latest edition and/or supplement thereto.
- S - State Aid Manual: Manuals published by the Minnesota Department of Transportation outlining State Aid policies.
- S - State Highway: Highway under jurisdiction of the State of Minnesota.
- T - Trunk Line: Main conveyor of storm sewer system.
- T - Township: Any Township within Scott County.
- U - Utilities: Water, heating, electric, storm sewer, gas, sanitary, telephone, telegraph, street lighting conduit, etc.

COUNTY PARTICIPATION

	<u>County Participation</u>
A. Right of Way -	
Townships and Municipalities	100%
Right of way for parking lanes requested by Municipality/Township	
Townships and Municipalities	0%
B. Grading -	
Townships and Municipalities	100%
C. Surfacing -	
Townships and Municipalities	100%
Surfacing of parking lanes requested by Municipality/Township	
Townships and Municipalities	0%
D. Storm Sewer - County's participation is based on the State Aid formula as defined in State Aid Manual No. 5- 892.600-.605 which uses the ratio of contributing flows except on federally funded projects where the peak discharge formula is used to arrive at the percentage of allowable State Aid funds.	
1. Trunk Lines -	
Townships and Municipalities	50% of County's contributing flow
2. Catch basins and leads, within the county highway and at the curb returns of side street entrances that drain onto the county highways	
Townships and Municipalities	50%

**County
Participation**

E. Concrete Sidewalk -

1. New Sidewalk -	Concurrent with or subsequent to county construction project.	Townships and Municipalities	0%
2. Replacement Sidewalk -	Concurrent with or subsequent to construction except where County Engineer determines existing to be worn out (worn out – treat as new sidewalk)	Townships and Municipalities	100%
3. New sidewalk prior to construction of County Construction project.		Townships and Municipalities	By negotiation

F. Concrete Curb and Gutter -

1. New Construction		Townships and Municipalities	50%
2. Replacement (except where County Engineer determines existing to be worn out (worn out – treat as new))		Townships and Municipalities	100%

G. Concrete Driveway Entrances -

1. New Construction		Townships and Municipalities	50%
2. Replacement (except where County Engineer determines existing to be worn out (worn out – treat as new))		Townships and Municipalities	100%

**County
Participation**

H. Municipal Utility Relocation or Reconstruction on Roadway and Bridges -

1. Initial installation performed after October 1969 without a permit or not in compliance with a county permit.		
	Townships and Municipalities	0%
2. Relocation or reconstruction for new, improving or replacing unserviceable existing facilities (County Engineer shall determine if existing facility is unserviceable or serviceable).		
	Townships and Municipalities	0%
3. Relocation necessitated because of addition of parking lane requested by the Municipality/Township.		
	Townships and Municipalities	0%
4. Relocation or reconstruction required solely because of County Construction procedures.		
	Townships and Municipalities	100%
5. Initial installation impossible or impractical to construct to previously established grade or geometrics.		
	Townships and Municipalities	100%

I. Private Utility Relocation or Reconstruction -

1. Initial installation was within county right-of-way.		
	Townships and Municipalities	0%

**County
Participation**

J. Traffic Signal Installation -

1. No Trunk Highways Involved*

Townships and Municipalities	Proportional to number of legs that are County Highways (i.e. – 2 of 4 entering legs are County Highways – participation equals 50%).
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2. One or More Trunk Highway Legs**

Townships and Municipalities	Proportional to number of County Highway legs and in accordance with Mn/DOT policy.
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3. Temporary Traffic Signals

Townships and Municipalities	0%***
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* Electrical power shall be furnished by the Township or Municipality. Maintenance for all signals on county roads, except by special agreement with Mn/DOT, shall be furnished by Scott County. The entire cost of any subsequent revisions, modifications, or updating of a traffic signal originally installed in accordance with the provisions of this cost participation policy, even to the extent of complete reconstruction, will be borne in the same manner as the initial installation.

** Electrical power and maintenance for all signals in this category shall be furnished by Mn/DOT or the municipality (except by agreement with Mn/DOT).

*** By cooperative agreement between the Township/Municipality and the County, the entire cost of a temporary signal shall be borne by the Township/Municipality. (This applies only to locations where permanent traffic signals are planned for future installation. The County will absorb the entire cost of installing a temporary traffic signal to accommodate detour or bypass traffic in conjunction with a construction project at a location where no permanent signal is planned). Full credit for the Township/Municipality's investment will be applied toward their participation in a permanent traffic signal if installed within the time limits set forth in the cooperative agreement. This credit may be extended should circumstances beyond the Township/Municipality's control delay the installation of the permanent signal beyond said time limits. The County will maintain temporary signals. The Township/Municipality will furnish electrical power to operate the device.

		<u>County Participation</u>
K. Bridges -	Townships and Municipalities	By negotiation
L. Street Lighting – Continuous (Fixture and Bases)* -		
1. New Installation.	Townships and Municipalities	0%
2. Replacement (except where County Engineer determines existing to be not serviceable).	Townships and Municipalities	100%
M. Street Lighting – Individual Installation (Fixture & Bases)* -		
1. New Installation and Replacement (meets warrants).	Townships and Municipalities	100%

* Electrical power shall be furnished by the Township or Municipality

		<u>County Participation</u>
N. Bikeways -		
1. Class I	Townships and Municipalities	25%
2. Class II		
a. Adjacent to sidewalk and motor vehicles	Townships and Municipalities	25%
b. Surfaced shoulders	Townships and Municipalities	50%
3. Class III	Townships and Municipalities	50%
4. Bikeway/Road Grade Separation	Townships and Municipalities	By negotiation
5. Bikeway Signing	Townships and Municipalities	100%
O. Engineering		
Engineering includes design costs, which are costs incurred prior to the award of the contract, and Contract Administration costs, which are costs incurred subsequent to the award of contract.		
1. Design and/or Contract Administration performed by County and based on Municipality/Township's share of contract construction.	Townships and Municipalities	By negotiation
2. Design and/or Contract Administration performed by Municipality/Township and based on County's share of Contract Construction.	Townships and Municipalities	By negotiation