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City of Medicine Lake

City Council Meeting Agenda April 6, 2026

6:00 PM - Call to Order

Pledge of Allegiance

Approval of agenda for April 6, 2026 meeting

Acknowledgment of Minutes for March 2, 2026 council meeting

Hennepin County Sheriff Report

Open Forum

Department Reports

- Fire Department: Chief Rich Halvorsen/Asst. Mike Fox
- Bassett Creek Watershed Commissioner: Clint Carlson/Shaun Kennedy/Susan Wiese
- Planning Commissioner: Jesse Swanson
- Public Works: Bill and Ruth
- Treasurers' Report: Gary Englert

Officer Reports

- Councilmember Ruth Hovey
  - Speed Data
  - Website .gov
- Councilmember Ron Tomczik
- Councilmember Nina Zelazny
- Councilmember McNaughton
  - City Hall Closet
  - Manhole Repair
  - Met Council I&I Grant
- Mayor Chris Heim
  - HC Sheriff's Office support

New Business

- Liquor License in progress
- Public education on pet ordinance required once a year and MS4 permit
- County Cost Participation and Maintenance Policies feedback due April 15, 2026

City of Medicine Lake

March 2, 2026
City of Medicine Lake
Council Minutes - DRAFT

Present: Chris Heim, Councilor Bill McNaughton, Ron Tomczik, Ruth Hovey, Nina Zelazny; Clerk Therese Polum, Treasurer Gary Englert, Fire Chief Rich Halvorson, Planning Commission Jesse Swanson

Council and Staff Absent: TAC Shaun Kennedy, Fire Chief Mike Fox, BCWMC TAC Susan Wiese, BCWMC Commissioner Clint Carlson

Other attendees: Mary Anne Young

Mayor Heim called the meeting to order at 6:00 p.m. The Pledge of Allegiance was recited.

Minutes and Agenda

- **Motion to approve the agenda forwarded by Councilmember Hovey and seconded by Councilmember McNaughton. Yea – Heim, Hovey, McNaughton, Tomczik, Zelazny. Motion passed.**
- **Motion to approve the February 2, 2026 city council minutes forwarded by councilmember Zelazny and seconded by Councilmember Hovey. Yea – Heim, Hovey, McNaughton, Tomczik, Zelazny. Motion passed.**

Hennepin County Sheriff - absent

- Councilor Hovey reported city has a new contact.

Open Forum

- Councilor Zelazny asked if city will take down radar speed signs, stated they are big signs and wondering what we are doing with the data. Questioned if police issue speeding tickets. Council Hovey will pull the speed data.
- Mayor Heim stated the signs are designed to be permanent; goal of the sign is to have a visual identification of driver's speed.
- City Forester Derek Chappel reported on the tree trimming efforts, potential grant money, Hennepin Country tree sale is always a great option to buy trees, potential to plant trees around the wetland area. Council suggested to discuss with Barry Warner on a tree planting plan. Council provided direction for Chappel to buy trees as appropriate in the range up to $2,000. Stated city has too much mulch around the trees at Jevne, and don't place any more mulch for now. Discussed he can assist with future pesticides for city needs.

Fire Department Report – Rich Halvorson

- Chief Halverson reported on department's bolstered medical training, lake ice rescue training is showing results, utilizing free resources is improving, researching (a low priority) into replacing the 5" fire hose, could be $20,000 for one hose.
- Councilor McNaughton asked about the boat lift: Fire department bought a new used boat lift to replace the old lift, will sell the old lift. The old lift was unreliable. Hope to sell the old boat lift this spring.

Bassett Creek Watershed Management Commission Report – Shawn Kennedy/Clint Carlson/Susan Wiese

- Absent – no report

Planning Commission Report – Jesse Swanson

- Reported Brad might be ready at end of month to meet on the new required update to the comprehensive plan. Planning Commission will manage this at this stage.

Public Works – Councilor McNaughton and Ruth Hovey

- Reported Park Apartments/Medicine Lake Cottages is required to hook up to city water per the Minnesota Department of Health.
- Residents have brought forth water concerns over the years; Mayor Heim contacted the Department of Health and then the State of Minnesota took over the issue and stated it is not a city issue. City then was not involved and the city has no additional details. How will billing work for this project?
- Brad Scheib and Cara Geheren are involved representing the city as needed per the Minnesota Department of Health.
- Owner will need to work with the City of Plymouth to arrange their own agreement for city water as that property is not included in the city requirements. Correction from additional information received after the council meeting – Potable water on the park apartments/medicine lake cottages property will be a private potable water system, that owner will be responsible for maintenance. Gate valves are located at both points where this new private water line will enter main water line on Peninsula Road, thus private water may be shut off for any maintenance reasons and will not affect the main line along Peninsula Road.
- Brad participated in FEMA DNR meeting; DNR has first right of refusal regarding riprap, second is city. Work around the floodplain ordinance in coming.
- Manhole at Kaiser/Colonial, was determined that snowplow did damage the manhole cover which caused the manhole to fill with aggregate and back up almost into homeowner house. Manhole is off the road which caused the plow to push the snow off the road, pushing the entire upper ring and lid off the manhole. Resulting in a permanent opening in top of manhole until fixed. Discussion continued on the design of the new road at this corner and how the new road contributed to this issue, as the manhole is now off to the side of the road with no pavement around the manhole. McNaughton is working to hire someone to fix the manhole and will include additional paving (hence, widening the road) at this point to prevent a future occurrence.
- Cara is putting together a bid/plan for sewer maintenance and a schedule.
- Gary Anderson is volunteering regarding the winter lights removal.

Treasurer's Report – Gary Englert (absent)

- Receipts in reporting period: $234
- Receipts year to date: $12,080
- Disbursements in reporting period: $19,596
- Disbursements year to date: $150,021

Reported on the new cash designations categories and how they will be shown and setup on treasurer's reports. Also updates to treasurer reporting with the ending of the received grant money debt service fund.

Reported on electronic vendor payment options, Gary would like to explore to move as many vendors as possible to move to electronic payment. Would maintain the oversight steps. Council agreed this seems like a good idea.

Reported on moving reserve money twice in a year, when the property tax monies arrive. In the past the monies have been moved on a monthly basis.

Craig Kile deputy treasure is working on the annual report, which is due at the end of March. Craig Kile continues to volunteer to compete this report which is a huge asset to the city.

Motion to approve the summary spending, receipts and cash balances through February 28, 2026 forwarded by Councilmember McNaughton and seconded by Councilmember Hovey. Yea -Heim, Hovey, McNaughton, Tomczik, Zelazny. Motion passed.

Officer Reports:

Councilmember Hovey
- Reported on a few topics that were in the latest LMC catalog.
- First: posting of packet online. City is not required to post everything on the website so as long as we provide a paper printout. Security is constantly being an issue.
- Motion to adopt new packet topics to give council the option to not include items in packet that is posted to website. Treasurer report will be standard to not include in website posting.
- Second: moving to a .gov website is required for cities who administer absentee voting, would require a move to a new office 365 and to move all the emails to a .gov email.

Councilmember Tomczik
- No Report

Councilmember Zelazny
- Reported on glass for the cabinet, replace with plexiglass
- Reported rental inspections are coming this summer
- Reported had a meeting with county elections staff. Most of the work starts mid June
- Reported, asked councilor McNaughton about The Laker letter and what was written regarding federal ice agents
- Discussion continued regarding water hook up requirements and if there is a way this requirement can be included on the property title. This would help assure all know the requirements to hook particular for a home sale

Councilmember McNaughton
- Reported on closet construction, plans for converting the open space near the door to the fire hall to a locked closet.
- Veit should be in city in the spring to finish and eventually accept the project

Mayor Heim
- No new business

New Business:

- none

Motion to adjourn at 7:33 pm by councilmember Hovey seconded by councilmember McNaughton. Yea – Heim, Hovey, McNaughton, Tomczik, Zelazny. Motion passed.

Respectfully submitted,

Therese Polum
City Clerk

Approved on: _____

CITY OF MEDICINE LAKE

January - December 2024		***January - December 2025***		***February 2026***	
595.92 hours		355.37 hours		59.43 hours	
Group A	18	Group A	3	Group A	0
Group B	61	Group B	49	Group B	4
Traffic Citations	0	Traffic Citations	0	Traffic Citations	0
Verbal/Written Warnings	7	Verbal/Written Warnings	9	Verbal/Written Warnings	0

Group A Crimes: CSC, Robbery, Agg Assault, Burglary, Theft, Auto Theft, Child Abuse, Forgery, Assault, Vandalism, Narcotics, Dis Cond., Fleeing, Harass/Threat, Missing/Found Persons, Veh Abandoned, Rec'd Stolen and assists to these offenses.
Group B Crimes: Veh Accidents, Fire, Suicides, Attempt Suicides, DOA, Medicals, Verbal Domestics, Alarms, Suspicious, Assist Other Agencies, Motorist Assists, Transports, Impounds, House Checks, and any assist to these offenses.

2024 Activity Highlights		***2025 Activity Highlights***		***2026 Highlights thru February***	
2	Burglary	0	Burglary	0	Burglary
0	Theft	1	Theft	0	Theft
5	Assault	0	Assault	0	Assault
3	Damage to Property	1	Damage to Property	0	Damage to Property
2	PD Accidents	0	PD Accidents	0	PD Accidents
13	Medicals	4	Medicals	1	Medicals
2	Misc Animal Calls	15	Misc Animal Calls	0	Misc Animal Calls
11	Suspicious Calls	3	Suspicious Calls	0	Suspicious Calls

Council Report

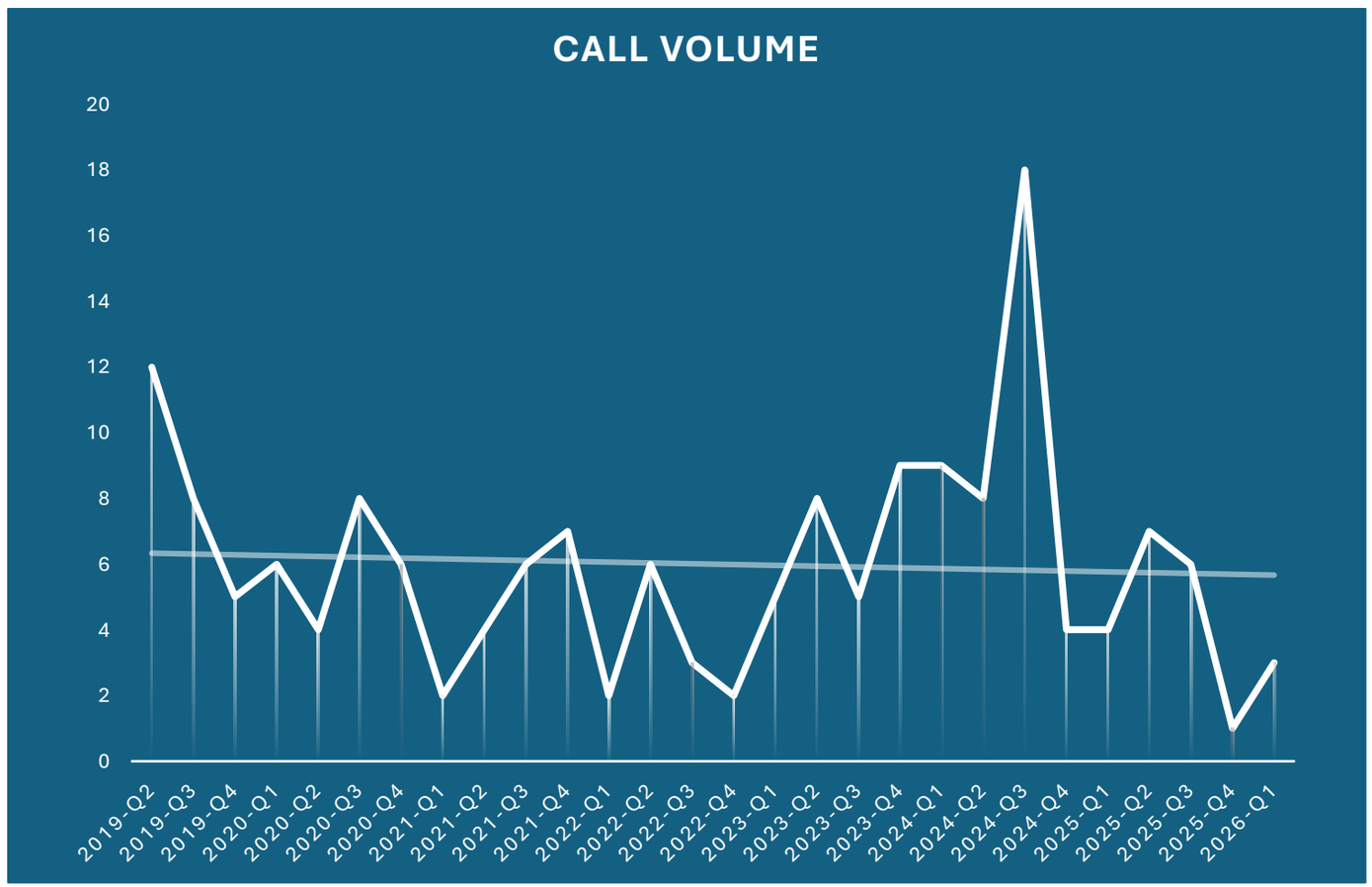
Medicine Lake Fire & Rescue

2026-04-06

Calls

2026 Calls

Date	Event	NERIS Category
2026-01-10	Medical - Fall	RESCUE
2026-02-21	Car Through Ice	SERVICE
2026-02-25	Missing Vehicle on the Lake	RESCUE



Events

RECENT EVENTS

- 3/14 City Hall bingo night
- 3/21 Two new Probationary Firefighters were formally onboarded into MLFD (John Breen and Derek Chappell)

UPCOMING EVENTS

- 4/19 Annual Bike Maintenance Event (1-4p)

Projects & Discussion

PROJECTS

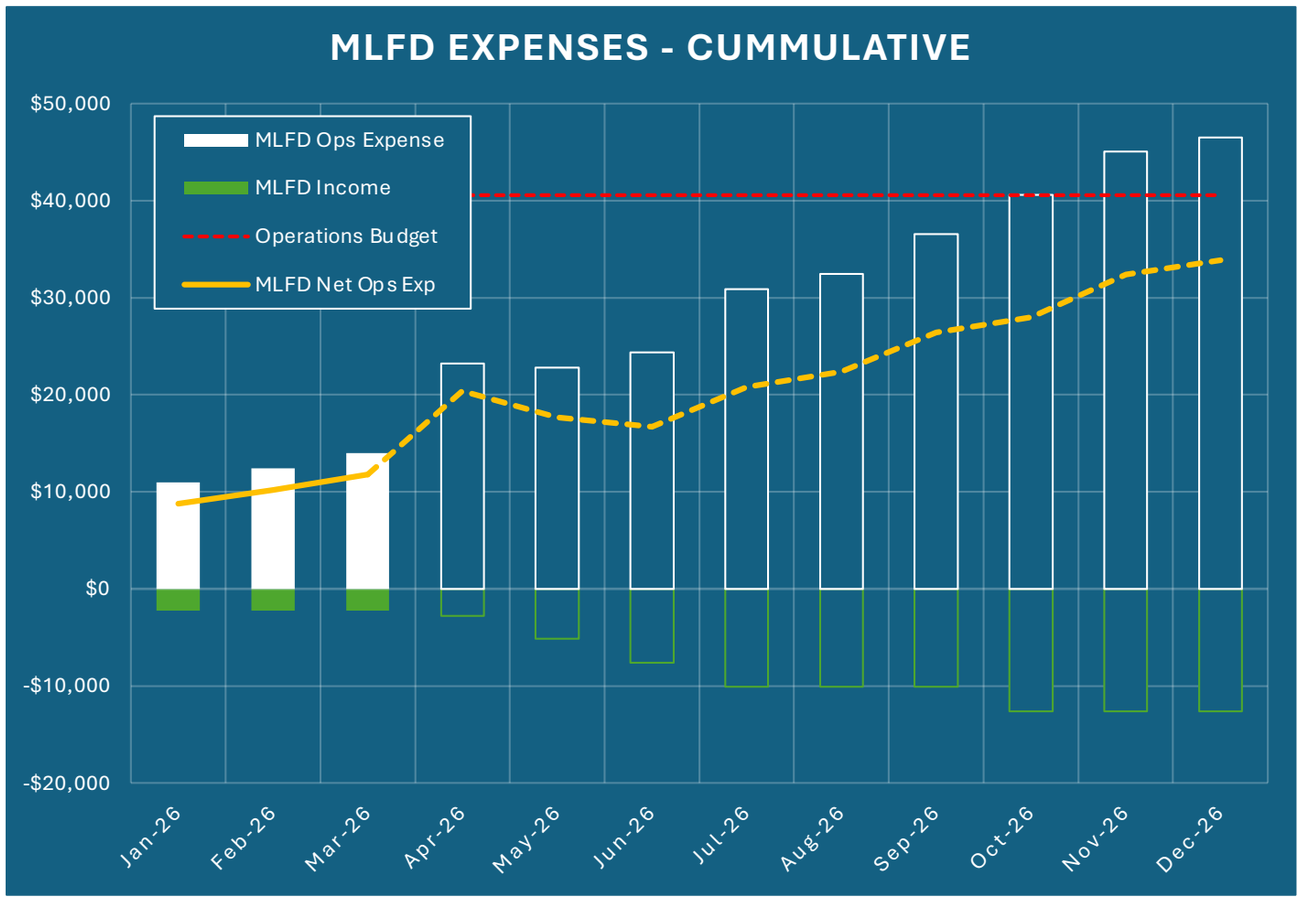
- U11 Kits – build kits specific to different U11 response use cases (e.g., medical calls, lake calls, clearing storm debris, hauling eqpt). This will project will slowly deploy over 2026.
- B11 Refurbishment – B11 has accumulated issues that need to be addressed. Members are working through the winter to fix/upgrade/clean B11.
- EV Fire Readiness – EV fires are a big challenge for Fire Departments everywhere and we have a lot of EVs in the city. We are still discussing our best approach here, but it will likely be a combination of an EV blanket, hose attachment to dispense water under a car, and rigging to pull a burning vehicle out of a garage.
- 5” Hose – E12 still have 3” supply line but would be better suited with 5” line. This is an expensive upgrade, so we’re always monitoring auctions for an opportunity to pick up used line.

DISCUSSION

- We have a buyer committed to purchasing the old boat lift for $6000. MLFD will share cash and a bill of sale with the Treasurer after pick-up.

Expenses - YTD

NOTE: numbers may not be fully reconciled with Treasurer reports



2026 MLFD OPS EXPENSES (YTD)

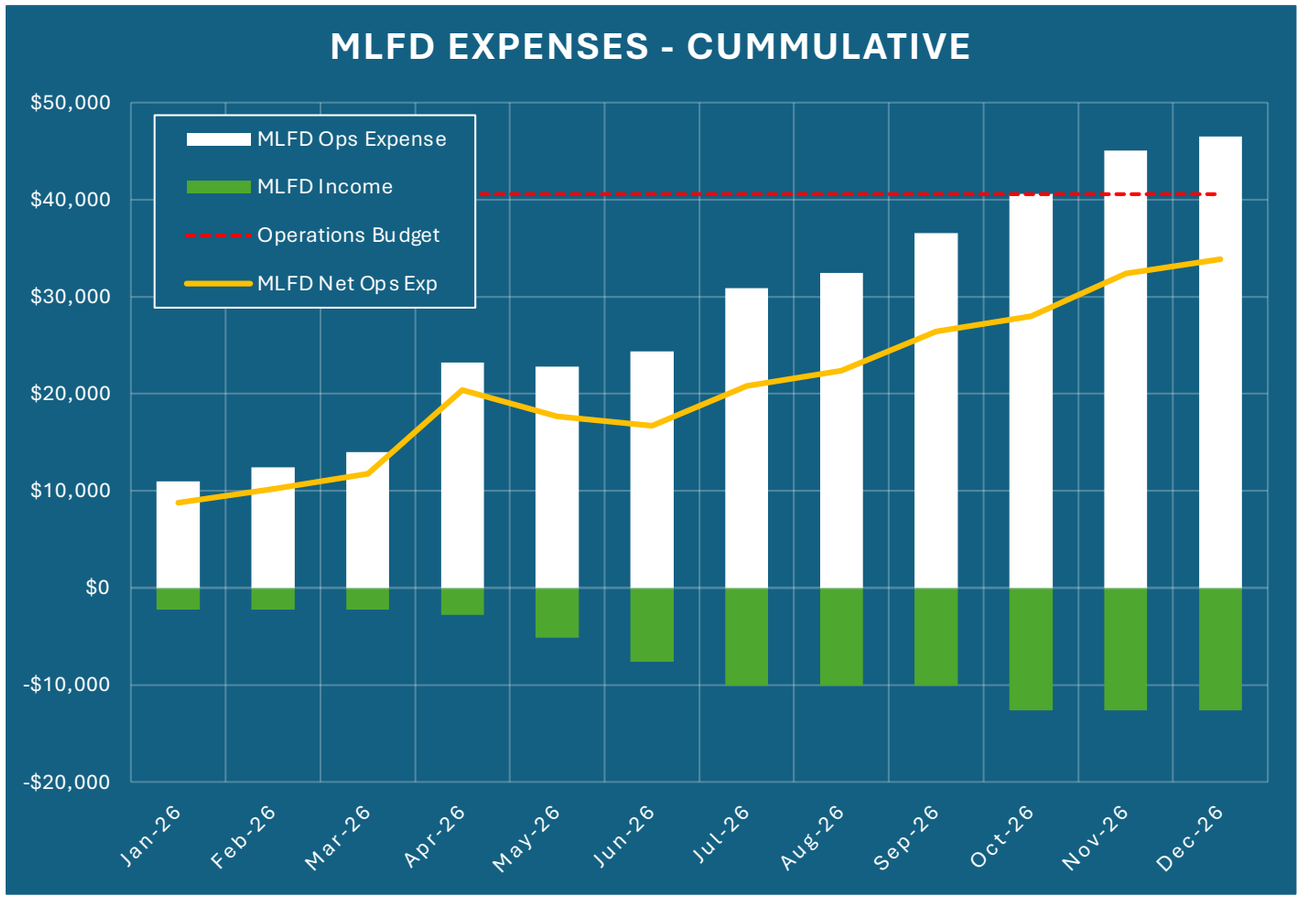
	GROSS	INCOME	NET	BUDGET	DELTA
Operations	**$14,006**	**$2,226**	**$11,780**	**$40,563**	**-$28,783**

2026 MLFD OPS EXP (YTD)

	GROSS	INCOME	NET
Apparatus	$1,541	$0	$1,541
Comms	$1,845	$0	$1,845
PPE	$0	$0	$0
Eqpt	$8,087	$1,496	$6,591
Station	$420	$0	$420
Training	$422	$730	-$308
Members	$1,691	$0	$1,691
TOTAL	**$14,006**	**$2,226**	**$11,780**

Expenses - Projected

NOTE: numbers may not be fully reconciled with Treasurer reports



2026 MLFD OPS EXPENSES (projected)

	GROSS	INCOME	NET	BUDGET	DELTA
Operations	**$46,476**	**$12,617**	**$33,860**	**$40,563**	**-$6,703**

2026 MLFD OPS EXP (proj)

	GROSS	INCOME	NET
Apparatus	$6,316	$0	$6,316
Comms	$6,523	$0	$6,523
PPE	$1,852	$0	$1,852
Eqpt	$14,887	$1,496	$13,391
Station	$3,670	$0	$3,670
Training	$10,905	$11,121	-$215
Members	$2,324	$0	$2,324
TOTAL	**$46,476**	**$12,617**	**$33,860**

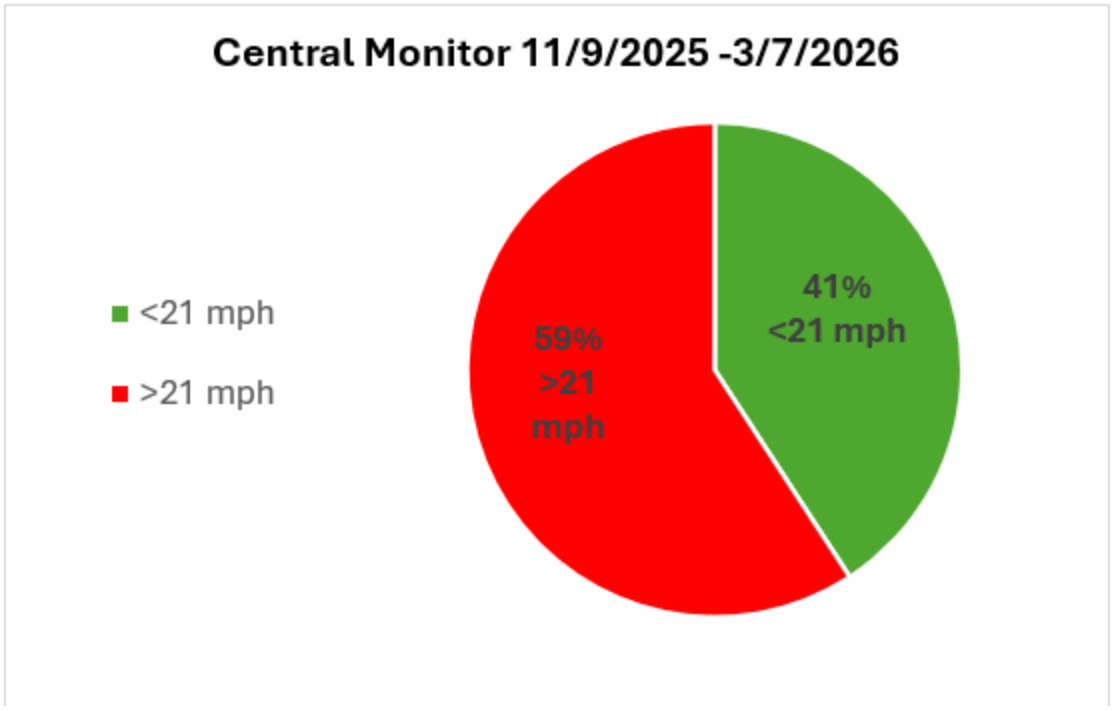
2026 Finance Highlights

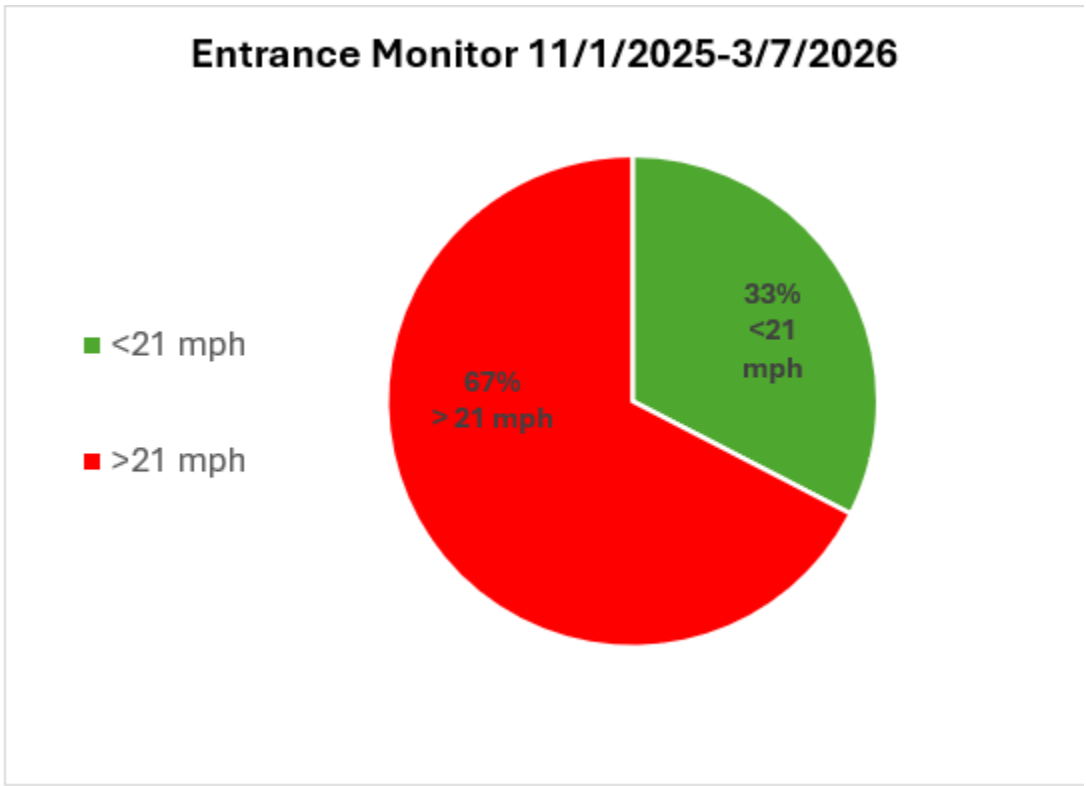
INCOME

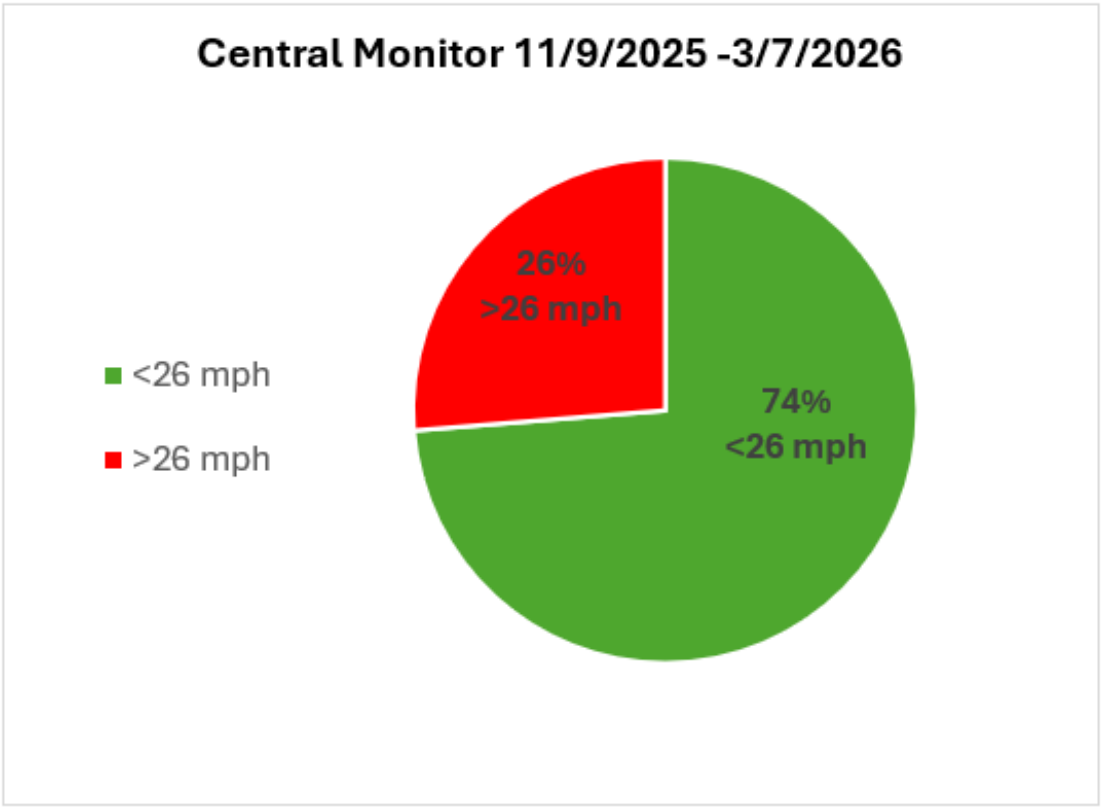
- $730 – State reimbursements for training expense
- $1496 – Open House & Pizza Fundraiser proceeds
- $6000 – sale of boat lift (SALE PENDING)

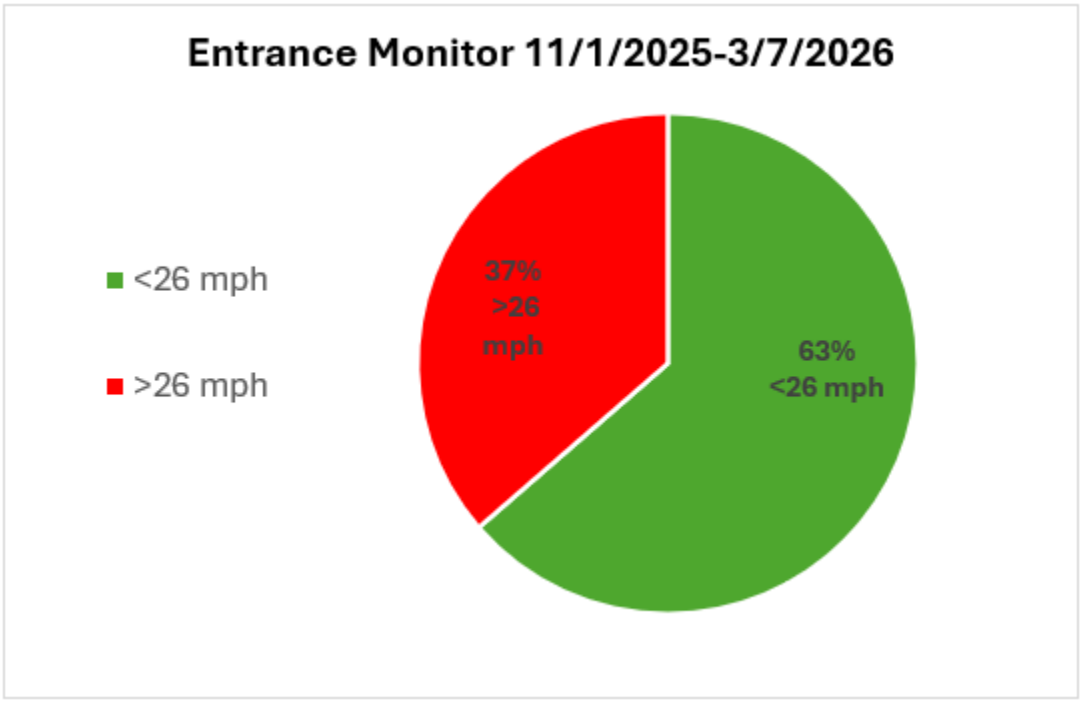
MAJOR PROJECT EXPENSES

- $4500 – Boat Lift (replacement)
- $2116 – Personal Med Kits
- $1691 – High-visibility jackets


Central Monitor 11/9/2025 -3/7/2026
<21 mph
>21 mph
41%
<21 mph
59%
>21
mph

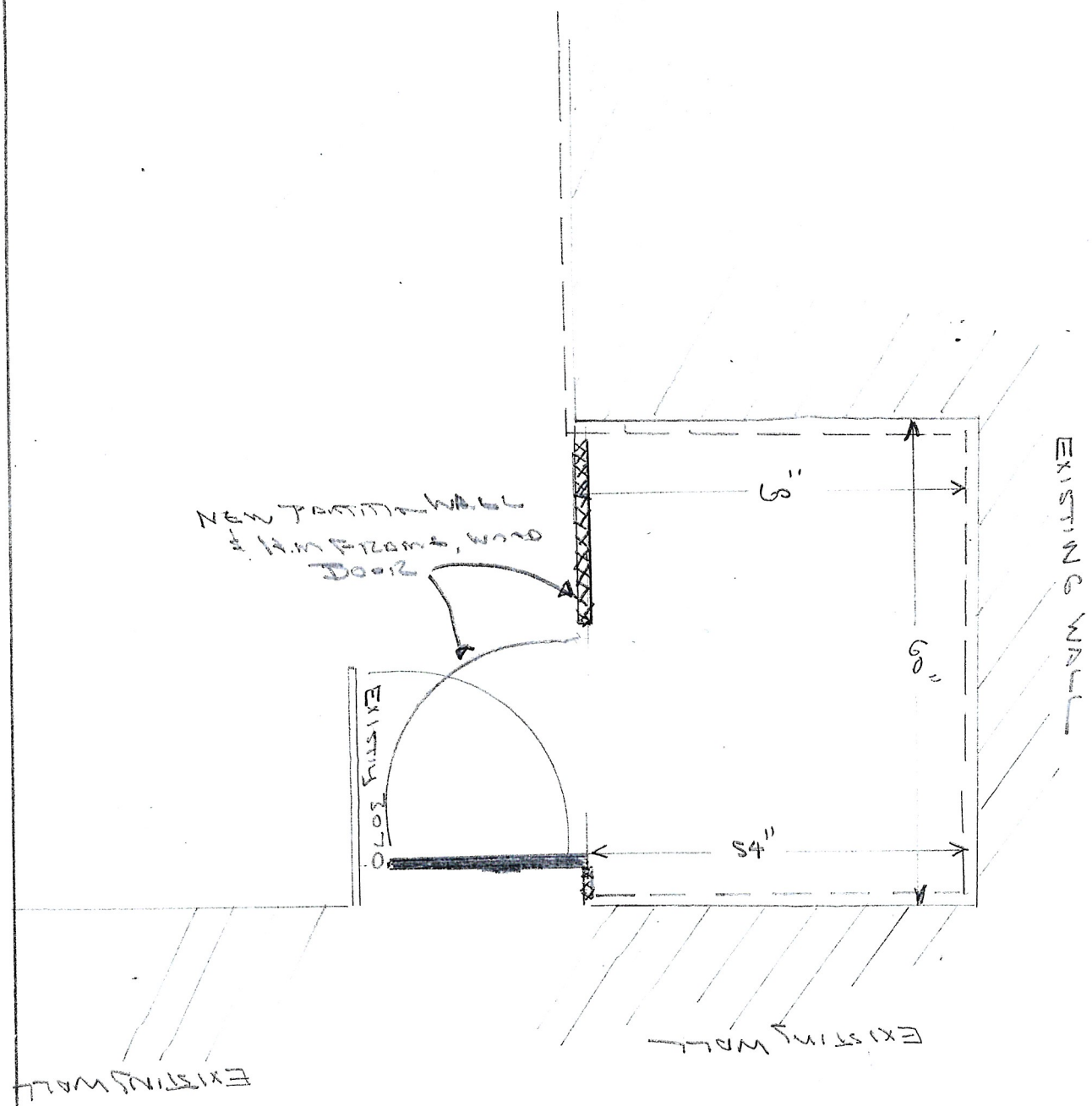

Entrance Monitor 11/1/2025-3/7/2026
<21 mph
>21 mph
33%
<21
mph
67%
> 21 mph


Central Monitor 11/9/2025 -3/7/2026
<26 mph
>26 mph
26%
>26 mph
74%
<26 mph


Entrance Monitor 11/1/2025-3/7/2026
<26 mph
>26 mph
37%
>26
mph
63%
<26 mph

Central Monitor 11/9/25-3/7/26										
	Under 6 MPH	6-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	Over 45 MPH
12 AM	21	27	6	4	6	8	6	0	0	0
1 AM	14	2	0	0	4	2	3	2	6	0
2 AM	20	7	0	8	2	4	0	0	0	0
3 AM	20	13	2	1	9	3	1	0	0	0
4 AM	15	6	3	8	4	4	0	0	0	0
5 AM	32	5	6	25	55	21	2	1	0	0
6 AM	8	1	7	24	64	43	6	7	1	2
7 AM	2	4	36	151	278	**215**	**72**	11	9	**5**
8 AM	21	31	57	178	270	105	60	10	9	0
9 AM	4	12	39	138	213	106	42	13	3	0
10 AM	12	12	38	145	283	122	37	16	3	4
11 AM	14	30	73	205	227	105	42	9	8	0
12 PM	22	16	68	152	197	90	27	7	7	1
1 PM	13	17	87	215	208	95	45	8	0	0
2 PM	12	38	74	211	186	89	33	4	7	0
3 PM	36	27	104	204	225	119	35	6	1	0
4 PM	15	9	63	173	171	116	28	**18**	2	0
5 PM	24	24	52	186	**295**	118	45	6	0	0
6 PM	24	9	29	106	163	79	33	6	3	0
7 PM	29	11	25	93	123	60	25	7	5	0
8 PM	19	9	13	22	75	36	25	0	0	0
9 PM	15	19	15	24	38	36	16	0	0	0
10 PM	3	1	2	4	25	21	8	0	0	0
11 PM	16	20	11	2	10	20	23	7	**10**	0
Grand Total	411	350	810	2279	3131	1617	614	138	74	12

Entrance Monitor 11/1/2025-3/7/2026										
	Under 6 MPH	6 MPH to 10 MPH	11 MPH to 15 MPH	16 MPH to 20 MPH	21 MPH to 25 MPH	26 MPH to 30 MPH	31 MPH to 35 MPH	36 MPH to 40 MPH	41 MPH to 45 MPH	Over 45 MPH
12 AM	70	72	21	37	90	47	25	7	2	0
1 AM	71	101	10	13	46	29	13	7	0	0
2 AM	87	146	9	4	22	14	10	2	0	3
3 AM	103	107	4	3	21	11	1	1	0	0
4 AM	147	133	2	3	19	16	10	3	0	0
5 AM	89	77	5	9	24	26	11	3	0	0
6 AM	58	71	19	36	64	29	23	13	4	2
7 AM	76	84	60	91	162	96	65	13	4	5
8 AM	80	100	60	109	290	232	103	47	10	5
9 AM	86	99	47	194	416	295	141	43	8	1
10 AM	80	67	54	176	399	306	140	54	7	0
11 AM	69	82	69	202	503	355	168	52	8	6
12 PM	61	64	99	230	580	455	239	64	14	7
1 PM	72	58	88	191	606	426	205	75	8	6
2 PM	88	95	86	302	579	416	**206**	**66**	9	0
3 PM	97	99	123	330	**693**	**525**	192	61	6	1
4 PM	77	110	89	299	641	464	160	64	**19**	2
5 PM	76	117	124	349	684	430	198	60	12	**13**
6 PM	44	70	79	279	667	473	203	49	15	2
7 PM	53	36	61	187	550	398	163	45	15	6
8 PM	49	58	46	177	454	306	144	58	17	7
9 PM	57	72	61	146	404	282	110	32	8	2
10 PM	65	104	32	110	285	235	90	41	5	0
11 PM	52	96	47	43	135	99	49	12	8	5
Grand Total	1807	2118	1295	3520	8334	5965	2669	872	179	73



AFF @ 9'-0"

DECK @ 10'-4"

MEDICINE LAKE	
STORAGE ROOM	
3/12/26	DAVID TANN

COBECK CONSTRUCTION

Medecine Lake Election Closet
10609 South Shore Drive
Medecine Lake, MN 55441

Estimate Date:	2/26/2026
Estimate Revision No:	
Estimate Revision Date:	
Construction Start Date:	TBD
Construction Completion:	TBD

Project Description	Install new drywall system, with a 3'x7' door and frame to deck. Install custom 2x4 and plywood shelving per the customers standards. Furnish and install new vinyl base inside new secure closet

Project Manager:	Jer Cote
Phone #:	763-242-6077
Email:	jer.cote@cobeckconstruction.com
Owner:	City of Medecine Lake
Architect:	N/A

CSI SECTION	Description of Work	Notes	Material Cost	Labor Cost	Subcontractor Cost	TOTAL
013120	**Project Manager**		$0	$0	$560	$560
013001	**Project Superintendent**		$0	$2,352	$0	$2,352
	GENERAL CONDITIONS TOTAL		$0	$2,352	$560	$2,912
024100	**SELECTIVE DEMOLITION**		$0	$0	$0	$0
	removal of carpet base		$0	$104	$0	$104
061000	**ROUGH CARPENTRY**		$0	$0	$0	$0
	New custom 2x4 shelving		$325	$622	$0	$947
081000	**DOORS, FRAMES, and HARDWARE**		$0	$0	$0	$0
	New hollow metal doorframe		$300	$207	$0	$507
	New hollow metal door		$1,000	$207	$0	$1,207
	New door handle to match existing		$200	$104	$0	$304
092900	**GYPSUM BOARD SYSTEMS**		$0	$0	$0	$0
	New steel stud framing to deck		$159	$294	$0	$453
	New 5/8 drywall to deck		$55	$294	$0	$349
	Taping of new drywall system		$50	$1,176	$0	$1,226
095100	**ACOUSTICAL CEILINGS**		$0	$0	$0	$0
	Modify existing act to accommodate new wall		$150	$588	$0	$738
096000	**CARPET/RESILIENT FLOORING and BASE**		$0	$0	$0	$0
	install new vinyl base inside closet		$137	$441	$0	$578
	install old carpet base on hallway side		$0	$147	$0	$147
099000	**PAINTING and WALL COVERING PACKAGE**		$0	$0	$0	$0
	Paint new wall to match existing walls		$0	$0	$0	$0
	Paint new door and frame to match existing		$0	$0	$0	$0
230000	**HVAC PACAKGE**		$0	$0	$0	$0
	Install new wall mount vent		$45	$147	$0	$192
260000	**ELECTRICAL PACKAGE**		$0	$0	$1,500	$1,500
	Demo old 2x4 light		$0	$0	$0	$0
	Install 2 new 2x2 lights		$0	$0	$0	$0
	Install new light switch for closet		$0	$0	$0	$0
	ESTIMATE SUBTOTAL		$2,421	$4,331	$1,500	$8,252
	General Field Conditions					$2,912
018900	**Architectural Design Services**					By Owner
018901	**Structural Design Services**					Not Included
018902	**Civil Design Services**					Not Included
996000	**Small Hand Tools**					$668
997000	**General Liability**					$108
018301	**Builder Risk Insurance**					By Owner
	Sales Tax					Included Above
998000	**Permits and Fees**					$165
	Utility Connect Access Chargers					Not Included
991000	**Project Contingency**	BY Owner				$0
999999	**Contractor Profit & Overhead**					$605
	ESTIMATE TOTAL					$12,711

Alternates:

$0
$0

Assumptions & Clarifications:
We have not included work outside of normal business hours.
We have not included work outside of the scope provided above.
We have not included architectural drawings or fees for the permitting process

COBRA CONSTRUCTION INC.
GENERAL CONTRACTORS

March 12, 2026

Mr. Bill McNaughton
City of Medicine Lake
10609 South Shore Drive
Medicine Lake, MN 55441

Re: Storage Room Proposal

Dear Mr. McNaughton:

Per your request, we propose to provide all labor and material required to provide a new secure storage closet for the voting equipment at the Medicine Lake Town Hall in Medicine Lake, MN. Our proposal is based on our attached drawing dated March 10, 2026. Our scope of work is as follows:

- Provide poly wall enclosure on both sides of corridor to maintain dust intrusion.
- Provide labor and material required to remove existing ACT tile and grid at new partition wall location.
- Provide labor and material required to furnish and install new 3 5/8" metal stud partition wall, with fiberglass sound insulation, and 5/8" gypsum drywall at new storage room location. New wall to extend to underside of structure.
- Provide labor and material required to install (1) 3070 hollow metal door frame in the new partition wall.
- Provide labor and material required to install (1) 3070 solid core oak door with hinges, lockset and door bumper. Match building standard.
- Provide labor and material required to finish tape and sand the new partition wall. Includes patching of existing walls inside of new storage room.
- Provide labor and material required to stain, seal and varnish new wood door to match building standard.
- Provide labor and material required to prime and paint the new and existing gypsum drywall partition walls inside of new storage closet. Match building standard.
- Provide labor and material required to patch the existing ACT in the new storage room and existing corridor. Match building standard.
- Provide labor and material required to install the existing carpet base at perimeter of new partition wall. Provide labor and material required to install new vinyl base inside the new storage closet.
- Provide labor and material required to remove existing 2 x 4 lay-in light and turn over to the owner for future use.

P.O. Box 55 Scandia, MN 55073
Phone: 651-426-4775 Fax: 651-426-8101

COBRA CONSTRUCTION INC.
GENERAL CONTRACTORS

- Provide labor and material required to furnish and install (1) new 2 x 2 lay-in light inside the new storage closet and (1) new 2 x 2 lay-in light fixture in the existing corridor. Provide new power wiring and switch for above mentioned light fixtures.
- Provide labor and material required to remove all debris and leave site broom clean.
- We exclude all mechanical, electrical and low voltage security wiring.
- We exclude all city permits or fees.

This scope of work can be completed for **Five Thousand Eight Hundred Ninety-Eight Dollars and 00/100 ($ 5,898.00)**

Please review and advise, should you have any further questions please feel free to give me a call. We look forward to working with you in the near future.

Sincerely,

Dave Pary
dpary@cobra-constructioninc.com

Enc.

Quote # Q-1730
Mar 12, 2026

Montgomery Brinkman LLC
1900 County Road C West
Roseville MN, 55113
651-636-1570

Bill To:
City of Medicine Lake
10609 S Shore Dr
Medicine Lake, MN 55441

Property:
City of Medicine Lake
10609 S Shore Dr
Medicine Lake, MN 55441

Contact:
Ben McNaughton
bmcnaughton@cityofmedicinelake.com

Created By:
Bill Hochbrunn
bill@montgomerybrinkman.com

Install Closet

Install Closet

Dispatch techs to install a small closet in an existing area
Install carpet saver and poly to contain the dust in the best way possible
Remove the grid ceiling as needed to allow the wall to be built
Remove and dispose of the existing 2'x4' light
Install 3 5/8" steel studs up to the deck to enclose the new closet area
Install 5/8" fire rated drywall on both sides of the new wall
Apply tape, joint compound to the new drywall and sand to a smooth paintable surface
Install a steel door and frame entering the closet area with hardware
Reassemble the grid ceiling to work with the new wall and new lighting
Install (2) new 2'x2' LED lights to work with the new wall layout
Install a new light switch in the closet to work with the (1) new 2'x2' light
Make proper electrical connections to both new lights
Apply paint to the inside of the closet and the outside closet wall
Install vinyl base inside the closet
Install existing carpet base on the new wall on the outside of the closet
Build shelving on the one wall with 2"x4" studs and OSB shelving material
Clean up debris generated by our work

Note Price of permit added when known

Contractor Signature:_____ Date:_____

Customer Signature:_____ Date:_____

Sub Total	$5,203.60
Tax	$0.00
Quote Total	$5,203.60

Price is subject to specifications above. If there are any changes in final design, engineered specifications, environmental issues, governmental requirements, or Owner's requirements, there will be an appropriate change in the contract price. Price of permit, if required, will be added when known. Applicable sales tax will be added to the amount shown when the job is billed. This proposal may be withdrawn by us if not accepted within 10 days. This document, when fully executed, shall constitute authorization to proceed with the work described herein.

CITY OF MEDICINE LAKE
RESOLUTION # _____

RESOLUTION APPROVAL OF EXPENDITURES FOR CONSTRUCTION OF STORAGE CLOSET

BE IT RESOLVED by the City Council of the City of Medicine Lake as follows:

WHEREAS, the City of Medicine Lake recognizes that additional storage space is required in city hall

WHEREAS, the City of Medicine Lake determined that construction of an additional storage closet is required

NOW THEREFORE, BE IT RESOLVED, that the City Council of Medicine Lake hereby authorizes the expenditure of funds not to exceed $5,800 for construction of a storage closet as described in the Montgomery Brinkman bid. Contract will be awarded to Montgomery Brinkman.

The foregoing resolution was moved by Councilmember _____ and seconded by Councilmember _____.

The following Councilmembers voted in the affirmative:

The following Councilmembers voted in the negative / absent:

ADOPTED: April 6, 2026

_____
Chris Heim, Mayor

_____
Attest: Therese Polum, City Clerk

BOLLIG & SONS INC.
11401 COUNTY ROAD 3
HOPKINS MN 55343
952-938-4133
office@bolligandsons.com

March 30, 2026

City of Medicine Lake
Attn: Jeremy Stalcar
651-316-0949
jeremy.stalcar@bolton-menk.com

JOB SITE: Sanitary MH 23 Kaiser Avenue, Medicine Lake

Job Description: Sanitary Sewer Manhole Repair and Paving Extension –

Install 150 feet of erosion control logs at $2.00 per foot if needed.	**Estimate Price $ 300.00**
Install safety fence around disturbed area --- feet at $2.00 per LF.	**Estimate Price $ TBD**
Install and remove rock construction entrance if required by city.	**Bid Price $ TBD**
Inlet protection --- at $350.00 each as needed.	**Estimate Price $ TBD**
Remove 150 feet of erosion control logs at $1.50 per foot as needed.	**Estimate Price $ 225.00**
Remove safety fence around disturbed area --- feet at $1.50 per LF.	**Estimate Price $ TBD**
Sub cut and remove excess soil for paving section 250 SF and replace casting base and install new manhole seal and backfill and place class 5 per city spec. Install paving per city spec along with milling edge 12” wide. Backfill paving and seed and blanket disturbed area.	**Bid Price $ 8,075.00**

Total of above Work $ 8,600.00

NOTE:
No permit cost included. (City to cover permit cost or billed at permit cost)
No utility conflict figured. No soil report provided. No below grade correction included.
Compaction testing if needed by city provided soil engineer at no cost to Bollig and Sons.
Jetting and cleaning by city or by others not included in above scope.
Machine and labor price is good for 30 days. Material price is good for 15 days.

Accepted Owner Signature: _____ Date: _____
Email or mail back to Bollig to proceed.

Thank you for the opportunity to work with you on this project.
We do appreciate your business.
Respectfully,

Dan Meyer Estimator Cell 612-322-1880 Email dmeyer@bolligandsons.com

Outlook

Medicine Lake Manhole Repair

From Rick Schendel <rick@burschvilleconstruction.com>
Date Mon 3/30/2026 11:47 AM
To Jeremy Stalcar <jeremy.stalcar@bolton-menk.com>

***** WARNING: This email is from outside the company. Proceed with Caution*****

Jeremy,

Please figure the following for the manhole repair over on the corner of Kaiser Ave in Medicine Lake.

Mobilize, remove, replace casting and rings with seal $3600.00
Excavate shoulder, prep sub grade, place 8” Class 5 and 3.5” asphalt hand patch around radius to encompass manhole $6800.00
Mobilize jet and televise sanitary sewer from MH 24 to MH 23 $3600.00

Please let me know if you have any questions.

Sincerely,
Richard J. Schendel
Vice President

Burschville Construction, Inc.
11440 8th Street NE
PO Box 65
Hanover, MN 55341
Office 763-497-4242
Cell 763-286-4716
Email: rick@burschvilleconstruction.com

PRECISION UTILITIES
PO Box 405
Montrose, MN 55363
(763) 675-1724

Estimate

ADDRESS
City Of Medicine Lake
10609 South Shore Drive
Medicine Lake, MN 55441

ESTIMATE 2318
DATE 03/24/2026

SALES REP
dan@precisionutilities.com / 612-251-1976

PRODUCT/SERVICE	DESCRIPTION	QTY	RATE	AMOUNT
Mobilization	Job Address: Kaiser Ave & Colonial Circle Medicine Lake, MN Transport equipment to job.	1	960.00	960.00
Repair Damaged Pipe	Precision Utilities will excavate and remove casting on the sanitary sewer MH. Install new rings, chimney seal and casting. The current casting is broken. Backfill and compact the area. Precision will restore the area with asphalt. This is be a square patch rough size if 10' x 10' by 4" thick. Include export/import. **Estimate is assuming the city will jet and televise the sewer main.**	1	7,810.00	7,810.00

Additional Contract Terms:
All credit card payments are subject to a 3% charge.
The price includes only those items listed above as stated.
General contractor/owner is to review proposed scope listed above. Precision Utilities is not responsible for items missing from scope.

Contractor Notice To Owner:
Any person or company supplying material or labor for this improvement to your property may file a lien against your property if that company or person is not paid for the contributions.
Under Minnesota law, you have the right to pay persons who supplied material or labor for this improvement directly and deduct this amount from our contract price, or withhold the amount due them from us until 120 days after completion of improvement unless we give a lien waiver signed by persons who supplied any labor or material for improvement and who gave you a timely notice.

SUBTOTAL	8,770.00
TAX	0.00
TOTAL	**$8,770.00**

Accepted By

Accepted Date

EXLUSIONS:

Dewatering, soil correction, pipe support, removal of buried obstructions, jacking, frost charges, rock excavation, construction staking, restoration (other than if listed above), compaction tests, hauling of excess soils, erosion control/inlet protection, hazardous material handling, irrigation, sheeting, shoring, bracing, and private utility locates.

CITY OF MEDICINE LAKE
RESOLUTION # _____

RESOLUTION APPROVAL OF EXPENDITURES FOR REPAIR OF MANHOLE 24

BE IT RESOLVED by the City Council of the City of Medicine Lake as follows:

WHEREAS, the City of Medicine Lake recognizes that manhole 24 was damaged during snow removal operations

WHEREAS, the City of Medicine Lake determined that immediate repair of the manhole is required to avoid further damage to the road surface and obstruction of the sewer line

NOW THEREFORE, BE IT RESOLVED, that the City Council of Medicine Lake hereby authorizes the expenditure of funds not to exceed $10,000 for repair of the manhole as described in the Bollig & Sons and Precision Utilities bids. Contract will be awarded based on final city engineer recommendation.

The foregoing resolution was moved by Councilmember _____ and seconded by Councilmember _____.

The following Councilmembers voted in the affirmative:

The following Councilmembers voted in the negative / absent:

ADOPTED: April 6, 2026

_____
Chris Heim, Mayor

_____
Attest: Therese Polum, City Clerk

CITY OF MEDICINE LAKE
RESOLUTION #____

A RESOLUTION APPROVING GRANT AGREEMENT BETWEEN THE METROPOLITAN COUNCIL AND THE CITY OF MEDICINE LAKE FOR THE 2024 SANITARY SEWER REHABILITATION PROJECT

WHEREAS, the Metropolitan Council Environmental Services (MCES) has identified the City of Medicine Lake as one of the many metro cities having excessive quantities of stormwater and groundwater, commonly referred to as Inflow and Infiltration (I&I), entering the public sanitary sewer system; and

WHEREAS, To facilitate the reduction of I&I, MCES is offering a Preliminary Minimum Allocation of $50,000 per metro city, with provisions for future distribution of available funding until the total $12,000,000 for the State of Minnesota has been expended on I&I reduction measures; and

WHEREAS, The City's Department of Public Works has identified public sanitary sewer system components requiring rehabilitation to minimize or eliminate excessive I&I.

Now therefore, be it RESOLVED, by the City Council that the Department of Public Works is authorized to apply for these grants; and

Be it FURTHER RESOLVED, by the City Council that Chris Heim, or his designee be authorized to submit the applications and to serve as the contact person; and

Be it FURTHER RESOLVED, that the City agrees to remit available grant funding towards the continued minimization or elimination of excessive I&I within the public sanitary sewer system; and

Be it FINALLY RESOLVED, that the City will secure and retain receipts for all eligible repairs and that MCES will have reasonable access to audit these records upon request.

The foregoing resolution was moved by Councilmember _____ and seconded by Councilmember _____.

The following Councilmembers voted in the affirmative:

The following Councilmembers voted in the negative / were absent:

Adopted by the City Council this _06_day of _April_, 2026.

_____
Chris Heim, Mayor

_____
Attest: Therese Polum, City Clerk

Dear Hennepin County Commissioners,

As Mayors and Police Chiefs of Hennepin County cities, we write to express serious concern about recent statements made by Commissioner Marion Greene regarding the Hennepin County Sheriff's Office role. Commissioner Greene stated publicly that she is "not willing to fund the sheriff to provide public safety for Hennepin County," and suggested that public safety on the streets is not the Sheriff's responsibility, that it belongs solely to local police departments. As the leaders of those local police departments, that is news to us.

Public safety in Hennepin County is a shared responsibility, and the Sheriff's Office is an indispensable part of that ecosystem. Some communities, like Greenfield, have no local police department and rely entirely on the Sheriff's Office for primary patrol. The vast majority of cities rely on the Sheriff for 911 dispatch, crime lab services, and investigative support. Every city benefits from Sheriff's Office-led task forces. And every city depends on the continued function of the Hennepin County Adult Detention Center.

This is not abstract. Our cities benefit from this work every single day. To give a few examples, Sheriff's Office deputies arrived within minutes of the Annunciation Church shooting to aid victims and process the scene. Sheriff's Office analysts and crime scene investigators worked nights processing evidence from the fatal shooting of Officer Jamal Mitchell. From a hostage situation in Corcoran, to a carjacking in Greenfield, to an encampment homicide in Minneapolis, our communities rely on the Hennepin County Sheriff's Office to deal with critical public safety threats.

The Sheriff's statutory obligation under Minnesota law is to "keep and preserve the peace" within the county, a mandate that is long-established. Commissioner Greene's suggestion that local police departments can absorb this responsibility is not grounded in reality, tradition, or Minnesota law.

The data makes this plain. The Minneapolis metro already ranks among the lowest in police staffing per capita in the country. In a comparison of the twelve most similarly sized cities nationally, Minneapolis ranked second-lowest in combined police and sheriff staffing, above only Omaha, Nebraska. Remove the Sheriff's support and we would rank lowest in the country by a wide margin.

This is not a hypothetical. Crimes would go unsolved. 9-1-1 calls would go unanswered. Public safety would suffer. All of our residents would pay the price.

We share your budgetary concerns and face many of the same pressures in our own cities. But public safety is a primary obligation of elected officials at every level. The Sheriff's Office represents approximately 6% of the Hennepin County operating budget. We need that investment. We encourage you to fund it appropriately.

Erik Fadden, Public Safety Director, Plymouth
Julie Maas-Kusske, Mayor, Maple Plain
Jacob Frey, Mayor, Minneapolis
Brian O'Hara, Chief of Police, Minneapolis
Tim Busse, Mayor, Bloomington
Booker Hodges, Chief of Police, Bloomington
Garett Flesland, Chief of Police, Brooklyn Center
Hollies Winston, Mayor, Brooklyn Park
Mark Bruley, Chief of Police, Brooklyn Park
Tom McKee, Mayor, Corcoran
Matthew Gottschalk, Director of Public Safety, Corcoran
Julie Deshler, Mayor, Crystal
Brian Hubbard, Chief of Police, Crystal
Paul Enga, Chief of Police, Dayton
Cory Johnson, Chief of Police, Deephaven
Ron Case, Mayor, Eden Prairie
Nick Roehl, Mayor, Greenfield
Tom Fletcher, Mayor, Greenwood
Brad Spencer, Mayor, Independence
Charlie Miner, Mayor, Long Lake
Chris Heim, Mayor, Medicine Lake
Todd Albers, Mayor, Medina
Jason Nelson, Chief of Police, Medina
Jason Ohotto, Chief of Police, Minneapolis Park Police
Scott Boerboom, Chief of Police, Minnetonka
Joe Pagano, Mayor, Minnetonka Beach
Lisa Whalen, Mayor, Minnetrista
Craig Squires, Director of Public Safety, Minnetrista
John Elder, Mayor, New Hope
Tim Hoyt, Chief of Police, New Hope
Robert Tunheim, Mayor, Orono
Correy Farniok, Chief of Police, Orono
Jeffry Wosje, Mayor, Plymouth
Brad Sutton, Mayor, Robbinsdale
Patrick Foley, Chief of Police, Robbinsdale
Shannon Klick, Mayor, Rogers
Dan Wills, Chief of Police, Rogers
Jennifer Labadie, Mayor, Shorewood
Jeff Spiess, Chief of Police, St. Anthony Village
Justin Ballsrud, Chief of Police, South Lake Police Department
Joshua Foust, Chief of Police, Three Rivers Park Police
Andrew Mullin, Mayor, Wayzata
Jamie Baker, Chief of Police, Wayzata
Matt DuRose, Director of Public Safety, West Hennepin Public Safety

Subject: Minnesota Stormwater News, April 2026
Date: Wednesday, April 1, 2026 at 10:32:00 AM Central Daylight Time
From: Minnesota Pollution Control Agency
To: City Clerk

MINNESOTA POLLUTION CONTROL AGENCY



Keeping Minnesota stormwater (and our rivers and lakes) clean

April 2026

MS4 questions from the MECA Conference



In late January, stormwater professionals gathered for the Minnesota Erosion Control Association (MECA) annual conference in Mankato. During the pre-conference presentations, MPCA staff discussed the new Municipal Stormwater (MS4) permit, common violations, and guidance for self-audits. The audience posed many good questions, some of which are highlighted below:

Q – We're training our local police in illicit discharge recognition and

Q – We're training our local police in illicit discharge recognition and reporting. But the MN State Patrol/County Sheriff also has an office in my municipality. Do I need to train them as well?

A –You need to train the people who provide policing services in your community. In this case, train your local law enforcement (city police), but you don't have to train the state patrol or county sheriff's department.

Q – Do we have to tell the public that there's an ordinance requiring people to pick up after their pets? Can't we just ask them to clean up? We don't want to have to write anyone a ticket.

A –Yes, at least one public education message needs to let residents know that there is a local ordinance that requires pet owners to clean up after their pets. We've seen from experience how publicizing this ordinance leads to more people picking up after their pets. How a municipality chooses to enforce their ordinances is up to that municipality.

Q – If potable (drinking) water is an "authorized non-stormwater discharge" then why does the draft 2025 MS4 Permit require municipalities to consider temperature, chemical components, and other things before discharging potable drinking water to the storm sewer?

A –We have found from experience that while potable water is generally safe to discharge into a storm sewer, there can be situations (e.g., discharge volume, temperature, concentration of disinfectants, etc.) where discharging potable water into a storm sewer can lead to nuisance conditions and a fish kill downstream.

Q – If we call our MPCA MS4 staff member to ask a question, does that make it more likely that we'll get audited?

A –No. The MPCA wants municipalities to call and ask questions about the MS4 permit. Municipalities who ask questions are often more compliant with their MS4 permit than other municipalities.

Q – Staff turnover is high at the local level. How can MPCA help new staff hired at the local level to understand the MS4 permit requirements?

A – Contact your **MPCA MS4 staff** person with any questions. Also, many resources, including the **MS4 Implementation Guide**, can be found online in the **MN Stormwater Manual**. Finally, stay tuned for information on upcoming webinars MPCA will be hosting that are tailored to new MS4 staff.

Construction stormwater inspections



The Construction Stormwater (CSW) General Permit requires that permittees have a trained individual that is inspecting the entire construction site at least once every seven days during active construction and within 24 hours after a rainfall event greater than ½ inch in 24 hours.

The items below represent some of the items required in an inspection report.



Did you know?

- The permit allows the inspection schedule to be suspended during frozen ground conditions; they **must resume within 24 hours of a runoff event occurring and/or if construction resumes.**

To find more information, section 11 of the CSW Permit goes over inspections and maintenance. You can also visit the **MPCA construction stormwater webpage**.

New green infrastructure materials

Booklet, case studies, and design details



MPCA has added new materials to the Minnesota Stormwater Manual to help planners, designers, communities, residents, and businesses plan, design, and adopt green infrastructure practices. The *Green Infrastructure for Minnesota Communities* booklet introduces green infrastructure principles, practices, and benefits by highlighting green infrastructure projects in and near Minnesota. This booklet can be used for education and outreach efforts to encourage green infrastructure adoption in yards, commercial spaces, and public projects. The booklet is currently available in two formats: Two-page spread format intended for online viewing or Single-page format intended for basic/office printing

Four new green infrastructure case studies were developed to help communities and planners understand how smaller green infrastructure practices have been envisioned and implemented. These include: Green Infrastructure Case Study: The Bee Line, Green Infrastructure Case Study: City of Rochester Public Works Transit and Operations Center, Green Infrastructure Case Study: 8th Street Stormwater Planters, and Green Infrastructure Case Study: Riverside Plaza

New or updated design details of green infrastructure practices were also developed and available in both Adobe pdf and AutoCAD dwg formats for engineers and builders for five practices: raingarden, permeable pavement, biofiltration planter, constructed wetland, and native plantings.

MS4 General Permit (MNR040000) reissuance update



From Dec. 17, 2025, through Feb. 13, 2026, the MPCA received comments from 28 different individuals/organizations on the informal pre-public notice draft MS4 general permit. The MPCA is currently reviewing the comments and considering changes for the draft permit in preparation for the formal public notice, which is tentatively planned for late spring 2026. The comments are available **on the MS4 General Permit webpage**.

Stormwater news briefs

Subscribe to the *Minnesota Stormwater News*

Did someone forward this newsletter to you? Subscribe to receive your own copy. **Click Here** to subscribe to the *Minnesota Stormwater News*.

Questions about stormwater?

MPCA municipal stormwater staff are available to answer questions about stormwater and your MS4 permit requirements. Click the button below to find staff contact information.

MS4 Staff Directory

Contact

If you have questions about or suggestions for this newsletter, contact:

Kevin Strauss
MPCA-Rochester
kevin.strauss@state.mn.us
507-206-2624

The Minnesota Pollution Control Agency is a state agency committed to ensuring that every Minnesotan has healthy air, sustainable lands, clean water, and a better climate.

MINNESOTA POLLUTION CONTROL AGENCY

Manage preferences | Help | pca.state.mn.us

This email was sent to city_clerk@cityofmedicinelake.com using GovDelivery Communications Cloud on behalf of: Minnesota Pollution Control Agency
520 Lafayette Road North · Saint Paul, MN 55155 · 1-800-439-1420

HENNEPIN COUNTY
MINNESOTA

Cost Participation and Maintenance Policies

As Adopted on October 20, 2020

Hennepin County Public Works

Transportation Departments

Table of Contents

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Introduction

Hennepin County values our partnership with local agencies to develop and maintain a safe, efficient, balanced and environmentally sound transportation system.

The attached policies for cost participation will be used by Hennepin County to determine appropriate funding levels for cooperative highway projects with the Minnesota Department of Transportation, municipalities and other agencies. These cost participation policies will generally apply to projects that are in the county's Transportation Capital Improvement Program (CIP) and where city and county transportation needs and priorities align.

Exceptions to these policies may be approved by the County Board based on immediate county needs, overlap with other county projects/programs and other factors. The merits of these exceptions will be determined on a case-by-case basis.

Project managers should determine construction cost participation and maintenance responsibilities early in the project development process. It is important to consider and agree upon the immediate capital construction and ongoing maintenance costs. These policies cover both areas of participation.

Cost participation policies were originally established by the county in 1978. These policies were revised in 1993, 1999, 2011, and 2012.

These policies have also been updated to include and expand on agencies' maintenance responsibilities for various assets upon construction completion of cooperative highway projects.

Purposes

To establish policies for determining appropriate division of cost participation to be used by Hennepin County in funding cooperative county highway projects; which include roadway, traffic signal and bridge construction projects with the Minnesota Department of Transportation, municipalities and other agencies.

To establish policies for ownership and maintenance of various assets upon construction completion of cooperative county highway projects with the Minnesota Department of Transportation, municipalities and other agencies.

Scope

The establishment of cost and maintenance policies is consistent with Minnesota Statutes, sections 162.17, 373.01, 471.59, and amendments.

General Policies

A. The basic premise is that the county pays for costs particular to county needs and municipalities pay for costs particular to municipal or local needs.

B. The county may limit its participation to items eligible for reimbursement with County State Aid Highway (CSAH) funds, notwithstanding the specific policies contained in this document. However, the county will not request CSAH funds for project costs assigned to the municipality as a result of the approved cooperative construction agreement, in order not to preclude the municipality from using its Municipal State Aid funds for those project costs.

C. A greater degree of county participation is afforded municipalities having a population of less than 5,000 because of the function of the county roadways in these areas. It is generally true that these roadways are of greater benefit to county-wide users and of less benefit to local users. In addition, this would be a form of compensation for the absence of direct State Aid allocations to these municipalities; notwithstanding the present county program of Aid to Municipalities under 5,000 population.

D. It is recognized that there may be occasional differences between these policies and written participation policies of the Minnesota Department of Transportation. In those cases, participation will be negotiated by the County Engineer and approved by the County Board.

E. When federal aid highway funds are utilized on a county highway project, these policies will be applied to the federal participating items and will be shared proportionally with the municipality. In the event federal or state grant funds are made available to a project on a lump sum basis, the county will determine the items for which those funds will be utilized.

F. Locally initiated transportation priorities include projects where the need, scope, or means to accomplish the project is driven by the local municipality. The county cost share identified in these policies will not be applied for these requests. Rather, cost shares will be negotiated by the County Engineer and approved by the County Board on a case-by-case basis.

G. These policies are intended to guide establishment of terms associated with cost and maintenance responsibilities within construction cooperative agreements. If a municipality does not perform maintenance activities in accordance with an executed construction cooperative agreement, the county may elect to perform or remedy the work and will invoice the municipality for associated costs.

Definitions

5,000 and over: A municipality of 5,000 or more in population.

Under 5,000: A municipality under 5,000 in population.

Bikeway: A bicycle route, bicycle path/trail, shared-use path/trail, or bicycle lane.

- Bicycle Route: A roadway or shoulder signed to encourage bicycle use.
- Bicycle Path/Trail: A facility designed for exclusive or preferential use by persons using bicycles and constructed or developed separate from the roadway or shoulder.
- Shared-Use Path/Trail: A facility designed for use by non-motorized modes of transportation, including bicycles and pedestrians, and constructed or developed separate from the roadway or shoulder.
- On-Street Bicycle Lane: That portion of a roadway or shoulder designed for exclusive or preferential use by persons using bicycles. Bicycle lanes are distinguishable from that portion of the roadway or shoulder used for motor vehicle traffic by striping, marking, or other similar device.
- Separated Bicycle Lane: A type of bicycle lane for exclusive or preferential use by persons using bicycles; distinguishable from the portion of roadway or shoulder used for motor vehicle traffic by barrier, vertical element, or other device providing physical separation. May also be referred to as enhanced bicycle lanes, and includes protected bicycle lanes and cycle tracks.

Bridge: As defined in Minnesota Rules 8810.8000, subpart 2.

County: Hennepin County.

County Engineer: The County Engineer of Hennepin County or a designated representative.

In-Kind Replacement: Replacement of an asset with another that meets the design specification of the original installation or to the current standard of practice, whichever is greater.

Municipality: Any municipality within Hennepin County.

Non-Routine Maintenance: A major reconditioning or replacement of a given asset.

% Contributing Area: Ratio of stormwater contributing area to a given stormwater device. (i.e., county right-of-way contributing area÷total contributing area).

Priority Factor: A quantitative value assigned by county staff based on the current traffic volumes and recent crashes experienced at locations being considered for the installation of traffic signal systems; as part of Hennepin County's Non-Signalized Intersection Guidelines.

Right-of-Way (R/W): The area on, below and above a public roadway, highway, street, trail, boulevard or walk where the county holds fee title or dedicated easement for the purpose of use. Examples include highway easement, utility easement, trail easement, drainage easement and wall easement.

Routine Maintenance: Small-scale maintenance activities, associated with regular (daily, weekly, monthly, etc.) upkeep against normal wear and tear, and including all activities necessary to perpetuate a given asset in a safe, usable, and aesthetically acceptable condition.

Storm Sewer: A drainage system usually consisting of one or more pipes connecting two or more drop inlets or catch basins. The purpose is to convey surface runoff water from the inlets to an acceptable outlet. Includes catch basins, manholes, pipes, culverts, outlet structures, outlet protection, water quality and rate control structures, and ponds/basins.

Street and Pedestrian Lighting: All components normally installed for the purpose of street, and where present, sidewalk/trail illumination.

Standard Specifications: Minnesota Department of Transportation Standard Specifications for Construction, latest edition and/or supplement thereto.

State Aid Manual: Manual published by the Minnesota Department of Transportation outlining State Aid policies and procedures.

Traffic Signal (Permanent): A traffic control signal system normally consisting of metal signal poles with mast arms and underground electrical systems with conduit, cable, and handhole installations.

Traffic Signal (Temporary): A traffic control signal system normally consisting of wood poles with signal indications suspended on span wires and overhead electrical systems, or used mast arms and poles repurposed from other locations.

Trunk Line: Main conveyor of a storm sewer system.

Utilities: Water, heating, electric, storm sewer, gas, sanitary, telephone, cable TV, steam, street lighting, fiber optics, etc.

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Right-of-Way (R/W)				
General	Under 5,000	100%		N/A
	5,000 and over	50%		
R/W necessary due to parking lanes requested by a municipality	All municipalities	0%		
R/W necessary for wetland mitigation	Under 5,000	Per R/W (General)	Even if locations of these facilities are not contiguous to the project.	
	5,000 and over			
R/W necessary for stormwater ponds, storage tanks; and other best management practices (BMPs)	Under 5,000	100%		
	5,000 and over	County % contributing area		

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Removals, Clearing and Grubbing				
General	All municipalities	100%		N/A
For items the county does not otherwise participate in the construction or replacement of		0%	(e.g., removals associated with water main or sanitary sewer upgrade work)	
For traffic signal systems, if not included in traffic signal system lump sum		% of county legs at intersection		
Excavation and Embankment				
General	All municipalities	100%		N/A
For parking lanes requested by a municipality		0%		
(Roadway) Paving, Surfacing and Base				
General	All municipalities	100%		**Routine maintenance** of all roadway pavements within the R/W (excluding municipal streets and private entrances) is the responsibility of the county unless covered by a routine maintenance agreement with another municipality or county agency. Maintenance of pavements intersecting municipal streets and private entrances begins at the back of the county roadway curb line.
For parking lanes requested by a municipality		0%		

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Bridges				
Bridges on the county highway system (new and replacement/ rehabilitation)	Under 5,000	100%	The extent of the cost share is based on the proportionate surface area of the roadway portion vs. non-roadway portions of the bridge deck relative to the overall surface area of the bridge deck. The cost share will be allocated to those portions of the superstructure and substructure included in the project.	**Routine maintenance** will be the responsibility of the county. The county will invoice the municipality for costs associated with maintenance of aesthetic treatments, sidewalks, paths/trails, and bicycle facilities located on bridges. **Non-routine maintenance** costs shall be split at the same percentage as the original installation (unless a municipality's population either rises above or falls below 5,000 between the initial construction and subsequent maintenance activities).
	5,000 and over	100% - portion supporting roadway 50% - portion supporting non-roadway (sidewalks, paths/trails, and bicycle facilities)		
Non-standard aesthetic elements (not including concrete formliner treatments)	All municipalities	0% (county will pay for its portion of a standard element; municipality pays for all costs to upgrade)	Examples of aesthetics limited under this policy include most decorative lighting and special (non-standard) ornamental railing designs. See MnDOT Aesthetic Participation Factors and MnDOT Federal Aid rules for additional information.	

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Retaining Walls				
Retaining walls in lieu of R/W	Under 5,000	100%	Walls critical to a county facility defined as structures integral to the safe and efficient operation of a county road, as determined by the County Engineer.	**Routine and non-routine maintenance** of retaining walls 4 feet tall or greater; or, retaining walls that are critical to a county facility will be the responsibility of the county. The county will invoice the municipality for costs associated with such maintenance at the same cost share as the original installation (unless a municipality's population either rises above or falls below 5,000 between the initial construction and subsequent maintenance activities). **Routine and non-routine maintenance** of retaining walls under 4 feet tall (and not critical to a county facility) will be the responsibility of the municipality.
	5,000 and over	50%		
Non-standard aesthetic elements (not including concrete formliner treatments)	All municipalities	0% (county will pay for its portion of a standard element; municipality pays for all costs to upgrade)	Examples of aesthetics limited under this policy include most decorative lighting and special (non-standard) ornamental railing designs. See MnDOT Aesthetic Participation Factors and MnDOT Federal Aid rules for additional information.	

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Noise Walls/Barriers, Mitigation Fences				
General	Under 5,000	100% of State Aid eligibility	The county will share as indicated with a municipality in the cost of noise wall/barrier construction and for fences constructed in lieu of noise walls/barriers. The cost of aesthetic features not eligible for State Aid funding shall be the responsibility of the municipality.	**Routine maintenance** of noise walls, barriers, and mitigation fence shall be the responsibility of the municipality and includes minor repairs, debris removal, weed control, graffiti removal, etc. **Non-routine maintenance** costs shall be split at the same percentage as the original installation (unless a municipality's population either rises above or falls below 5,000 between initial construction and subsequent reconditioning/ replacement). For fences constructed in lieu of noise walls, the municipality is responsible for performing the non-routine maintenance work, unless a separate agreement is made with the property owners.
	5,000 and over	50% of State Aid eligibility		

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Storm Sewer, Ponds, and Treatment Structures				
State Aid eligible	Under 5,000	100%	The county's cost participation is based on the storm sewer State Aid eligibility formula as defined in the State Aid Manual. Includes excavation and embankment materials and specialty soils associated with ponds/basins. Storm sewer cost participation for frontage roads shall be determined by the County Engineer.	**Routine maintenance** of culverts, catch basins and leads, manholes, trunk lines and all other components that serve only the county R/W shall be a county responsibility and includes repairs to structures, castings, and adjacent curb section repairs along with removal of sediments, vegetation, and ice. **Routine maintenance** of catch basins, manholes and trunk lines serving areas beyond the county R/W shall be the responsibility of the municipality and includes repairs to structures, castings, and adjacent curb section repairs along with removal of sediments, vegetation, and ice. **Routine maintenance** of ponds, outlet structures, water quality structures, and rate control structures shall be the responsibility of the municipality and includes removal of litter, clearing ice, mowing, vegetation management, minor erosion repairs, and replacement of filter media and sediment removal. **Non-routine maintenance** costs of best management practices (BMPs), including dredging ponds and replacement of stormwater treatment structures shall be apportioned between the county and municipality based on % contributing area.
	5,000 and over	50%		
Non-State Aid eligible	All municipalities	0%		

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Municipal Utilities				
In-kind relocation or lateral extension solely because of county construction procedures	All municipalities	100%		**Routine and non-routine maintenance** of municipal utilities are the responsibility of the municipality.
Initial installation performed without a permit or not in compliance with a county permit		0%		
Adjustments to existing utility structures to accommodate elevation changes at the surface				
Relocation, reconstruction, improvement, or replacement of unserviceable existing facilities (serviceability determined by County Engineer)				
Relocations, extensions, or adjustments required solely due to parking lanes requested by a municipality				

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Private Utilities				
Relocation/ reconstruction for utilities located outside county R/W and/or public purpose easement	Under 5,000	100%	Cost split between county and municipality.	**Routine and non-routine maintenance** of private utilities are the responsibility of the private utility owner.
	5,000 and over	50%		
Relocation/ reconstruction for utilities located within county R/W and/or public purpose easement	All municipalities	0%		
Driveways				
Concurrent with county construction project	All municipalities	50% - for concrete driveway apron		**Routine maintenance** of driveways including aprons/openings are the responsibility of the property owner they serve and begins at the back of the county roadway curb line. Routine maintenance is further identified as keeping the approach clear of debris, patching, and replacement.
		100% - for all other portions		
Medians				
General	All municipalities	100%	Includes standard concrete or turf establishment and curb and gutter for medians.	**Routine maintenance** is the responsibility of the county, excluding mowing and special features requested by a municipality (e.g. colored concrete, brick pavers, mulch, plantings, railing, benches, etc.). *See also: Landscaping/Streetscaping.*

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Sidewalks, Paths/Trails, Bicycle Facilities				
New sidewalk	All municipalities	50% of State Aid eligibility	Includes standard sidewalk and trail pavements/surface treatments. See Landscaping/Streetscaping for non-standard pavements/surface treatments. Also includes pedestrian ramps, detectable warning surfaces, and v-curb associated with ramps.	**Routine maintenance** of sidewalks, off-street shared-use paths/trails and associated pedestrian ramps shall be the responsibility of the municipality and includes repairing faulted or broken panels or surfaces, vegetation control, and snow and ice removal. **Non-routine maintenance** costs shall be the responsibility of the municipality.
In-kind replacement sidewalk		100% of State Aid eligibility		
New off-street shared-use paths/trails		50%		
In-kind replacement off-street shared-use paths/trails		100%		
On-street bicycle lanes		100%		**Routine maintenance** of on-street bicycle lanes shall be the responsibility of the county.
New separated bicycle lanes		50%		**Routine maintenance** of separated bicycle lanes shall be the responsibility of the municipality.
In-kind replacement separated bicycle lanes		100%		

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Curb and Gutter				
Concurrent with county construction project	All municipalities	50%	Does not include curb and gutter for medians (see medians).	**Routine maintenance** of curb and gutter within the R/W (excluding municipal streets and private entrances) shall be the responsibility of the county and includes repairing faulted or broken sections, vegetation control, and snow and ice removal. **Routine maintenance** of curb and gutter intersecting municipal streets and private entrances belongs to the appropriate owner and begins at the back of the county roadway curb line. Maintenance responsibilities include repairing faulted or broken sections, vegetation control and snow and ice removal.

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Landscaping/Streetscaping				
Roadway beautification	All municipalities	33% of State Aid eligibility	Includes trees, plants, planting materials, and appurtenances that support their viability; aesthetic bollards, banner poles, and other vertical elements; and non-standard pavements/surface treatments, railings, artwork and other streetscape materials that help establish a theme consistent with area architecture.	**Routine maintenance** of landscape/streetscape features (including those added to pedestrian bumpouts/curb extensions and medians) shall be the responsibility of the municipality. Examples include trash removal, trimming, mowing, watering, irrigation maintenance and replanting/replacing.
Irrigation		0%		
Enhancements that promote multi-modalism		50% of State Aid eligibility	Includes bicycle racks, transit shelters, benches, and hard surface paving around transit stops and shelters.	
Erosion Control and Turf Establishment				
General	All municipalities	100%		N/A

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Lighting				
New street lighting	All municipalities	50% of State Aid eligibility	The county will participate in street lighting as long as the lighting adequately lights the county highway. Includes pedestrian level lighting along sidewalks/trails if street lighting does not adequately light them or if pedestrian level lighting can adequately light both the street and sidewalks/trails.	**Routine maintenance** shall be the responsibility of the municipality.
Relocated or reconstructed street lighting		Same basis as per municipal utility relocation / reconstruction		
Traffic Barrier, Channelization Devices				
Permanent roadway barrier and guardrail	All municipalities	100%		**Routine maintenance** is the responsibility of the ensuing owner as set forth in the construction cooperative agreement.
Channelization/ separation devices		0%	Includes bollards, tube delineators, and similar devices used to provide separation between travel lanes or modes of travel. Also includes in-road pedestrian crossing signs/paddles.	**Routine maintenance** of such items along county roadways will be the responsibility of the municipality, with the following exception: Such items installed by the county for use as temporary curbing will be maintained by the county.
Traffic Control				
Individual traffic control items not included in lump sum (pro-rata) traffic control	All municipalities	100%		N/A

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Signing				
Signing necessary to convey the rules of the roadway	All municipalities	100%		**Routine maintenance** will be the responsibility of the sign owner.
Specialty or supplemental signing requested by a municipality or other entity		0%		
Striping				
On-street striping and pavement messages	All municipalities	100%	Includes striping and pavement messages between the curbs; except for those associated with separated bicycle lanes.	**Routine maintenance** will be the responsibility of the county, with the exception of municipality-requested installations not in conformance with county standard striping. Such non-standard installations will be the responsibility of the municipality.
Off-street striping and pavement messages			Includes striping and pavement messages outside of the curbs; including those associated with separated bicycle lanes and off-street trails or shared-use paths.	**Routine maintenance** will be the responsibility of the municipality.
Crosswalks, conflict area markings, and wayfinding markings associated with bicycle and pedestrian facilities				**Routine maintenance** will be the responsibility of the municipality.

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Traffic Signal Systems				
Traffic signal installation must satisfy Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) warrants; and, must meet or exceed a priority factor of 30, as defined in Hennepin County's Non-Signalized Intersection Guidelines. As a policy, the county will not normally install, or allow to be installed, traffic signals at intersections with a priority factor of less than 30.				
Electrical power shall be furnished by the municipality. Source of power, including transformer, shall be provided by the municipality. The construction contractor shall bill the municipality for making the power connection.				
Costs for county-furnished traffic signal equipment shall be apportioned the same as the traffic signal system.				
When street lighting is integral to the traffic signal pole, the installation cost will be included with the traffic signal system. Operating cost and re-lamping of the integral lighting shall be the responsibility of the municipality.				

Participation Rates

Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Traffic signal systems (all)	Under 5,000	100%	Municipalities under 5,000 normally will not be required to participate in the costs for traffic signal systems.	**Routine maintenance** of the traffic signal cabinet, controller, detection, Emergency Vehicle Preemption (EVP) systems, re-lamping of signal head indications, and replacement of battery backup batteries for permanent traffic signal systems will be the responsibility of the ensuing owner as set forth in the construction cooperative agreement and includes routine painting. Painting of signal systems that are painted out of conformance with county standards will be the responsibility of the municipality.
Permanent traffic signal systems	5,000 and Over	% of county legs at intersection	Includes both new and reconstructed or revised traffic signal systems.	
Temporary traffic signal systems			Only for traffic control purposes during a county-led or county participation project. If not, participation shall be 0%.	**Routine maintenance** will be the responsibility of the temporary signal system installer.
Signal communications/ interconnect		100%		**Routine maintenance** will be the responsibility of the county.

Participation Rates

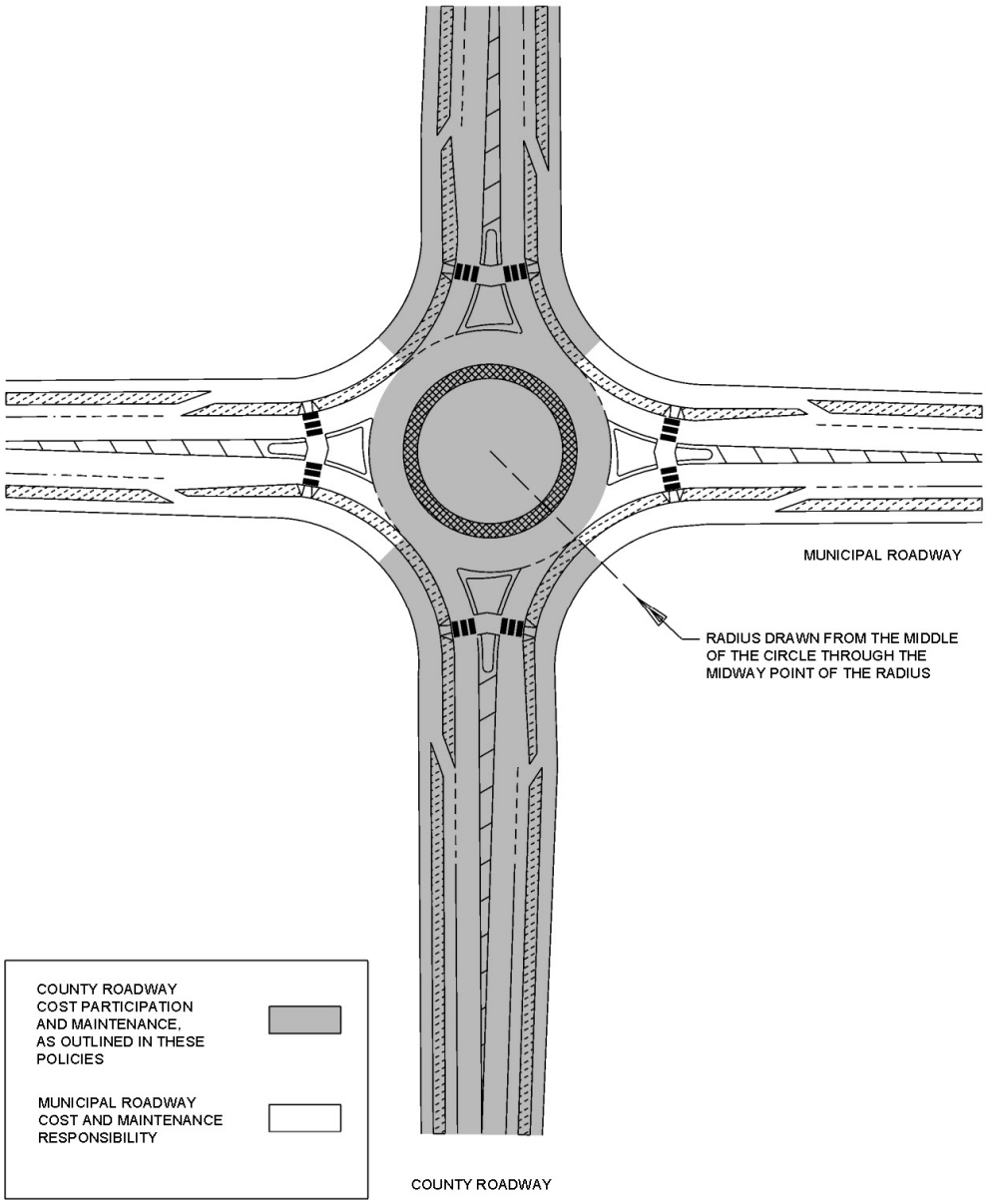
Item	Municipality Population	Cost Participation (county cost share)	Notes	Maintenance
Enhanced crossing beacons (at locations that do not satisfy county safety and operations criteria)	5,000 and Over	0%	Includes rectangular rapid flashing beacons (RRFB), high-intensity activated crosswalk (HAWK) beacons, and other crossing beacons.	**Routine maintenance** shall be as follows: County recommended / county installed: • County owns the infrastructure and is responsible for knockdown replacement/repair costs. Municipality recommended / municipality installed (at locations that satisfy county safety and operations criteria, and are supported by the county): • County owns the infrastructure and is responsible for knockdown replacement/repair costs. Municipality recommended / municipality installed (at locations that **do not** satisfy county safety and operations criteria): • Municipality owns the infrastructure and is responsible for knockdown replacement/repair costs. • County provides minor maintenance to maintain function (excludes knockdowns). • County will perform knockdown/repair on a reimbursable basis.
Enhanced crossing beacons (at locations that satisfy county safety and operations criteria)		50%		

Other Participation Items

Roundabouts

The county will participate in the cost and maintenance of roundabouts consistent with the individual elements that make up the roundabout (i.e., pavement, curb and gutter, walk, etc.) as outlined in these policies.

When one or more approaches to a roundabout are owned and operated by a municipality, cost participation and maintenance responsibilities will be as depicted below:



Undergrounding of Overhead Utilities in Vehicle Recovery Zone

As a means of enhancing the safety of the roadside, the county will share equally with the municipality in the State Aid eligible cost of undergrounding of overhead utilities in vehicle recovery zones as established in the State Aid Rules to a maximum amount consistent with the rates identified in the Roadside Enhancement Partnership Program (REPP) section of these policies.

Engineering

The county's participation in engineering includes design costs – costs incurred prior to the award of the contract and contract administration costs – costs incurred subsequent to the award of contract. There are two instances of how engineering cost participation is applied, as follows:

1. Design and/or contract administration performed by the county and based on the municipality's share of contract construction.
2. Design and/or contract administration performed by the municipality and based on the county's share of contract construction.

In either case, the county's participation in engineering shall be as negotiated by the County Engineer and approved by the County Board.

Lump Sum, Pro-Rata Items

Proposal forms carry lump sum bidding requirements for the items of Mobilization (2021) and Traffic Control (2563). Field Office and Field Laboratory (2031) are not, strictly speaking, lump sum pay items; however, their general characteristics are such as to require that they be handled the same as Mobilization. A municipality shall be charged a pro-rata share of the above items.

Proration shall be based on a percentage factor applied to the cost amounts chargeable to the county and the municipality for other construction items. Mobilization, Field Office and Field Laboratory, and Traffic Control are construction items and shall be subject to the negotiated percentage charge for engineering.

Pro-rata rates shall remain unchanged throughout the life of a project; from the engineer's estimate contained in the construction cooperative agreement through construction.

Invoice Amount Computation

After bids have been received and a contract awarded, and also upon completion of construction, the unit prices shall be substituted for the estimated unit prices/quantities and the percentage ratio established originally shall be recomputed.

Utilization of Tax Increment Financing

This policy has been included to address the use of Tax Increment Financing on county projects by municipalities. Tax Increment Financing limits expansion of the tax base for new development and, thereby, limits the availability of additional county Property Tax funding which might be used on the county highway system.

The county's participation in a project where Tax Increment Financing is utilized by a municipality will be as follows:

At the time a municipality is requested to approve the preliminary plans for a project, the municipality must identify, by resolution, whether it intends to use Tax Increment Financing for any portion of the project cost. If the municipality elects to use Tax Increment Financing from any Economic Development District for any portion of the project cost, municipal participation will be 50% of the total engineering and construction cost and 100% of the right-of-way cost for any portion of the project within that municipality.

Roadside Enhancement Partnership Program (REPP)

The Roadside Enhancement Partnership Program has been incorporated into these policies and governs only those projects which are along county road corridors within municipalities located entirely within the Metropolitan Urban Services Area on December 8, 1998 and have been funded from the "Highway Enhancement" element of the 1999 Capital Budget which was established by the Hennepin County Board of Commissioners on December 8, 1998 (Resolution 98-12-701R1).

County highway corridors in municipalities located wholly within the 1999 Metropolitan Urban Services Area (MUSA) were developed during an era when community interest and focus was on the accommodation of the automobile. As a result, those corridors tended to lack aesthetic roadside features and produced somewhat stark conditions with little visual appeal or consideration for mixed use, i.e. intermodal.

The goal of the Roadside Enhancement Partnership Program is to enhance the roadside environment of such county highway corridors and bolster community support, in terms of both acceptance and financial assistance, for projects intended for such enhancement. In addition, the program is intended to increase traveler awareness that such corridors are under the jurisdiction of the county, but are also intended to support the economic viability and sustainability of the communities and neighborhoods through which they traverse.

A. Program Objectives:

- remove unsightly roadside features
- establish the roadway as a good neighbor
- make a positive impression on roadway users
- increase motorist awareness that the road is a county highway
- improve safety for all types of travelers
- promote multi-modal use of the corridor

B. Program Prioritization for County Funding:

Enhancements That Improve Corridor User Safety

It is important to improve corridor user safety for people who drive, bike, walk and use transit as an element of a streetscape enhancement. When municipalities and community organizations develop corridor enhancement programs, the financial incentive offered by the partnership program will focus first on improvements that promote safety. Examples of safety improvements that may also be defined as enhancements to the streetscape include:

- undergrounding of utilities when poles lie within vehicle recovery zones
- construction of off-road bicycle paths that will remove bicyclists from the roadway
- construction of sidewalk where safety of pedestrian traffic, existing or projected, necessitates such action
- installation of transit stops to define locations for patrons and provide shelter from the elements
- installation of street and/or pedestrian lights

Enhancements That Promote Multi-Modalism

In order to improve modal options available to citizens, the partnership program will provide financial incentive for improvements that offer an alternative to single occupancy vehicles as streetscape enhancements are developed. Examples of multi-modal improvements include:

- installation of transit shelters, benches and hard surface paving
- construction of bikeways and multiple use trails
- construction of sidewalks
- installation of bicycle racks

Roadway Beautification

Although projects that promote corridor user safety and multi-modalism are of higher priority within the context of corridor enhancement, improvement of a corridor's visual aesthetic remains a strong priority of the partnership program. The partnership program is intended to restore an aesthetic appeal to the roadside and restore the county road corridor as a "good neighbor" within the community. Examples of roadway beautification elements include:

- planting materials and appurtenances that support their viability (does not include irrigation)
- installation of vertical elements (bollards, banner poles, etc.)
- installation of streetscape materials to establish a theme consistent with area architecture (does not include irrigation)

Screening/Separation of Adjacent Properties

Occasionally, it is necessary to screen abutting properties from a roadway corridor as a means of enhancing the visual aesthetics of the area. Separation of properties from the corridor may also serve to improve corridor user safety (i.e., fences separating parking lots from pedestrian ways).

Increase Awareness of County Highway Jurisdiction

In order to improve public awareness of the existence of a road as a county highway, the partnership program will provide a financial incentive for improvements that recognize the county's presence. Examples of elements that increase public awareness include:

- monuments at municipal entries which recognize the county
- roadway/roadside signage which identifies the road as a county route

C. Ownership/Maintenance of Improvements

The partnership program anticipates that municipalities will become owners of and will be responsible for the maintenance of enhancements financed by the county.

D. Partnership Program Funding Levels

County funding under the partnership program is not intended to further write down municipal cost participation if funding for these items is provided elsewhere in these policies or from other county funding sources.

Further, the partnership program has limited funds and participation is not guaranteed as funding limits are programmed and approved on an annual basis by the County Board. Municipalities are encouraged to submit requests for participation early on during project development to allow adequate time for fund management.

Street Light Installation……50%
The partnership program will participate with municipalities to provide adequate, uniform street lighting for the safety of motorists, bicyclists and pedestrians.

Pedestrian Level Light Installation……50%
Where street lighting cannot serve the sidewalk or off road trail, the partnership program will participate in the cost.

If street lighting can serve the sidewalk or off road trail, the partnership program will not participate in the cost.

Undergrounding of Overhead Utilities……50% or 33%
The partnership program will participate with municipalities based upon conditions that exist along the corridor. If the undergrounding is for safety purposes, the partnership program will contribute at a **50%** level. If the undergrounding is to enhance the visual aesthetics of the corridor, the partnership program will contribute at a **33%** level.

Note: The maximum partnership program contribution for undergrounding overhead utilities will be $500,000 per centerline mile (project length) under the 50% level and $330,000 per centerline mile (project length) under the 33% level.

Construction of Sidewalks for Pedestrian Safety……50%
The partnership program will participate where pedestrian safety, existing or projected, necessitates construction of sidewalks.

Enhancements that Promote Multi-Modalism……50%
The partnership program will participate to promote the use of transit by the public, including transit stops, shelters, benches, hard surface paving, bike racks, bikeways and multiple use trails.

Roadway Beautification……33%

The maximum partnership program contribution will be $330,000 per centerline mile.

Note: Since surface treatments (color, scoring patterns, etc.) have limited visual impact on the motorist, the partnership program will not contribute toward the cost of the improvements.

Screening/Separation of Adjacent Properties……50%

The partnership program will participate equally with municipalities to provide security for corridor users. Examples of security improvements include fencing which separates parking lots from adjacent public bicycle and pedestrian ways and lighting at transit stops. If trees and landscaping are used as a method of providing screening or separation; the county will participate in such items at this higher rate.

Increase Awareness of County Highway Jurisdiction……Up to 50%

The partnership program will contribute up to 50% for monuments at municipal boundaries that recognize the county and the road as a county highway.

E. MUSA Municipalities

Municipalities wholly within the Metropolitan Urban Services Area (MUSA) on December 8, 1998:

1. Bloomington
2. Brooklyn Center
3. Brooklyn Park
4. Crystal
5. Deephaven
6. Edina
7. Excelsior
8. Fort Snelling
9. Golden Valley
10. Greenwood
11. Hopkins
12. Long Lake
13. Medicine Lake
14. Minneapolis
15. Minnetonka
16. Minnetonka Beach
17. Mound
18. New Hope
19. Osseo
20. Richfield
21. Robbinsdale
22. Shorewood
23. Spring Park
24. St. Anthony
25. St. Louis Park
26. Tonka Bay
27. Wayzata
28. Woodland