

Consultant Evaluation Summary For County Project 50-33

Consulting Services Information

Consultant Services Description:

CP 50-33 is the proposed improvement of the interchange at the junction of County State Aid Highway (CSAH) 50/CSAH5 (CSAH 50 for brevity) and Interstate 35 (I-35). The project will address roadway safety and mobility needs, and is expected to require replacement of County and City roadway infrastructure and bridges in the interchange project area. The project will also extend along I-35 to a limited extent. The project is currently planned for 2027 construction and will require a contract for substantial planning and engineering work to meet current schedule goals. Dakota County is the lead agency.

Scope of Consultant Services:

The scope of work for the planned CP 50-33 contract includes traffic engineering (freeway modeling and arterial/intersection analysis); preliminary engineering design (including freeway segments, roadways, trails, intersections, structure concepts, stormwater needs, and other elements); public involvement; utility coordination; environmental documentation; right-of-way mapping; and other tasks required to support project approvals. Preliminary engineering design will conclude with a MnDOT staff-approved project layout. Final engineering is not included in the work scope. Project management and risk/quality management will also be integral to effective and efficient work planning and delivery.

A primary project objective is to deliver a project process and schedule that meets the deadline for greenhouse gas emission mitigation avoidance. This requires a geometric layout be submitted for review and approvals before February 1, 2025, as stated in Minn. Stat § 161.178 Transportation Greenhouse Gas Emissions Impact Assessment. The request for proposal (RFP) sought an approach and process from consultants to achieve this goal (see Consultant Selection Summary below).

Deliverables:

The contract's deliverables include technical/environmental reports and preliminary design layouts necessary to establish the preferred design and project approvals as follows: (1) survey and environmental data; (2) traffic study report(s); (3) technical reports and conceptual/preliminary layouts addressing project limits, alternatives, approximate costs/impacts, and recommendations; (4) Preliminary and final/approved environmental documentation, with supporting technical work/reports; (5) preliminary and final/approved geometric layout for the recommended interchange alternative; (6) Interchange Access Modification Request process and documentation; (7) right-of-way mapping and parcel data; (8) strategic support and content for submittal of funding or grant applications; and (9) other supporting data and documents. The contract deliverables will also include project management services and public/agency engagement as outlined in sections below.

Public and Agency Engagement:

Public outreach and work with agencies will include three rounds of public-information, including in-person and online meeting opportunities, web page content, and opportunities to review and comment on project documents. Dakota County staff and SRF have prepared plans to work closely with the Minnesota Department of Transportation (MnDOT), the City of Lakeville, and property owners – including residents and businesses in the project area (see more details in the Evaluation Results section, page 2).

Schedule:

The contract schedule is planned from April 2024 through December 2025 (20 months).

Consultant Selection Summary:

The Request for Proposals (RFP) for the required services was released on February 9, 2024, and was sent to the following eight (8) consultant firms: Alliant, Bolton & Menk, HDR, Kimley-Horn, SEH, SRF, TKDA, and WSB. These firms were invited to submit proposals because of proven expertise and ability to complete complex transportation planning and design studies. The County's plan to use State of Minnesota funding as authorized in 2021 for Dakota County trunk highway projects was noted in the RFP. Funding from MnDOT's Local Road Improvement Program (LRIP) Grant Agreement will be used to reimburse Dakota County for the contract costs, preserving currently budgeted funds for future stages of project development. Consultant compliance with pre-award contract audit standards for state-funded contracts was included as an RFP requirement.

Five (5) proposals were submitted to the County by the due date of March 8, 2024; with teaming, the five proposals represented all eight of the firms invited to propose and others. The consultant teams were led by: WSB, Bolton & Menk, SRF, HDR, and TKDA.

Review Team and Process:

The five (5) proposals were reviewed by staff representing Dakota County, the City of Lakeville, and MnDOT, including staff representing expertise in traffic engineering, roadway design, and environmental review and approval processes. Proposals were reviewed and ranked independently by review team members. The review team members met on March 19 and 22, 2024, to discuss the proposals, share information regarding individual member evaluations, and reach consensus on a recommended consultant. The consensus reached by the proposal reviewers supported negotiating the contract with SRF Consulting Group (SRF).

Evaluation Criteria:

The proposals were evaluated and ranked based on the following 6 criteria:

1. Project Understanding and Approach (20%): Based on conceptual understanding of the required scope/deliverables and the consultant's general approach.
2. Scope of Work, Deliverables, and Schedule (35%): Based on detailed approach and organization of the work to be completed, scheduling of the work, and approach to managing resources to successfully complete all tasks.
3. Public Involvement Approach (20%): Approach to facilitate acceptance of the project and design within the project schedule, including approaches for the best use of budgeted meetings and techniques to engage with the right stakeholders.
4. Project Team and Expertise of Key Personnel (20%): Based on the project management team, technical specialists, roles/organization, and qualifications based on similar experience.
5. Quality Control (5%): Based on methods to ensure quality products delivered on schedule.
6. Best Value Cost Proposal: Considered the quality and feasibility of the proposal and services for the proposed fee; the cost proposed vs. value to be provided; and the approach to complete the work within budget and schedule

Evaluation Results:

Dakota County staff selected SRF based on the detailed work plan provided in the firm's proposal, which presented a strong understanding of the project background key issues to be addressed and provided an integrated approach to delivering all tasks by a qualified team. The SRF proposal emphasized approaches to address the need for the project in early steps, combined with studies of interchange design alternatives. The SRF proposal provided the best balancing of the tasks to be completed with the project-area issues and stakeholders to be addressed. The project issues will include coordination with MnDOT in reference to I-35 traffic operations, with the City of Lakeville in reference to local impacts, and with other agency representatives and stakeholders to confirm project support and approvals. The

SRF proposal also most effectively addressed how project requirements can be anticipated and completed within the accelerated schedule.

SRF also suggested optional tasks, to anticipate special project review and coordination issues not specifically included in the RFP scope. Specifically, SRF proposed services to anticipate traffic diversions and traffic management during construction and to coordinate preliminary bridge design details with the Canadian Pacific Railroad and MnDOT. These proposed optional tasks were accepted by Dakota County staff and are included in the contract scope of services and in the SRF hours and costs shown below.

Summary of Proposed costs:

<u>Consultant</u>	<u>Amount</u>	<u>Hours</u>	<u>Cost/Hour</u>
WSB	\$1,735,361	11,101	\$156.32
Bolton & Menk	\$1,663,690	11,352	\$146.56
SRF	\$1,466,232	9,123	\$160.72
HDR	\$1,388,701	9,130	\$152.10
TKDA	\$ 886,642	5,736	\$154.57

Recommendation:

Staff recommends the consulting engineering firm SRF Consulting Group be awarded a contract for CP 50-33, including studies of traffic needs and design alternatives for interchange improvements at the junction of CSAH 50 and I-35 in the City of Lakeville. Given the scope of the needed work and issues to be addressed, the SRF proposal and contract negotiations offered the best combination of approach, detailed work plan, and balanced cost-to-value from among the five (5) submitted proposals.