

Consultant Evaluation Summary For County Project 42-167

Consultant Services Description:

CP 42-167 includes preliminary engineering and final design for a trail gap project, which will address a key gap in the local and regional trail system by adding a multiuse path along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue in Burnsville, MN. In addition to upgrading the existing sidewalk to a 10-foot multiuse trail, the project will include consideration of crossing improvements at the 10 roadways and driveways between CSAH 5 and Nicollet Ave.

CSAH 42 in the vicinity of this trail gap project is a complex corridor with high daily traffic volumes near the interstate and significant commercial and retail land uses. The current multimodal facilities include a 5ft sidewalk on the north and south side of CSAH 42. Under these conditions, bicyclists must choose to ride in the travel lanes or mix with pedestrians on the 5-foot sidewalk, which may be a deterrent to bicycling. The project aims to balance the mobility demands of high a high vehicle volume corridor with multimodal travel and accessibility and provide a design that improves the safety of pedestrian crossings and interaction with motor vehicles.

Scope of Consultant Services:

The project scope includes a multimodal analysis, preliminary engineering, and final engineering. The project deliverables generally consist of preliminary and final design, plans, specifications, and estimates, multimodal crossing analysis memo, photometric analysis memo, environmental documentation, survey, public utility maintenance, quality management, and community/property owner engagement.

Deliverables:

The contract's deliverables include technical reports and conceptual layouts as follows: (1) survey data; (2) Multimodal Analysis Memo; (3) preliminary design layouts and design documentations memo (4) final design plans. The contract deliverables will also include project management services and public/agency engagement as outlined below.

Public and Agency Engagement:

Dakota County required one public open house, web page content, and business stakeholder coordination. The County will be asking the consultant to assist with business stakeholder outreach through the right-of-way acquisition process. The County will lead all right-of-way steps but acknowledges that with commercial property owners along the corridor there may be additional efforts from the design consultant to help answer questions and prepare specific technical exhibits to aid the process.

Schedule:

The contract schedule is planned from July 2025 to September 2026 (approximately 14 months).

Consultant Selection Summary:

The Request for Proposals (RFP) for the required consultant services was released on May 5th, 2025, and was sent to the following three (3) consultant firms: Alliant Engineering, Incorporated, MSA Professional Services, Incorporated, and Moore Engineering, Incorporated.. These three firms were invited to submit proposals because of proven expertise and ability to complete complex corridor study projects. Three (3) proposals were submitted to the County by the due date of May 27th, 2025, by the firms invited to the proposal listed above.

Review Team and Process:

The three (3) proposals were reviewed by staff from Dakota County and the City of Burnsville, including staff representing expertise in traffic engineering, multimodal analysis, and preliminary layout development. Proposals were reviewed and evaluated independently by review team members. The review team members met on May 30th, 2025, 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 a contract with Alliant Engineering, Incorporated with a value of \$287,610.

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

1. Understanding Scope of Work, Deliverables, and Schedule (20%): Based on completeness of the proposal, and clear understanding of the project scope, complexities, focus areas, deliverables, project decisions, and scheduling of tasks.
2. Project Approach (30%): Based on conceptual and technical approach to delivery priorities and proposed tools or techniques to provide good value and quality.
3. Project Design Team and Expertise of Key Personnel (20%): Based on qualifications and experience of the Project Manager and key staff proposed to work on the project.
4. Quality Control (10%): Based on approaches to proactively manage risks and delivery of quality products on time and budget.
5. Past Performance on Similar Projects (20%): Based on demonstration of projects the firm has successfully delivered that have similar goals and scope to the project.
6. Best Value Cost Proposal: Considered the quality and feasibility of the proposal and services for 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 Alliant Engineering, Incorporated based on the detailed work plan provided in the firm's proposal, which presented an exceptional understanding of the project and an integrated approach to delivering all tasks by a qualified team. The recommended proposal provided the most complete response to the services needed, considering the project's many design elements and technical complexity. The Alliant Engineering, Incorporated team members that were put together for the project received positive reviews from Dakota County staff on past project performance. The proposed project manager is currently managing a Dakota County project and is performing above expectations. Another key differentiator of the recommended proposal was the familiarity of the corridor, and the stakeholders based on their experience with the preliminary design work they completed for the City of Burnsville in 2024.

Additional strengths and differentiators shown in the Alliant Engineering proposal are:

- Experience with the corridor.
 - They completed the preliminary engineering for the CASH 42 and CSAH 5 trail gap project led by the City of Burnsville in 2024.
- Extra consideration given to portions of the trail alignment that propose design challenges and right-of-way considerations.
 - This was demonstrated in a clear and concise manner on the project understanding map within the proposal, showcasing a strong ability to clearly communicate complex issues.
- A robust statement of dedication to quality management in the proposal and outline of their quality control process.
- A strong understanding of each task and the appropriate level of effort needed to accomplish each task.
- Strong foundation of trust and reputation with Dakota County and City of Burnsville staff.
 - City staff that reviewed the proposal remarked on positive performance of past projects with key members of the proposed team.

- Provided a clear staffing chart and explanation of their staff workload management to be able to deliver the project on an aggressive schedule.

Summary of Proposed costs:

<u>Consultant</u>	<u>Amount</u>	<u>Hours</u>	<u>Cost/Hour</u>
Alliant	\$299,250	1,925	\$155.49
MSA	\$189,688	1,175	\$161.51
Moore	\$275,361	1,727	\$159.44

Recommendation:

Staff recommends the consulting engineering firm Alliant Engineering, Incorporated be awarded a contract for CP 42-167, including preliminary engineering and final design for a trail gap project, constructing a multiuse path along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue in Burnsville, MN. Given the scope and complexities anticipated in the engineering work, the Alliant Engineering, Incorporated proposal offered the best project approach, identified and addressed technical details, and the showed the most credible project team of the three (3) submitted proposals.