



SRF Project No. 15397.00

May 16, 2025

Doug Abere
Project Manager
Dakota County Transportation Department
Western Service Center
14955 Galaxie Ave.
Apple Valley, MN 55124

Subject: Amendment Number 1 Proposal for Professional Services for CSAH 50/5 & I-35 Interchange Preliminary Engineering Design (Dakota County Contract No. DCA21560)

Dear Doug Abere:

This letter addresses the contract amendment we have discussed and negotiated with you and Dakota County staff to cover costs for additional services and changes to the original contract scope and not-to-exceed cost. The main drivers for the amendment are additional services in traffic analysis, engineering design, and coordination with stakeholder agencies to confirm the interchange design features needed for project approval and to bring the greatest value to Dakota County, City of Lakeville and MnDOT. The additional scope of services will also provide for early completion of a new signal at the CSAH 5/Kenyon Avenue intersection, will facilitate more complete preliminary design approvals, and provide a smoother transition to final engineering design.

Below are descriptions of the work areas where SRF anticipates additional efforts beyond the original project scope, followed by a summary of Amendment No. 1 costs and totals. A spreadsheet is also attached providing more detail on hours and costs for each task.

AMENDMENT NO. 1 – SCOPE OF SERVICES

Task 1 Project Management and Agency Coordination

Additional project management and design coordination services are needed based on extending the contract schedule 11 months to November 2026, with need to coordinate technical details for added scope – especially Task 16, the CSAH 5/Kenyon Ave signal design (see below). The coordination of the Diverging Diamond Interchange with the center trail also required additional project management and agency coordination meetings. Agency meetings

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included: MnDOT geometrics design support unit, layout advisory committee, bike/ped unit, traffic operations and safety, signal operations, transit team, and contamination materials team.

Task 2 Public Involvement

Additional public involvement efforts and expanded work with specific business property owners is now included, with one additional public open house meeting now planned, resulting in four public meetings in the contract instead of three.

Task 3 Traffic Studies

Additional traffic studies and modeling are now included to best understand the complex operations of the freeway interchange, including current work with MnDOT technical reviewers to address signal phasing and to confirm safe and efficient operations for high traffic volumes into future decades. This additional traffic evaluation allows for the acceptance of:

- the Diverging Diamond Interchange (DDI),
- the two-lane westbound to northbound entrance to I-35,
- the westbound CSAH 50 lane geometry and utilization,
- the center trail configuration in the interchange, and
- the signal operations of the DDI.

Task 4 Field Survey

A fee credit is included because the field survey required to provide project tie-ins and construction limits will not be as extensive as initially scoped.

Task 8 Concept Alternatives

A fee credit is included based on reduced effort for evaluation of alternatives, which was work completed in 2024 based on an aggressive schedule.

Task 10 MnDOT Staff-Approved Level 1 Geometric Layout, Construction Estimate, and Project Design Recommendations

Additional preliminary design of the DDI layout has been needed to address selected design details more closely than typical to respond to questions and confirm that project performance goals are addressed. This additional design development will help facilitate MnDOT staff approval of the DDI and includes the following components:

- CSAH 5/50 profile raise for groundwater purposes
- Ramps alignments, geometry and profiles
- Trail/walk locations, crossings, and connectivity
- Westbound CSAH 50 lane geometry and utilization
- 175th roadway and intersection with CSAH 50
- DDI signal equipment layout

Also in Task 10, the I-35 Bridges over the CP Railroad are not being replaced with this project. Therefore Bridge Nos. 19803 and 19805 Replacement Concept Designs & Estimates are not required, resulting in a fee credit against the additional Task 10 work above.

Task 11 – Interchange Access Modification Request

Additional effort is anticipated for coordination with the Federal Highway Administration and MnDOT, based on new technical guidance, to address the planned modifications to interstate highway access.

Task 14 Added/Adjusted Tasks – Visual Quality Management Plan and MnRAIL/CPKC Coordination

Additional work is now planned to complete preliminary aesthetic design guidance for the project, including early identification of general visual quality context, related design objectives, and reference to: (a) MnDOT bridge and other MnDOT aesthetic cost participation guidance, and (b) Dakota County's cost participation policy for possible enhancements on the County and Lakeville roadways.

Based on MnDOT guidance, a Visual Quality Management Plan is an established approach to efficiently begin work on aesthetics during preliminary engineering design.

I-35 Bridges over CPKC Rail are not being replaced with this project, therefore BR No. 19803 and 19805 Replacement Coordination with MnRail and CPKC is not required, resulting in a fee credit.

Task 15 Asbestos & Regulated Materials Reports, Phase II ESA

Asbestos and Regulated Materials Assessments are required for the removal of Bridges 19807 and 19808 (I-35 bridges over CSAH 50). A Phase II Environmental Site Assessment is required for the properties in which right-of-way acquisition is planned; 24 soil borings and groundwater samples are planned. This work will be led by subconsultant Braun Intertec, and SRF can provide more technical/contract information on the scope and cost as a direct expense will be provided as needed.

Task 16 CSAH 5/Kenyon Ave Signal Design

Additional work in response to the opportunity to construct permanent intersection improvements at CSAH 5 and Kenyon Avenue as a stand-alone intersection improvement project in 2027. This added intersection and signal design task will address currently observed mobility and safety concerns and will be performed to fit with later design and construction of the interchange project to the southeast. The task will conclude with development of a biddable final plan, including the intersection layout signal system plan.

AMENDMENT NO. 1 – SUMMARY LABOR COSTS AND EXPENSES

The table below summarizes the estimated additional labor costs and expenses for the services described above. A more detailed breakdown based on labor hours and other factors is also attached.

TASK/ITEM	COST
Task 1 Project Management and Agency Coordination	\$35,064.90
Task 2 Public Involvement	\$9,215.78
Task 3 Traffic Studies	\$167,832.00
Task 4 Field Survey	-\$39,752.21
Task 8 Concept Alternatives	-\$39,428.53
Task 10 Preliminary Design, MnDOT Staff Approved Layout	\$82,597.32
Task 10 Bridge Type Studies	-\$24,236.74
Task 11 Interchange Access Modification Request	\$8,223.77
Task 14 Added Tasks – Visual Quality Management Plan	\$12,692.30
Task 14 Added Tasks – MnRAIL/CPKC Coordination	-\$6,185.81
Task 15 Asbestos & Regulated Materials Reports, Phase II ESA	\$108,397.00
Task 16 CSAH 5/Kenyon Ave Signal Design	\$29,610.36
Total	\$344,030.13

The original Contract Amount of DCA21560 was \$1,466,232 as approved by the County Board (Resolution 24-204). Amendment No. 1 totals \$344,030 for a revised not-to-exceed contract total of \$1,810,262. The amounts include all SRF labor, anticipated subcontractor fees as expenses, and other reimbursable expenses in accordance with details in the Fee Schedule attached.

We appreciate your consideration of this proposal and look forward to continuing to work with you on this project. Please contact us if you have any questions or need additional information.

Sincerely,

SRF Consulting Group, Inc.



Craig Hass
Director

Attachment: Fee Estimate of Cost of Additional Services

	SRF FEE ESTIMATE - CSAH 50 AND I-35 PRELIMINARY ENGINEERING DESIGN	PROF. VIII-VII	PROF. VI	PROF. V	PROF. IV	PROF. III	PROF. II	PROF. I	TECHNICAL	SUPPORT	SUBS	EXPENSES	SRF	SRF	TOTAL	
		Craig Hass Paul Morris Bob Leba Casey Black Brad Hamilton Jon Haukaas	Brett Danner Jeremy Nielsen	Jana Guseynova Nicole Zappetillo Amber Ortlepp Mike Fisher Florence Ngai	Collin Schroeder Chris Brown Paul Chellevoid Nick Semeja Jono Cowgill Dustin Anderson	Dan McNiel Jeff Meyer Derek Tollette	Jeffrey Bauers Karyna Quick Dan Bielinski	Lake Glaser Gina Heim	Dan Symanitez Jeff Bednar Tyler Williamson Robert Lochen	True Dabill rooke MacInne	Isthmus Socios Braun		HOURS	COST PER TASK	COST/ DELIVERABLE	
TASK CODE	TASKS/STAFF															
	TASK 1: PROJECT MANAGEMENT AND AGENCY COORDINATION															
	Assumptions: 11 month extension, January 2026-November 2026															
A0270/54	1.5 Additional Project Management to confirm the selection of the Diverging Diamond Interchange with the center trail and the associated roadway, lane, ramp, and trail geometry. 11 additional months of coordination required for the Environmental Documentation process and the preparation of a CR 5/Kenyon Ave Signal bid package.	84	0	0	0	0	0	0	0	0	0	\$0	\$0	84	18,881.10	18,881.10
A0270 45	1.6 Additional Agency Coordination Meetings to confirm: the traffic analysis and evaluations, the selection of the Diverging Diamond Interchange with the center trail, and the roadway, lane, ramp, and trail geometry. Agency meetings included: MnDOT GDSU, LAC, Bike/Ped, Traffic Operations and Safety, Signal Operations, Transit, Contamination.	40	0	20	0	0	0	0	20	0	\$0	\$0	80	16,183.80	16,183.80	
	SUB-TOTAL HOURS TASK 1	124	0	20	0	0	0	0	20	0	\$0.00	\$0	164	35,064.90	35,064.90	
	TASK 2: PUBLIC INVOLVEMENT															
B0260/056	2.8 Additional Public Engagement One (1) additional public open house	5	5	0	20	20	0	0	0	12	\$0	\$0	62	9,215.78	9,215.78	
	SUB-TOTAL HOURS TASK 2	5	5	0	20	20	0	0	0	12	\$0	\$0	62	9,215.78	9,215.78	
	TASK 3: TRAFFIC STUDIES															
	3.9 Additional Traffic Analysis and Evaluation • 2050 SE data review and forecast adjustments • Additional counts on Kenrick Ave and 175th at the roundabout and signal • Increased arterial modeling area for the additional intersections • Planning-level traffic analysis to screen down concepts to final alternatives • Freeway traffic simulation models required additional effort for calibration adjustments • SYNCRO coordination with MnDOT Signals group • DDI (inside and outside trails) vs Modernized Diamond vs Traditional Diamond Evaluation (Off peak, travel times, ped/bike LOS, ped/bike travel times) • Two lane and single lane WB to NB entrance analysis • MnDOT Coordination meetings with MnDOT staff, specifically the Signals group •Additional tasks associated with these meetings have been the development of more model animations and signal timing plan alternatives throughout the day •WB CSAH 50 Lane utilization option analysis •Ped/bike MMLOS analysis •Ped/bike travel time and delay analysis	40	0	200	300	300	300	0	0	0	\$0	\$0	1140	167,832.00	167,832.00	
	SUB-TOTAL HOURS TASK 3	40	0	200	300	300	300	0	0	0	\$0	\$0	1140	167,832.00	167,832.00	
	TASK 4: FIELD SURVEY, WETLANDS, CULTURAL RESOURCES, AND DRAINAGE ASSESSMENT															
D0220/026	4.5 Base Mapping and Topographic Survey Credit Survey needed to pick up tie-in and void areas not as extensive as initially scoped.	0	0	-24	0	0	0	0	-200	0	\$0	\$0	-224	-39,752.21	-39,752.21	
	SUB-TOTAL HOURS TASK 4	0	0	-24	0	0	0	0	-200	0	\$0	\$0.00	-224	-39,752.21	-39,752.21	

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TASK CODE	TASKS/STAFF															
	TASK 5: PUBLIC AND PRIVATE UTILITY IDENTIFICATION															
	SUB-TOTAL HOURS TASK 5	0	0	0	0	0	0	0	0	0	0	\$0	\$0	0	0.00	0.00
	TASK 6: GEOTECHNICAL REVIEW AND PHASE I ESA															
	SUB-TOTAL HOURS TASK 6	0	0	0	0	0	0	0	0	0	0	\$0	\$0	0	0.00	0.00
	TASK 7: PRELIMINARY STORMWATER MANAGEMENT AND HYDRAULICS EVALUATION															
	SUB-TOTAL HOURS TASK 7	0	0	0	0	0	0	0	0	0	0	\$0	\$0	0	0.00	0.00
	TASK 8: CONCEPT ALTERNATIVES AND PRELIMINARY DESIGN; COST ESTIMATES															
H0270/15	8.4 Concept Alternatives and Preliminary Design Credit Concept Alternative Selection occurred on an accelerated timeline, resulting in additional preliminary design occuring under Task 10.	-40		-40			-64	-64	-44				-252	-39,428.53		-39,428.53
	SUB-TOTAL HOURS TASK 8	-40	0	-40	0	0	-64	-64	-44	0		\$0	\$0	-252	-39,428.53	-39,428.53
	TASK 9: ENVIRONMENTAL DOCUMENTATION AND PROJECT APPROVALS															
	SUB-TOTAL HOURS TASK 9	0	0	0	0	0	0	0	0	0	0	\$0	\$0	0	0.00	0.00
	TASK 10: MNDOT STAFF-APPROVED LEVEL 1 GEOMETRIC LAYOUT, CONSTRUCTION ESTIMATE, AND PROJECT DESIGN RECOMMENDATIONS															
J0020/011	10.1.3 Conceptual Bridge Design & Layout Documentation Credit I-35 Bridges over CPKC Rail are not being replaced with this project, therefore BR No. 19803 and 19805 Replacement Concept Designs & Estimates were not required.	-9	0	-48	0	0	0	0	-76	0		\$0	\$0	-133	-24,236.74	-24,236.74
J0270/053	10.3 Additional Preliminary Design Tasks -Inside and outside trail DDI alternative development -Traditional Diamond development and evaluation -MnDOT Signal Timing Coordination -CSAH 50 Lane Utilization/Continuity Alternatives -DDI Signal Layout Design -Revise Alignments and Geometry for Middle Trail and WB CSAH 50 Lane Utilization/Continuity -Revise all profile to raise CSAH 50 -Revise South Ramps alignments and geometry	80	0	80	0	0	120	120	120	0		\$0	\$0	520	82,597.32	82,597.32
	SUB-TOTAL HOURS TASK 10	71	0	32	0	0	120	120	44	0		\$0	\$0	387	58,360.58	58,360.58
	TASK 11: INTERCHANGE ACCESS MODIFICATION REQUEST															
K0240/033A	11.3 IAMR Documentation Revisions Revise documentation to accommodate new template for Level 3 IAMR submittal. One additional modeling effort to report results of preoposed interchange impacts to freeway.	8		16	16	8							48	8,223.77		8,223.77
	SRF Deliverables: Interchange Access Modification Request Documentation															
	SUB TOTAL HOURS TASK 11	8	0	16	16	8	0	0	0	0		\$0	\$0	48	8,223.77	8,223.77

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TASK CODE	TASKS/STAFF														
	TASK 12: RIGHT-OF-WAY MAPPING														
	SUB-TOTAL HOURS TASK 12	0	0	0	0	0	0	0	0	0	0	\$0	0	0.00	0.00
	TASK 13: GRANT WRITING ASSISTANCE														
	SUB-TOTAL HOURS TASK 13	0	0	0	0	0	0	0	0	0	0	\$0	0	0.00	0.00
	TASK 14: ADDED TASKS														
N0020/033B	14.2.1 MnRAIL/CPKC Coordination Credit I-35 Bridges over CPKC Rail are not being replaced with this project, therefore no coordination was required.	-8	0	-24	0	0	0	0	0	0	0	\$0	-32	-6,185.81	-6,185.81
N0020/033C	14.3 Visual Quality Management Plan (VQMP) SRF will develop a VQMP that will outline the approach for developing and selecting aesthetic enhancements for the interchange in future phases. The document will: summarize MnDOT and Dakota County aesthetic cost participation policies, establish a baseline aesthetics budget, identify a list of potential enhancement features, and review relevant design precedents. The VQMP work will not include developing aesthetic design concept options at this point. The Visual Quality Manager will attend up to three on-line stakeholder meetings to present the VQMP and develop consensus on the approach. The draft VQMP will be submitted in electronic format to Dakota County for review and one round of revisions will be incorporated to finalize the document.	0	45	0	0	0	0	20	0	1	\$0	\$0	66	12,692.30	12,692.30
	SUB-TOTAL HOURS TASK 14	-8	45	-24	0	0	0	20	0	1	\$0	\$0	34	6,506.49	6,506.49
	TASK 15: AESBESTOS & REGULATED MATERIALS REPORTS, PHASE II ESA														
	Assumptions: Phase II ESA - 24 soil borings drilled to a depth of 20 feet bgs with temporary monitoring wells at each location Phase II ESA - 48 soil samples (two per boring) will be collected and analyzed Phase II ESA - 24 groundwater samples will be collected from the temporary monitoring wells														
	Client Deliverables: Right of Entry to Private Properties														
	15.1 Asbestos and Regulated Materials Assessments for Bridges 19807 and 19808	0	0	0	0	0	0	0	0	0	\$11,235	\$0	0	0.00	11,235.00
	15.2 Phase II ESA	0	0	0	0	0	0	0	0	0	\$97,162	\$0	0	0.00	97,162.00
	SRF Deliverables: Asbestos and Regulated Materials Assessments for Bridges 19807 and 19808 Phase II ESA														
	SUB-TOTAL HOURS TASK 15	0	0	0	0	0	0	0	0	0	\$108,397	\$0	0	0.00	108,397.00
	TASK 16: CSAH 5/Kenyon Intersection Signal System														
	Assumptions:														
	Client Deliverables:														
	16.1 CSAH 5/Kenyon Ava Signal Design	20	0	60	0	0	0	0	80	0	\$0	\$0	160	29,610.36	29,610.36
	SRF Deliverables: CSAH 5/Kenyon Ava Signal Plans and Specifications for Bidding														
	SUB-TOTAL HOURS TASK 16	20	0	60	0	0	0	0	80	0	\$0	\$0	160	29,610.36	29,610.36

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