

January 2025 Scope Review

This scope review has been prepared for work associated with the CSAH 26 (Lone Oak Road) Improvements project. We have received and addressed final comments from Dakota County, City of Egan, and MnDOT on the 100% plans and all necessary approvals and permits have been obtained to solicit bids for construction beginning in early 2025 and concluding in late 2025. We appreciate the opportunity to discuss all the elements below as unexpected scope of work elements have surfaced since approval of our previous amendment.

Design Fee Assessment

The total estimated construction cost identified in the County's Capital Improvement Program when providing the original proposal for engineering services was \$800,000 for CP 26-66 and \$6,850,000 for CP 26-67. The original scope of work assumed work through preliminary design for CP 26-67 and final design/project bidding for CP 26-66. During the study phase, Dakota County applied for and was successful in obtaining federal funding for corridor improvements from Highway 13 to I-35E. This merged project activities of CP 26-66 and CP 26-67 into a singular project to be delivered for project letting in Fall 2024. As the design progressed, additional efforts were identified and completed related to public engagement, environmental permitting, project design, and pond restoration.

The latest construction cost estimate developed in late December 2024 in conjunction with the 100% Design Plans was \$8,271,430.98. This included an estimated \$1,200,000 in City watermain, pond restoration, and lighting improvements.

The accepted and approved original contract totaled \$381,381 with \$31,030 allocated to Braun Intertec for geotechnical and environmental services. Therefore, the original preliminary and final design fee for Bolton & Menk is \$350,351. Bolton & Menk has since received amendments for full final design services totaling \$580,985. With the additional work outlined below, we are requesting an amendment in the amount of \$38,050.00 for a total contract amount of \$1,000,416.00. The associated design fee as it relates to the percentage of total construction is approximately 12%, which is in line with the industry average for the collective study and design of a federally funded project.

Approved Amendments

The first amendment request for the CSAH 26 (Lone Oak Road) Improvements project was \$488,985.00

The second amendment request for the CSAH 26 (Lone Oak Road) Improvements project was \$92,000.00

This is the third and final amendment request for the CSAH 26 (Lone Oak Road) Improvements project at the amount of \$38,050

CSAH 26 (Lone Oak Road) Improvements Budget Assessment

Active Project Tasks

Task 1: Project Management – Additional Budget Requested

Notes:

- ↑ Schedule Extension – Additional coordination, administration, and project meetings occurred with a longer project schedule than what was planned. 100% PS&E was planned for September 2024. Project work and coordination concluded in January 2025 with increased coordination levels beginning in August 2024.

*(Additional Effort Estimated at 40 hrs /\$5,550)
Task 1 Amendment Request \$5,550*

Task 9: Traffic Analysis – Additional Budget Requested

Notes:

- ↑ Signal Justification Reports – Additional coordination and modification of SJRs with the transition of traffic staff and incorporating new Eagandale Boulevard traffic counts to review traffic signal warrants following completion of the report.

*(Additional Effort Estimated at 20 hrs / \$3,000)
Task 9 Amendment Request \$3,000*

Task 10: Roadway Engineering – Additional Budget Requested

Notes:

- ↑ Final Design – Vince Trail Geometrics – The final design modifications for the Vince Trail intersection involved creating new geometric designs to accommodate the city's snowplows, including minimum curb-to-curb dimensions. This process required numerous alternative design options, meetings with city and county officials, and a field demonstration with snowplows to ensure the chosen approach met operational needs.

(Additional Effort Estimated at 100 hrs / \$17,500)

- ↑ Final Design – Private Driveways – Modification of design files, plan sheets, quantities, and cost estimates following the 95% plan submittal stemming from the redesign of six private driveways to reduce running slopes of approach panels. The driveway approach panel grade steepened with the change from B418 curb to B618 curb at these locations. Grades were near/within range for the constrained environment but growing concerns of functionality following construction were the driver for the revisions. Additional coordination and design were required to incorporate design changes.

(Additional Effort Estimated at 60 hrs / \$9,000)

- ↑ Final Design – Pilot Knob Signal Plan Modifications – Plan modifications were requested by staff to display existing and proposed conditions differently following the 95% plan submittal. Plans sheets were duplicated to show existing and proposed conditions separately.

(Additional Effort Estimated at 20 hrs / \$3,000)

Task 10 Amendment Request \$29,5000

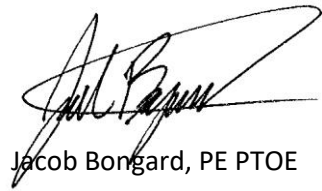
Additional Work Totals

The details outlined above encompass the additional scope and fees incurred due to requested work tasks for the CSAH 26 (Lone Oak Road) Improvements Project. The additional work sums to \$38,050.00 for work tasks completed to-date with the current amendment request to advance the segment of CSAH 26 from Highway 13 to Pilot Knob Road through project letting in Winter 2025.

We are requesting a final amendment in the amount of \$38,050.00 for additional work completed as part of the CSAH 26 (Lone Oak Road) Improvements Project.

Please feel free to reach out upon receipt and I would be happy to discuss the contents of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jacob Bongard', written over a horizontal line.

Jacob Bongard, PE PTOE

Principal Transportation Engineer