

March 25, 2026

Mr. Imran Ahmed
Senior Projects Manager
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

Re: **REVISED** Request for Amendment No. 3
CSAH 46 from TH 3 to US Highway 52 Reconstruction Project
County Contract No. DCA21368
TKDA Project No. 0018004.001

Dear Mr. Ahmed:

In March of 2024, TKDA and Dakota County re-purposed funds remaining from the 2020 CSAH 46 contract to focus on the creation and delivery of a County Preferred Layout. Based on an initial meeting with the County on December 15, 2023, TKDA submitted a revised redistribution of remaining project funds. As the preliminary design progressed, the County requested additional services to be included in the project which changed the scope of the preliminary design hours and fee since the original re-purposed funds.

Original Scope

The original scope included:

- The review of two draft submittals for the County Preferred Layout, building upon the previous layout developed during the 2020 County Project.
- Beginning the MnDOT Approval Level 1 Layout process which included an initial submittal to MnDOT for CSAH 46 & TH 52 Interchange ramp design.

Change in Scope

The County has requested that the design team evaluate alternative intersection design options at Akron Avenue and Barbara Avenue to identify potential solutions that may be acceptable to the University of Minnesota, given that these intersections do not meet signal warrant requirements.

The overall project layout will be updated to include additional comments from County staff regarding median widths at intersections as well as the potential to update the intersections of Akron Avenue and Barbara Avenue.

The County has requested to progress the CSAH 46 & TH 52 Interchange ramp design to finalize the MnDOT Approved Level 1 Layout process. Given the nature of the previously received comments, TKDA assumes a total of two (2) submittals to MnDOT: final review and comment, final approval.

Drainage report and calculations will be updated to include design changes during preliminary design.

Justification for Additional Work

As the project moves toward final design, obtaining concurrence from the University of Minnesota remains critical for the success of the corridor project. The alternative intersection options provide an opportunity for the County and project team to collaborate with the University in identifying the optimal solution and advancing the project to its final design phase.

Adjustments to the corridor layout facilitate a smooth transition to the completed design, addressing specific aspects efficiently. Completing the MnDOT Level 1 layout approval process further supports an expedited approach to finalizing the design. With funding secured for the interchange modifications, there is reduced risk of delays affecting the final design contract and ultimately construction of the roundabouts.

Assumptions:

1. All meetings are assumed to be held virtually.
2. Anticipated meeting number and type are outlined in the amendment fee estimate.
3. Crash analysis does not need to be re-updated as a part of this amendment.
4. Traffic models will not require any further modifications related to the geometric layout.
5. Worst-case analysis using maximum truck volumes and maximum gap acceptance will be documented in a standalone technical memo.
6. Dakota County staff will provide comments on the updated draft documents for the traffic memo and corridor layout within one review period to incorporate into the final versions. Additional review iterations are not included.
7. Intersection design iterations at Akron Avenue and Barbara Avenue consist of 2D geometric design accompanied by PDF exhibits.
8. Finalizing the MnDOT Level 1 Layout assumes no significant geometric changes to the current design (horizontal or vertical).
9. It is anticipated that the additional scope of work will be completed in the first six (6) months of 2026.


Pursuant to communications with you, we respectfully submit this **REVISED** request to amend the above-referenced Contract to incorporate requested additional scope items from the County. A further breakdown of each of these items, and the associated fee, is provided via attachment.

Total Requested Fee for Amendment No. 3	\$ 112,562.00
<u>Current Contract Limit</u>	<u>\$ 452,790.75</u>
Revised Contract Total	\$ 565,352.75

If acceptable, please issue the appropriate Amendment to our County Contract for our review and execution. Please contact Aaron Cameron at 651.515.0002 or aaron.cameron@tkda.com with any questions or comments on the elements identified in this amendment summary. We look forward to completing this additional work for Dakota County.

Sincerely,


Aaron Cameron, PE
Project Manager


Matthew J. Christensen, PE
Vice President, Surface Transportation

Attachments: Geometric Layout, Roundabout Analysis & Reports Estimate (3/16/2026)

AC:MC:je

Client:	Dakota County												Date:	3/16/2026		
Project:	CSAH 46 Expansion Preliminary Design												Prepared:	ADC		
Task	TKDA												TKDA Total Hours	TKDA Expenses	Cost per Task	
	Project Manager	Senior Reg. Engineer	Grad. Engineer	Technician	Engineering Specialist	Senior Reg. Engineer	Reg. Engineer	Grad. Engineer	Senior Hydrologist	Engineering Specialist	Reg. Engineer	Admin Assistant				
1.0 Project Management																
1.1 Project Management	48													48		\$ 8,136
1.3 Project Management Team Meetings (3)	12	4					4		4			6		30		\$ 5,120
PM Check-in Meetings (10)	20	2					2							24		\$ 4,135
1.50 QC / QA	4	10			8		8	4	2			4		40		\$ 7,169
TASK SUBTOTAL	84	16	-	-	8	-	14	4	6	-	-	10	142	\$ -	\$ 24,560	
2.0 Stakeholder/Agency Involvement																
2.1 Dakota County Coordination Meetings (2)	4	2					2		2				10		\$ 1,927	
2.2 MnDOT Coordination Meetings (2)	4	4					2		2				12		\$ 2,336	
2.7 U of M/UMore Coordination / Meetings (2)	8	4					4		2				18		\$ 3,350	
TASK SUBTOTAL	16	10	-	-	-	-	8	-	6	-	-	-	40	\$ -	\$ 7,614	
6.0 Traffic Analysis																
6.2 Traffic Corridor Report Updates							60	24				10	94		\$ 13,921	
6.4 Base and Future Conditions Analysis							20	6					26		\$ 4,075	
Additional Traffic Counts (By Quality Counts, approved 9/8/2025)													-	\$ 1,965	\$ 1,965	
TASK SUBTOTAL	-	-	-	-	-	-	80	30	-	-	-	10	120	\$ 1,965	\$ 19,961	
7.0 Project Layout																
7.1 Corridor Layout Alternatives																
Offset T (Akron)		4	8										12		\$ 1,771	
RAB (Akron)		4	8										12		\$ 1,771	
Underpass (Akron)		4	8			4							16		\$ 2,521	
Overpass (Akron)		4	8			4							16		\$ 2,521	
J-Turn (Barbara)		4	8										12		\$ 1,771	
Offset T (Barbara)		4	8										12		\$ 1,771	
Underpass (Barbara)		4	8			4							16		\$ 2,521	
Overpass (Barbara)		4	8			4							16		\$ 2,521	
Identify Local Improvements		2	2	4									8		\$ 1,020	
Alternative Cost Estimates		4	4	4		4							16		\$ 2,418	
7.5 Update Project Layout		20	40	16	4					4	4		88		\$ 12,532	
MnDOT Level 1 Geometric Layout		24	52	24	4							4	108		\$ 14,596	
Updated Cost Estimate		4	2	2	2					2	2		14		\$ 2,335	
TASK SUBTOTAL	-	86	164	50	10	20	-	-	-	6	6	4	346	\$ -	\$ 50,071	
10.0 Drainage Design																
10.1 Update Water Resources and Report									2	4	4	2	12		\$ 2,020	
10.2 Deliverables																
Drainage Overview Map									2	4	4		10		\$ 1,824	
Modeling (HydroCAD)										4	8		12		\$ 1,936	
Proposed Drainage System Layout										4	8		12		\$ 1,936	
Pond Grading										8	8		16		\$ 2,641	
TASK SUBTOTAL	-	-	-	-	-	-	-	-	4	24	32	2	62	\$ -	\$ 10,357	
Total Hours	100	112	164	50	18	20	102	34	16	30	38	26	710			
Labor Rate	\$ 169.50	\$ 204.60	\$ 119.10	\$ 93.20	\$ 216.00	\$ 187.50	\$ 168.00	\$ 119.20	\$ 252.00	\$ 176.30	\$ 153.80	\$ 98.00				
Labor Subtotals	\$ 16,950	\$ 22,915	\$ 19,532	\$ 4,660	\$ 3,888	\$ 3,750	\$ 17,136	\$ 4,053	\$ 4,032	\$ 5,289	\$ 5,844	\$ 2,548				
Labor Total													\$ 110,597			
Expense Total														\$ 1,965		
Total Cost														\$ 112,562		