

**ACTION TRANSMITTAL No. 2016-41**

**DATE:** August 4, 2016  
**TO:** Transportation Advisory Board  
**FROM:** Technical Advisory Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for Dakota County US 52 / CSAH 42 Interchange Reconstruction Project  
**REQUESTED ACTION:** Dakota County requests a scope change to its US 52 / CSAH 42 interchange reconstruction (SP # 019-642-059) to extend the project limits by 0.2 miles to the east, construct a left turn lane to a public entrance, and taper the four-lane section to the existing two-lane section beyond the entrance.  
**RECOMMENDED ACTION:** That the Transportation Advisory Board approve of the requested scope change.

**BACKGROUND AND PURPOSE OF ACTION:** Dakota County was awarded \$7,280,000 in the 2014 Regional Solicitation's Roadway Expansion category to reconstruct the interchange at US 52 and CSAH 42 (145<sup>th</sup> Street) in Rosemount. The project will reconstruct the interchange, replace two bridges on US 52, expand CSAH 42 from a two-lane to a four-lane roadway, and provide left turn lanes on CSAH 42.

The County is requesting an extension of the eastern terminus by 0.2 miles. This extension would accommodate construction of a left-turn lane into the existing parking lot at Rich Valley Golf Course and tapering of the four-lane roadway to the existing two-lane section beyond that entrance.

If the scope change is granted, these additional project elements will be paid for with local funds.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally-funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost changes substantially. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment request accompanies this request.

**STAFF ANALYSIS:** Working with the scorers from the Solicitation, Metropolitan Council staff reviewed the original project and scoring. The increased cost led to reduced cost-effectiveness scores, with two scores reporting a 29-point total score reduction from 595 to 566, which is still higher than the 540 points awarded to the lowest-scoring funded project in the category.

Staff does not find any reason to re-examine the federal contribution to this project, as no benefits or elements from the original application would be removed or compromised by this proposed scope change.

**COMMITTEE COMMENTS AND ACTION:** At its July 21, 2016 meeting, the TAC Funding & Programming Committee unanimously recommended approval of the scope change request. At its August 3, 2016 meeting, the Technical Advisory Committee unanimously recommended approval of the scope change request.

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**ROUTING**

| <b>TO</b>                           | <b>ACTION REQUESTED</b> | <b>DATE COMPLETED</b> |
|-------------------------------------|-------------------------|-----------------------|
| TAC Funding & Programming Committee | Review & Recommend      | 7-21-2016             |
| Technical Advisory Committee        | Review & Recommend      | 8-3-2016              |
| Transportation Advisory Board       | Review & Approve        |                       |



**Physical Development Division**  
**Steven C. Mielke, Director**

June 27, 2016

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*Transit Office*

Mr. Timothy Mayasich  
TAC Funding & Programming Committee  
390 Robert Street North  
St. Paul, MN 55101

RE: SP 019-642-059 US Hwy 52 & County State Aid Highway 42 Interchange –  
Scope Change Request

Dear Mr. Mayasich:

Dakota County was successful in the 2014 Regional Solicitation for Federal Surface Transportation Program (STP) funding to reconstruct the US Hwy (TH) 52 & County State Aid Highway (CSAH) 42 interchange in Rosemount. The 2016-2020 Metropolitan Council Transportation Improvement Program identifies the project as being from 0.5 miles west of TH 52 to 0.5 miles east of TH 52. The project has \$7,280,000 in federal funding and a total project cost of \$10,000,000. The objective and benefits of the project remain unchanged and consistent with the original intent of the project, but Dakota County desires to extend the project to accommodate additional safety measures along CSAH 42. Please consider this formal scope change request and the ability to retain federal funding levels in order to move forward with the project's revised scope.

#### **ORIGINAL PROJECT DESCRIPTION AND BENEFITS**

To better address safety and operations at the interchange, the project will:

- Reconstruct the interchange at TH 52 and CSAH 42
- Replace two bridges on TH 52
- Expand CSAH 42 from a 2-lane to a 4-lane roadway from TH 52 to Conley Ave.
- Provide protected left turn lanes on CSAH 42

The objectives and benefits of the TH 52/CSAH 42 interchange reconstruction are to:

- Improve safety and sight distance
- Enhance operations along CSAH 42
- Reduce delays at the interchange

The original project objectives and benefits as defined above remain unchanged and will be achieved with the project. The change in scope will also maintain the original project objectives and benefits as identified in the STP application where the scope change applies.

**REQUESTED CHANGE OF SCOPE**

Since the 2014 STP application, the Dakota County project management team has been working closely with the City of Rosemount and area stakeholders to evaluate additional needs along the CSAH 42 corridor. During the stakeholder involvement process and the geometric layout development process, it was identified that additional left turn lane accommodations would provide increased safety along the corridor.

This additional involvement and development yielded the following change to the original scope.

- Extend the project limits by 0.2 miles to the east
- Construct a left turn lane to a public entrance east of Conley Ave.
- Taper to existing 2-lane section after the entrance

Attached are the 2014 STIP application, the original project concept, and the proposed concept.

The scope change revision improvements as noted maintain the identified benefits as cited in the original application by providing additional safety measures to support left turning traffic to commercial destinations. It also provides additional separation between eastbound and westbound traffic on CSAH 42, which improves the safety of the corridor.

**MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE**

The overall original objectives and benefits remain unchanged and will be achieved with this project. Change in scope as defined in the new project limits will also maintain the original project objectives and benefits cited in the original application where the requested scope change applies.

| Table 1               | STP Applicaton   | Estimate     |  |  |  |
|-----------------------|--|--------------|--|--|--|
| Original Description: | CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.5 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68) | \$10,000,000 |  |  |  |

|               | Federal     | State | Other       | Total        |
|---------------|-------------|-------|-------------|--------------|
| 2016-2020 TIP | \$7,280,000 | \$0   | \$2,720,000 | \$10,000,000 |

|                      |  |              |  |  |  |
|----------------------|--|--------------|--|--|--|
| Table 2              | Revised Project Scope  | Estimate     |  |  |  |
| Revised Description: | CSAH 42, FROM 0.5 MILE EAST OF CSAH 71 TO 0.7 MILE E OF US 52 IN ROSEMOUNT- RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68) | \$12,500,000 |  |  |  |

|               | Federal     | State       | Other       | Total        |
|---------------|-------------|-------------|-------------|--------------|
| 2017-2021 TIP | \$7,280,000 | \$3,100,000 | \$2,120,000 | \$12,500,000 |

It should be noted that the draft 2017-2021 TIP includes a revised total cost estimate of \$12,400,000 due to more refined bridge and construction staging costs. The additional cost to accommodate the proposed extension is approximately \$100,000.

Dakota County would propose that the formal scope change request and the ability to retain federal funding levels for the project is allowed to move forward. If you have any questions, please contact me by phone at 952-891-7981 or by e-mail at [jacob.rezac@co.dakota.mn.us](mailto:jacob.rezac@co.dakota.mn.us).

Thank you.

Sincerely,

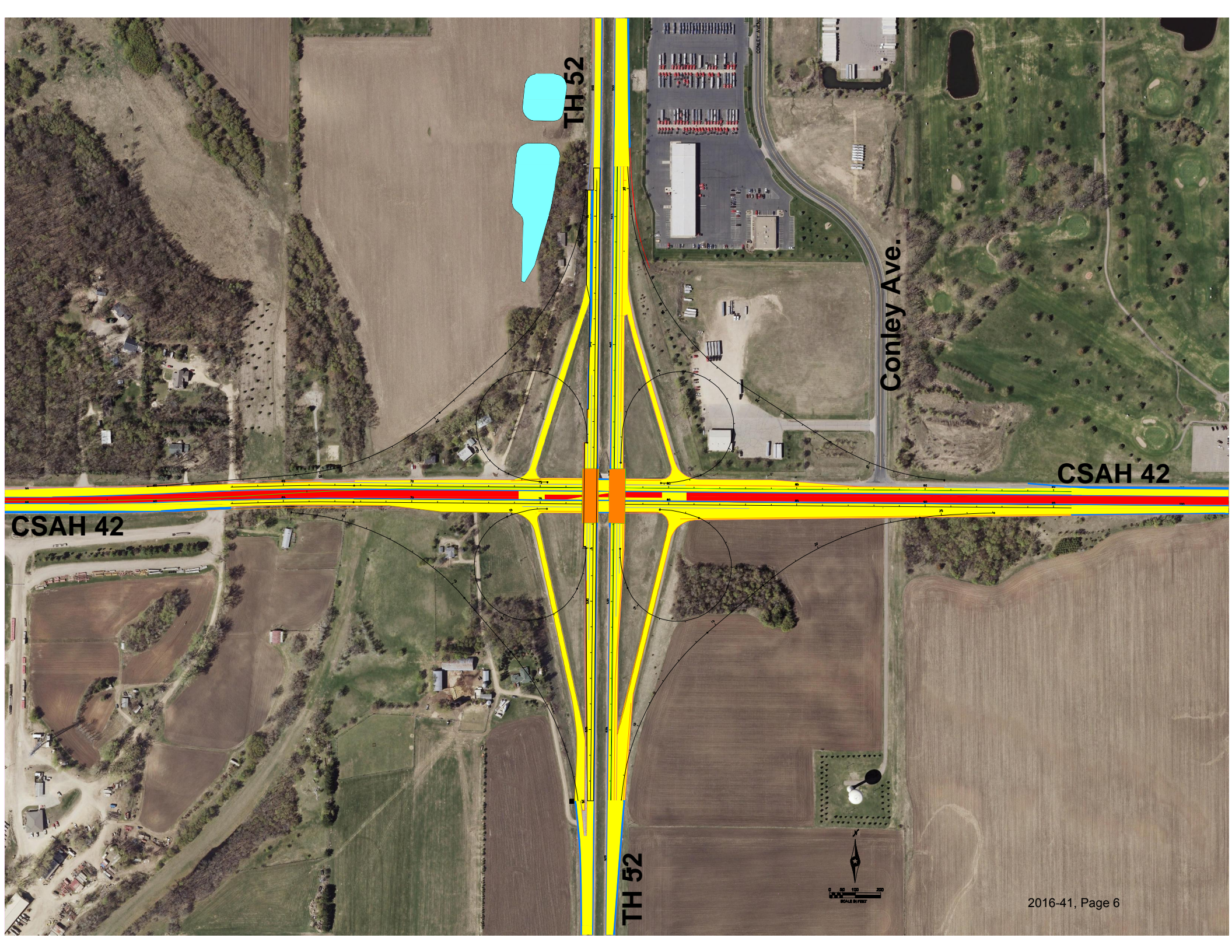


Jacob Rezac  
Project Manager

Cc: Mark Krebsbach, Dakota Co.  
Scott Eue, MnDOT Metro State Aid  
Colleen Brown, MnDOT State Aid

Enclosures: (1) 2014 STP Application Layout Concept  
(2) TH 52/CSAH 42 Interchange Concept with Proposed Extension  
(3) Updated TH 52/CSAH 42 Cost Estimate





TH 52

Conley Ave.

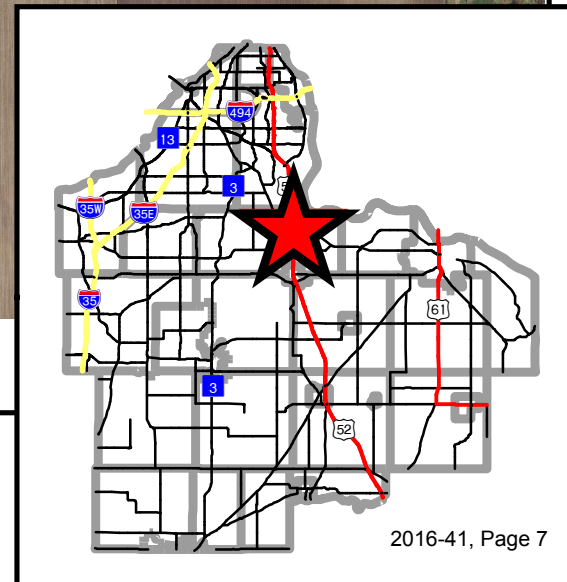
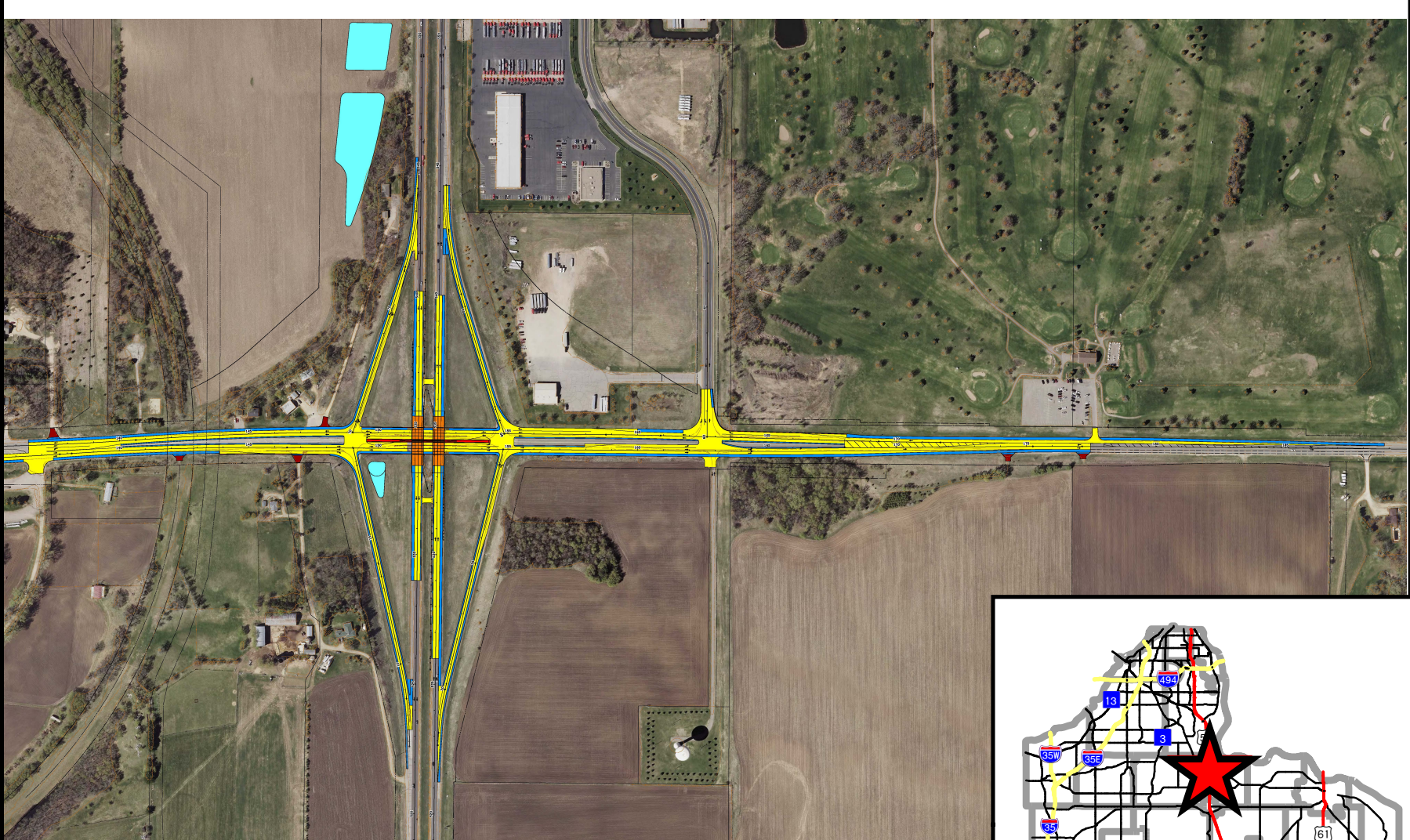
CSAH 42

CSAH 42

TH 52







# County Project 42-82

## Estimate of Project Costs

Fill out the scoping sheet below and provide the cost estimate for the project. Applicants are not required to fill out each row of the cost estimate. The list of project elements is meant to provide a framework to think about the types of costs that may be incurred from the project. The total cost should match the total cost reported for the project on the first page of this application. Costs for specific elements are solely used to help applicants come up with a more accurate total cost; adjustments to these specific costs are expected as the project is more fully developed. Please use 2013 cost estimates; the TAB may apply an inflation factor to awarded projects.

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b> |  |             |
|---|--|-------------|
| <b>Check all that apply</b>                         | <b>ITEM</b>  | <b>COST</b> |
| <b>Specific Roadway Elements</b>                    |  |             |
| <input checked="" type="checkbox"/>                 | Mobilization (approx. 5% of total cost)                    | \$550,000   |
| <input checked="" type="checkbox"/>                 | Removals (approx. 5% of total cost)                        | \$550,000   |
| <input checked="" type="checkbox"/>                 | Roadway (grading, borrow, etc.)                            | \$3,755,000 |
| <input checked="" type="checkbox"/>                 | Roadway (aggregates and paving)                            | \$3,000,000 |
| <input type="checkbox"/>                            | Subgrade Correction (muck)                                 | \$          |
| <input checked="" type="checkbox"/>                 | Storm Sewer  | \$375,000   |
| <input checked="" type="checkbox"/>                 | Ponds  | \$250,000   |
| <input checked="" type="checkbox"/>                 | Concrete Items (curb & gutter, sidewalks, median barriers) | \$400,000   |
| <input checked="" type="checkbox"/>                 | Traffic Control  | \$75,000    |
| <input checked="" type="checkbox"/>                 | Striping   | \$100,000   |
| <input checked="" type="checkbox"/>                 | Signing  | \$45,000    |
| <input checked="" type="checkbox"/>                 | Lighting   | \$250,000   |
| <input checked="" type="checkbox"/>                 | Turf - Erosion & Landscaping                               | \$50,000    |
| <input checked="" type="checkbox"/>                 | Bridge   | \$3,100,000 |
| <input type="checkbox"/>                            | Retaining Walls  | \$          |
| <input type="checkbox"/>                            | Noise Wall   | \$          |
| <input type="checkbox"/>                            | Traffic Signals  | \$          |
| <input type="checkbox"/>                            | Wetland Mitigation   | \$          |
| <input type="checkbox"/>                            | Other Natural and Cultural Resource Protection             | \$          |
| <input type="checkbox"/>                            | RR Crossing  | \$          |
| <input type="checkbox"/>                            | Roadway Contingencies                                      | \$          |
| <input type="checkbox"/>                            | Other Roadway Elements                                     | \$          |
| <b>Specific Bicycle and Pedestrian Elements</b>     |  |             |
| <input type="checkbox"/>                            | Path/Trail Construction                                    | \$          |
| <input type="checkbox"/>                            | Sidewalk Construction                                      | \$          |
| <input type="checkbox"/>                            | On-Street Bicycle Facility Construction                    | \$          |
| <input type="checkbox"/>                            | Right-of-Way   | \$          |
| <input type="checkbox"/>                            | Pedestrian Curb Ramps (ADA)                                | \$          |
| <input type="checkbox"/>                            | Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)     | \$          |
| <input type="checkbox"/>                            | Pedestrian-scale Lighting                                  | \$          |



|  |   |                     |
|--|---|---------------------|
| <input type="checkbox"/>                 | Streetscaping   | \$                  |
| <input type="checkbox"/>                 | Wayfinding  | \$                  |
| <input type="checkbox"/>                 | Bicycle and Pedestrian Contingencies  | \$                  |
| <input type="checkbox"/>                 | Other Bicycle and Pedestrian Elements   | \$                  |
| <b>Specific Transit and TDM Elements</b> |   |                     |
| <input type="checkbox"/>                 | Fixed Guideway Elements   | \$                  |
| <input type="checkbox"/>                 | Stations, Stops, and Terminals  | \$                  |
| <input type="checkbox"/>                 | Support Facilities  | \$                  |
| <input type="checkbox"/>                 | Transit Systems (e.g. communications, signals, controls, fare collection, etc.) | \$                  |
| <input type="checkbox"/>                 | Vehicles  | \$                  |
| <input type="checkbox"/>                 | Transit and TDM Contingencies   | \$                  |
| <input type="checkbox"/>                 | Other Transit and TDM Elements  | \$                  |
| <b>TOTAL CONSTRUCTION COST</b>           |   | \$                  |
|  |   |                     |
| <b>Transit Operating Costs</b>           |   |                     |
| <input type="checkbox"/>                 | Transit Operating Costs   | \$                  |
| <b>TOTAL TRANSIT OPERATING COST</b>      |   | \$                  |
|  |   |                     |
| <b>TOTAL COST</b>                        |   | <b>\$12,500,000</b> |