



Project Fee Estimate

Client:		City of Blaine																		Date:		7/5/2022		
Project:		TH 65 Access Improvements at 99th Ave NE and 109th Ave NE - Phase 1B Preliminary Design and Layout																		By:		JMW		
Task	Task Description	Estimated Person Hours Required																	Total Hours TKDA	Total Dollars TKDA	Total Hours HDR*	Total Dollars HDR*	Total TEAM Hours	Total TEAM Dollars
		PM	Surveys		Roadway			Drainage			Bridge/Retaining Walls				Utilities		QA	Admin.						
		Sr Reg Eng	ES I	Planner	Reg Eng	ES I	Grad	Sr Reg Eng	ES I	Reg Eng	Sr Planner	Sr Reg Eng	Reg Eng	Grad Eng	Sr Reg Eng	Grad Eng	Sr Reg Eng	Tech II						
		\$ 224	\$ 127	\$ 100	\$ 132	\$ 166	\$ 106	\$ 183	\$ 126	\$ 108	\$ 117	\$ 157	\$ 113	\$ 88	\$ 194	\$ 95	\$ 194	\$ 83						
1 Project Management																								
1.1	Overall Project Management																							
	Day-to-day project management	90																90	\$ 20,160					
	Invoices and progress reports	30																30	\$ 6,720					
	Generate/Update Project Schedule	32																32	\$ 7,168					
	Internal Staff Meetings	15				15		15			8	15			15		8	91	\$ 16,348					
1.2	QA / QC																							
	Preliminary Layout	2			20		20	4	4		4				2		6	62	\$ 8,464					
	Preliminary Bridge Plans											50	96				4	150	\$ 19,474					
	SUBTOTAL HOURS	169	-	-	20	15	20	19	4	-	12	65	96	-	17	-	18	-	455		464		919	
	SUBTOTAL COST	\$ 37,856	\$ -	\$ -	\$ 2,640	\$ 2,490	\$ 2,120	\$ 3,477	\$ 504	\$ -	\$ 1,404	\$ 10,205	\$ 10,848	\$ -	\$ 3,298	\$ -	\$ 3,492	\$ -		\$ 78,334		\$ 105,528		\$ 183,862
2 Public and Agency Involvement																								
2.1	Kick-off and Monthly PMT Meetings (1+14 = 15 meetings)	70			20	20		30			12	54			54		4	30	294	\$ 50,754				
2.2	Public Open House Meetings (2) [HDR Leading]	8					4	4			4							20	\$ 3,416					
2.3	City Council Meetings (4)	8					2											10	\$ 2,004					
2.4	Agency Coordination Meetings (2 Mtgs assumed)	4						4	8	8								24	\$ 3,500					
	Prop. Owner Meetings (20 Mtgs assumed)	20						16			4							40	\$ 7,876					
2.5	Utility Coordination																							
	Utility Coordination Mtg				2										9	3		14	\$ 2,295					
2.6	Project Web Site (Initial plus updates) [HDR]																	-	\$ -					
	SUBTOTAL HOURS	110	-	-	22	20	6	54	8	8	20	54	-	-	63	3	4	30	402		809		1,211	
	SUBTOTAL COST	\$ 24,640	\$ -	\$ -	\$ 2,904	\$ 3,320	\$ 636	\$ 9,882	\$ 1,008	\$ 864	\$ 2,340	\$ 8,478	\$ -	\$ -	\$ 12,222	\$ 285	\$ 776	\$ 2,490		\$ 69,845		\$ 130,145		\$ 199,990
3 Environmental Documentation																								
	No TKDA hours - See HDR Fee Estimate																	-	\$ -					
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		190		190	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 25,921		\$ 25,921
4 Noise Analysis																								
	No TKDA hours - See HDR Fee Estimate																	-	\$ -					
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		582		582	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 87,677		\$ 87,677
5 Surveying and Mapping																								
5.1	Surveying/Mapping/Basemap for new areas		90	30										30		42		30	222	\$ 23,550				
5.2	Control for Platting (EG Rud - see Subconsultant section below)																							
	SUBTOTAL HOURS	-	90	30	-	-	-	-	-	-	-	-	-	30	-	42	-	30	222		-		222	
	SUBTOTAL COST	\$ -	\$ 11,430	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,640	\$ -	\$ 3,990	\$ -	\$ 2,490		\$ 23,550		\$ -		\$ 23,550



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Task	Task Description	Estimated Person Hours Required																	Total Hours TKDA	Total Dollars TKDA	Total Hours HDR*	Total Dollars HDR*	Total TEAM Hours	Total TEAM Dollars	
		PM	Surveys		Roadway			Drainage			Bridge/Retaining Walls				Utilities		QA	Admin.							
		Sr Reg Eng	ES I	Planner	Reg Eng	ES I	Grad	Sr Reg Eng	ES I	Reg Eng	Sr Planner	Sr Reg Eng	Reg Eng	Grad Eng	Sr Reg Eng	Grad Eng	Sr Reg Eng	Tech II							
		\$ 224	\$ 127	\$ 100	\$ 132	\$ 166	\$ 106	\$ 183	\$ 126	\$ 108	\$ 117	\$ 157	\$ 113	\$ 88	\$ 194	\$ 95	\$ 194	\$ 83							
6 Geotechnical Information																									
6.1		Geotechnical Analysis (Braun Intertec - see Subconsultant section below)																							
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	
7 Investigate/Incorporate VE Study Recommendations																									
7.3		Investigate / Incorporate VE Study Recommendations		60			60	200	40	80	40									480	\$ 78,480				
	SUBTOTAL HOURS			60	-	-	60	200	40	80	40	-	-	-	-	-	-	-	-	480		262		742	
	SUBTOTAL COST			\$ 13,440	\$ -	\$ -	\$ 7,920	\$ 33,200	\$ 4,240	\$ 14,640	\$ 5,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 78,480		\$ 38,064		\$ 116,544
8 Identify Agency Approvals/Permits																									
8.1.		Wetland Delineation								4										4	\$ 732				
8.2.		Permits and Approval Identification								4	2									6	\$ 984				
	SUBTOTAL HOURS			-	-	-	-	-	-	8	2	-	-	-	-	-	-	-	-	10				10	
	SUBTOTAL COST			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,464	\$ 252	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,716		\$ -		\$ 1,716
9 Staging and Timing Review																									
		No Tasks in Phase 1B																		-	\$ -				
	SUBTOTAL HOURS			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		-	
	SUBTOTAL COST			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -
10 Design Study Report																									
10.1		Draft Design Memorandum		4			24													28	\$ 4,064				
10.1		Final Design Memorandum		4			16													20	\$ 3,008				
	SUBTOTAL HOURS			8	-	-	40	-	-	-	-	-	-	-	-	-	-	-	-	48		-		48	
	SUBTOTAL COST			\$ 1,792	\$ -	\$ -	\$ 5,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,072		\$ -		\$ 7,072
11 Identify R/W Needs																									
		No Tasks in Phase 1B																		-	\$ -	-	\$ -		
	SUBTOTAL HOURS			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		-	
	SUBTOTAL COST			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -
12 Utility Identification and Relocation																									
12.1		Utility Identification																							
	Coordinate with SUE Subcontractor														6	-				6	\$ 1,164				
	Verify Existing Utilities/Conflicts with Utility Owners														10	20				30	\$ 3,840				
SUE (T2 - see Subconsultant section below)																									
12.2		Utility Relocation																							
	Private Utility Contacts														80	-				80	\$ 15,520	-	\$ -		
	SUBTOTAL HOURS			-	-	-	-	-	-	-	-	-	-	-	-	96	20	-	-	116		-		116	
	SUBTOTAL COST			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,624	\$ 1,900	\$ -	\$ -		\$ 20,524		\$ -		\$ 20,524



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		PM	Surveys		Roadway			Drainage			Bridge/Retaining Walls				Utilities		QA	Admin.						
		Sr Reg Eng	ES I	Planner	Reg Eng	ES I	Grad	Sr Reg Eng	ES I	Reg Eng	Sr Planner	Sr Reg Eng	Reg Eng	Grad Eng	Sr Reg Eng	Grad Eng	Sr Reg Eng	Tech II						
		\$ 224	\$ 127	\$ 100	\$ 132	\$ 166	\$ 106	\$ 183	\$ 126	\$ 108	\$ 117	\$ 157	\$ 113	\$ 88	\$ 194	\$ 95	\$ 194	\$ 83						
13 Preliminary Design/Geometric Layout																								
13.1	Refine corridor design and Generate Level 1 Geometric Layout	80			620	440	660												1,800	\$ 242,760	-	\$ -		
	SUBTOTAL HOURS	80	-	-	620	440	660	-	-	-	-	-	-	-	-	-	-	-	1,800		1,956		3,756	
	SUBTOTAL COST	\$ 17,920	\$ -	\$ -	\$ 81,840	\$ 73,040	\$ 69,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 242,760		\$ 284,789		\$ 527,549
14. Bridge Design																								
14.1.	Identify Preferred Bridge Type (99th, 105th, 117th - all twin bridges)																							
	Bridge Type Study (3 Options)										24	60	120					8	212	\$ 21,772				
14.2.	Architectural and Aesthetic Elements																							
	Coordinate with MnDOT Bridge Architectural Specialist										12	20	20						52	\$ 5,904				
14.3.	Prepare Bridge Plans (99th, 105th, 117th - all twin bridges)																							
	Preliminary Bridge Plans																							
	General Plan and Elevation										20	60	120						200	\$ 20,480				
	Typical Section										8	24	40						72	\$ 7,488				
	Aesthetic Details										8	40	60						108	\$ 11,056				
	Geometry and Design Data Details										16	60	96						172	\$ 17,740				
	Incorporate preliminary bridge plan comments											32	64						96	\$ 9,248				
14.4	Coordinate with MnDOT Bridge Office																							
	Bridge Office Review and Comment Resolution										12	20	20						52	\$ 5,904				
14.5.	Coordinate with Roadway Plans																							
	Retaining Wall Coordination, Design Discipline Review and Comment Resolution										12	24	24						60	\$ 6,708				
14.6.	Visual Quality Manual - <i>ADDITIONAL SERVICE</i>																							
	Introduction and Project Context										60				20			56	136	\$ 15,548				
	Design Requirements for Visual Quality Elements	20									180	20		20	60			60	360	\$ 47,060				
	SUBTOTAL HOURS	20	-	-	-	-	-	-	-	-	240	132	340	584	80	-	-	124	1,520		581		2,101	
	SUBTOTAL COST	\$ 4,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,080	\$ 20,724	\$ 38,420	\$ 51,392	\$ 15,520	\$ -	\$ -	\$ 10,292		\$ 168,908		\$ 106,081		\$ 274,989
15 Traffic Forecasting																								
	<i>No TKDA hours - See HDR Fee Estimate</i>									-	-								-	\$ -				
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		-	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -
16 Traffic Studies																								
	<i>No TKDA hours - See HDR Fee Estimate</i>									-	-								-	\$ -				
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		790		790	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 108,858		\$ 108,858
17 Traffic Management Plan																								
	<i>No Tasks in Phase 1B</i>																		-	\$ -				
	SUBTOTAL HOURS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-		-	
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -



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		PM	Surveys		Roadway			Drainage			Bridge/Retaining Walls				Utilities		QA	Admin.							
		Sr Reg Eng	ES I	Planner	Reg Eng	ES I	Grad	Sr Reg Eng	ES I	Reg Eng	Sr Planner	Sr Reg Eng	Reg Eng	Grad Eng	Sr Reg Eng	Grad Eng	Sr Reg Eng	Tech II							
		\$ 224	\$ 127	\$ 100	\$ 132	\$ 166	\$ 106	\$ 183	\$ 126	\$ 108	\$ 117	\$ 157	\$ 113	\$ 88	\$ 194	\$ 95	\$ 194	\$ 83							
18	Hydraulic Design																								
18.3	Hydraulic Design and Modeling of Preferred Alternative																								
	Storm Sewer, Culvert, Ditch Design and Modeling							60	160	240									460	\$ 57,060					
	Pond Design and Modeling							100	220	120									440	\$ 58,980					
18.4	Prepare Draft Final Hydraulic Design Report							24	8									8	40	\$ 6,064					
	SUBTOTAL HOURS	-	-	-	-	-	-	184	388	360	-	-	-	-	-	-	-	8	940		-		940		
	SUBTOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,672	\$ 48,888	\$ 38,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 664		\$ 122,104		\$ -			\$ 122,104
	TOTAL LABOR HOURS																		5,993		5,634		11,627		
	TOTAL LABOR COSTS																		\$ 813,293		\$ 887,065		\$ 1,700,356		
Expenses:																									
Direct Expenses																				\$ 1,490		\$ 19,960		\$ 21,450	
Drone Fee																								\$ 2,000	
Subconsultant - EG Rud: Set Control for Platting (Task 5.2)																								\$ 428	
Subconsultant - Braun Intertec: Geotechnical Task 6																								\$ 207,590	
Subconsultant - T2: SUE Task 12.1																								\$ 11,800	
TOTAL TKDA TEAM PROJECT COST																				\$ 814,783		\$ 907,025		\$ 1,943,624	

- ASSUMPTIONS:
1. Given the ongoing efforts to secure funding to construct areas beyond just 99th Avenue and the West Frontage Road, the Traffic Management Plan tasks (that rely on knowing limits of each construction project) have been removed from the Phase 1B scope and will be included in the future Phase 2 scope (when project limits are known).
 2. The Survey and Basemapping Task now incorporates survey and mapping needs for areas outside the original project limits including re-aligned West Frontage Road, additional coverage on 109th and 105th Avenues, and the north and south project termini on TH 65.
 3. Based on MnDOT input from PMT Meetings, completion of a project Visual Quality Manual has been added the project scope.
 4. While awaiting the report presenting the recommendations of the VE Study group, we have included a presumed number of hours for analyzing and incorporating desired recommendations in Task 7.

City of Blaine

Trunk Highway 65 Access Improvments at 99th Avenue NE and CSAH 12 (109th Ave NE) Phase IB

DATE07/05/22

HDR OH154.88%

FEE13.0%

HDR COST PROPOSAL BREAKDOWN

TASK NO.	TASKS AND DESCRIPTION	RESOURCE CATEGORIES																							HRS		COSTS					
																									TOTAL HOURS	DIRECT LABOR COST	OVERHEAD COST	FEE	TOTAL COST			
		Sr. Project Manager	Sr. Roadway Engineer	Roadway Engineer II	Roadway Engineer I	Sr. Environmental Specialist	Environmental Specialist I	GIS Specialist II	Wetland Specialist II	Sr. Public Involvement Coordinator	Public Involvement Coordinator	Graphics Designer II	Sr. Bridge Engineer	Bridge Engineer	Bridge CAD Specialist	Sr. Traffic Engineer		Traffic Engineer II	Traffic EIT	Sr. Forecaster	Sr Noise Specialist	Noise Specialist II	Visualization Specialist	Project Controller						Project Coordinator		
	Raw Hourly Rates	\$90.00	\$76.00	\$44.00	\$36.00	\$62.00	\$37.00	\$45.00	\$42.00	\$67.00	\$37.00	\$45.00	\$77.00	\$50.00	\$67.00	\$78.00	\$0.00	\$46.00	\$38.00	\$77.00	\$70.00	\$46.00	\$52.00	\$43.00	\$31.00							
1	Project Management																															
1.1	Administration	100																							60	20	180	\$ 12,200	\$ 18,895	\$ 4,042	\$ 35,138	
1.2	General Coordination	100																									100	\$ 9,000	\$ 13,939	\$ 2,982	\$ 25,921	
1.3	Quality Assurance and Quality Control		80																								80	\$ 6,080	\$ 9,417	\$ 2,015	\$ 17,511	
1.4	Schedule_Dashboard	104																									104	\$ 9,360	\$ 14,497	\$ 3,101	\$ 26,958	
																											0	\$ -	\$ -	\$ -	\$ -	
	Subtotal	304	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	20	464	\$ 36,640	\$ 56,748	\$ 12,140	\$ 105,528	
2	Public and Agency Involvement																															
2.1	PMT Meetings	45	21			10				10			4														90	\$ 7,244	\$ 11,220	\$ 2,400	\$ 20,864	
2.2	Project Mailings									3	12	24															39	\$ 1,725	\$ 2,672	\$ 572	\$ 4,968	
2.3	Public Open House	8	8	16		4				30	50	90															206	\$ 10,190	\$ 15,782	\$ 3,376	\$ 29,349	
2.4	City Council Meetings	8	8							4	10	20															50	\$ 2,866	\$ 4,439	\$ 950	\$ 8,254	
2.5	Public Advisory Committee Meetings and Local Official Briefings	8	8	16						10	26	30															98	\$ 5,014	\$ 7,766	\$ 1,661	\$ 14,441	
2.6	Agency and Property Owner Coordination	30	40	20		10							6			10											116	\$ 8,482	\$ 13,137	\$ 2,810	\$ 24,429	
2.7	Project Web Site									6	12	12															30	\$ 1,386	\$ 2,147	\$ 459	\$ 3,992	
2.8	Visual Simulation																								180		180	\$ 8,280	\$ 12,824	\$ 2,744	\$ 23,848	
																											0	\$ -	\$ -	\$ -	\$ -	
	Subtotal	99	85	52	0	24	0	0	0	63	110	176	10	0	0	10	0	0	0	0	0	0	180	0	0	0	809	\$ 45,187	\$ 69,986	\$ 14,972	\$ 130,145	
3	Environmental Documentation																															
3.1	NO WORK																										0	\$ -	\$ -	\$ -	\$ -	
3.2	NO WORK																										0	\$ -	\$ -	\$ -	\$ -	
3.3	NO WORK																										0	\$ -	\$ -	\$ -	\$ -	
3.4	Draft Non-Programmatic Categorical Exclusion	20		10		20	60	30	20																		160	\$ 7,890	\$ 12,220	\$ 2,614	\$ 22,724	
3.5	ADA and Publish						10				20																30	\$ 1,110	\$ 1,719	\$ 368	\$ 3,197	
3.6																											0	\$ -	\$ -	\$ -	\$ -	
																											0	\$ -	\$ -	\$ -	\$ -	
	Subtotal	20	0	10	0	20	70	30	20		20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	\$ 9,000	\$ 13,939	\$ 2,982	\$ 25,921		
4	Noise Analysis																															
4.1	Develop Receptor Sites																										0	\$ -	\$ -	\$ -	\$ -	
4.2	Noise Monitoring																										0	\$ -	\$ -	\$ -	\$ -	
4.3	Noise Impact Modeling - Update Existing and No-Build, Preferred Alternative																					20	80				100	\$ 5,080	\$ 7,868	\$ 1,683	\$ 14,631	
4.4	Noise Mitigation Modeling for Preferred Alteranative																					8	24				32	\$ 1,664	\$ 2,577	\$ 551	\$ 4,793	
4.5	Draft Noise Report																					8	24				32	\$ 1,664	\$ 2,577	\$ 551	\$ 4,793	
4.6	Final Noise Report	4																				8	24				36	\$ 2,024	\$ 3,135	\$ 671	\$ 5,829	
4.7	Solicit Benefited Receptors & Document Results	8								60												8	60				136	\$ 8,060	\$ 12,483	\$ 2,671	\$ 23,214	
4.8	Community Noise Engagement	8								30	50	90										8	60				246	\$ 11,950	\$ 18,508	\$ 3,960	\$ 34,418	
																											0	\$ -	\$ -	\$ -	\$ -	
																											0	\$ -	\$ -	\$ -	\$ -	
	Subtotal	20	0	0	0	0	0	0	0	90	50	90	0	0	0	0	0	0	0	0	0	60	272	0	0	0	582	\$ 30,442	\$ 47,149	\$ 10,087	\$ 87,677	
5	Surveys and Mapping																															
5.1	No HDR WORK																										0	\$ -	\$ -	\$ -	\$ -	
																											0	\$ -	\$ -	\$ -	\$ -	
	Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -	

DIRECT EXPENSES									COSTS	
Mileage	Advertisements	Dashboard Access	Equipment Rental	Refreshments	Web hosting	Information Boards	Printing / Plotting	Mailings	Traffic Counts	
Mile	Each	User/2	DAY	Meetin	YR	LS	LS	LS		
\$0.560	\$100.00	\$480.00	\$150.00	\$50.00	\$25.00	\$100.00	\$1.00	\$1.00		
										\$ -
										\$ -
										\$ -
		10								\$ 4,800
										\$ -
0	0	10	0	0	0	0	0	0		
\$ -	\$ -	\$ 4,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,800
160									\$ -	\$ 90
160	1		1	3	2	10	1000	2500		\$ 5,000
160										\$ 2,540
120										\$ -
1200										\$ 67
										\$ -
										\$ -
										\$ -
1640	1	0	1	3	2	10	3500	2500		
\$ 918.40	\$ 100	\$ -	\$ 150	\$ 150	\$ 50	\$ 1,000	\$ 3,500	\$ 2,500	\$ -	\$ 8,368
									\$ -	\$ -
										\$ -
										\$ -
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City of Blaine

Trunk Highway 65 Access Improvments at 99th Avenue NE and CSAH 12 (109th Ave NE) Phase IB

DATE07/05/22

HDR OH154.88%

FEE13.0%

HDR COST PROPOSAL BREAKDOWN

TASK NO.		TASKS AND DESCRIPTION	RESOURCE CATEGORIES																								HRS	COSTS																										
			Sr. Project Manager	Sr. Roadway Engineer	Roadway Engineer II	Roadway Engineer I	Sr. Environmental Specialist	Environmental Specialist I	GIS Specialist II	Wetland Specialist II	Sr. Public Involvement Coordinator	Public Involvement Coordinator	Graphics Designer II	Sr. Bridge Engineer	Bridge Engineer	Bridge CAD Specialist	Sr. Traffic Engineer		Traffic Engineer II	Traffic EIT	Sr. Forecaster	Sr Noise Specialist	Noise Specialist II	Visualization Specialist	Project Controller	Project Coordinator		TOTAL HOURS	DIRECT LABOR COST	OVERHEAD COST	FEE	TOTAL COST																						
Raw Hourly Rates		\$90.00	\$76.00	\$44.00	\$36.00	\$62.00	\$37.00	\$45.00	\$42.00	\$67.00	\$37.00	\$45.00	\$77.00	\$50.00	\$67.00	\$78.00	\$0.00	\$46.00	\$38.00	\$77.00	\$70.00	\$46.00	\$52.00	\$43.00	\$31.00																													
6		Geotechnical Information																																																				
6.1		No HDR WORK																								0	\$ -	\$ -	\$ -	\$ -																								
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		Subtotal																								0	\$ -	\$ -	\$ -	\$ -																								
7		Investigate/Incorporate VE Study Recommendations																																																				
7.1		Study/Incorporate VE Study Recommendations																								10	50	60	80							12		20	30						262	\$ 13,216	\$ 20,469	\$ 4,379	\$ 38,064					
																										0	\$ -	\$ -	\$ -	\$ -																								
		Subtotal																								10	50	60	80	0	0	0	0	0	0	0	0	0	0	12	0	20	30	0	0	0	0	0	0	262	\$ 13,216	\$ 20,469	\$ 4,379	\$ 38,064
8		Identify and Obtain Agency Approvals																																																				
8.1		No HDR WORK																								0	\$ -	\$ -	\$ -	\$ -																								
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9		Staging and Timing Review																																																				
9.3.1		Meeting																								0	\$ -	\$ -	\$ -	\$ -																								
9.3.2		Model 3 Staging Alternatives																								0	\$ -	\$ -	\$ -	\$ -																								
9.3.3		Estimate Traffic Pattern changes																								0	\$ -	\$ -	\$ -	\$ -																								
9.3.4		Calculate Road User Cost and Delay																								0	\$ -	\$ -	\$ -	\$ -																								
9.3.5		Compute Add'l Construction costs																								0	\$ -	\$ -	\$ -	\$ -																								
9.3.6		Develop balanced peak hour volumes																								0	\$ -	\$ -	\$ -	\$ -																								
		Subtotal																								0	\$ -	\$ -	\$ -	\$ -																								
13		Preliminary Design/Staff Approved Layout																																																				
13.1		30 %Prepare Cost Estimates																								24	40	60																124	\$ 5,744	\$ 8,896	\$ 1,903	\$ 16,544						
		60 %Prepare Cost Estimates																																									0	\$ -	\$ -	\$ -	\$ -							
		95 %Prepare Cost Estimates																																									0	\$ -	\$ -	\$ -	\$ -							
		100 %Prepare Cost Estimates																																									0	\$ -	\$ -	\$ -	\$ -							
13.2		Construction Limit Design Level																																									0	\$ -	\$ -	\$ -	\$ -							
		Staff Approved Level 1 Layout																								80	380	570	610								52		80	60						1832	\$ 93,136	\$ 144,249	\$ 30,860	\$ 268,245				
		30% Plan Preparation																																									0	\$ -	\$ -	\$ -	\$ -							
		60% Plan Preparation																																								0	\$ -	\$ -	\$ -	\$ -								
		95 % Plan Preparation																																								0	\$ -	\$ -	\$ -	\$ -								
13.3		Final Plan																																								0	\$ -	\$ -	\$ -	\$ -								
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		Subtotal																								80	404	610	670	0	0	0	0	0	0	0	0	0	0	52	0	80	60	0	0	0	0	0	0	1,956	\$ 98,880	\$ 153,145	\$ 32,763	\$ 284,789
14		Bridge Plans																																																				
14.1		Identify Preferred Bridge Type																								8	8	16								24	52	24									132	\$ 8,088	\$ 12,527	\$ 2,680	\$ 23,295			
14.2		Architectural and Aesthetic Elements																																6	9	24							39	\$ 2,520	\$ 3,903	\$ 835	\$ 7,258							
14.3		Preliminary Bridge Plan																								8	8	16								60	102	216							410	\$ 26,224	\$ 40,616	\$ 8,689	\$ 75,529					
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		Subtotal																								16	16	32	0	0	0	0	0	0	0	0	90	163	264	0	0	0	0	0	0	0	0	0	581	\$ 36,832	\$ 57,045	\$ 12,204	\$ 106,081	

DIRECT EXPENSES									COSTS	
Mileage	Advertisements	Dashboard Access	Equipment Rental	Refreshments	Web hosting	Information Boards	Printing / Plotting	Mailings	Traffic Counts	
Mile	Each	User/2	DAY	Meetin	YR	LS	LS	LS		
\$0.560	\$100.00	\$480.00	\$150.00	\$50.00	\$25.00	\$100.00	\$1.00	\$1.00		
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City of Blaine

Trunk Highway 65 Access Improvments at 99th Avenue NE and CSAH 12 (109th Ave NE) Phase IB

DATE07/05/22

HDR OH154.88%

FEE13.0%

HDR COST PROPOSAL BREAKDOWN

TASK NO.	TASKS AND DESCRIPTION	RESOURCE CATEGORIES																								HRS	COSTS			
	Labor Descriptions	Sr. Project Manager	Sr. Roadway Engineer	Roadway Engineer II	Roadway Engineer I	Sr. Environmental Specialist	Environmental Specialist I	GIS Specialist II	Wetland Specialist II	Sr. Public Involvement Coordinator	Public Involvement Coordinator	Graphics Designer II	Sr. Bridge Engineer	Bridge Engineer	Bridge CAD Specialist	Sr. Traffic Engineer		Traffic Engineer II	Traffic EIT	Sr. Forecaster	Sr Noise Specialist	Noise Specialist II	Visualization Specialist	Project Controller	Project Coordinator	TOTAL HOURS	DIRECT LABOR COST	OVERHEAD COST	FEE	TOTAL COST
		Raw Hourly Rates	\$90.00	\$76.00	\$44.00	\$36.00	\$62.00	\$37.00	\$45.00	\$42.00	\$67.00	\$37.00	\$45.00	\$77.00	\$50.00	\$67.00	\$78.00	\$0.00	\$46.00	\$38.00	\$77.00	\$70.00	\$46.00	\$52.00	\$43.00					
15	Traffic Forecasting																													
15.1																										0	\$ -	\$ -	\$ -	\$ -
																										0	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
16	Traffic Studies																													
16.1/16.2	Freeway and Arterial Operations	8														48		72	124							252	\$ 12,488	\$ 19,341	\$ 4,138	\$ 35,967
	Technical Memorandum	4														6		20	20							50	\$ 2,508	\$ 3,884	\$ 831	\$ 7,223
16.3	ICE Report	8														60		180	240							488	\$ 22,800	\$ 35,313	\$ 7,555	\$ 65,667
																										0	\$ -	\$ -	\$ -	\$ -
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	Subtotal	20	0	0	0	0	0	0	0	0	0	0	0	0	0	114	0	272	384	0	0	0	0	0	0	790	\$ 37,796	\$ 58,538	\$ 12,523	\$ 108,858
17	Traffic Management Plan																													
17.1	Layout Alternatives TMP																									0	\$ -	\$ -	\$ -	\$ -
17.2	Final TMP																									0	\$ -	\$ -	\$ -	\$ -
17.3	Local Road TMP Analysis & Detour Analysis																									0	\$ -	\$ -	\$ -	\$ -
17.4	Travel Demand Modeling																									0	\$ -	\$ -	\$ -	\$ -
17.4.1	Stakeholder Involvement																									0	\$ -	\$ -	\$ -	\$ -
17.4.2	Travel Demand Modeling																									0	\$ -	\$ -	\$ -	\$ -
17.4.3	Mitigation Development (40 intersections)																									0	\$ -	\$ -	\$ -	\$ -
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	Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
																									DLC	OH	FEE	TOTAL		
																									\$ 307,993	\$ 477,020	\$ 102,052	\$ 887,065		
																									TOTAL EXPENSES				\$ 17,660	
																									GRAND TOTAL SUBCONSULTANTS				\$ 2,300	
																									GRAND TOTAL ESTIMATED COST				\$ 907,025	

Assumptions:

- 1.4 Assumes up to 10 dashboard users for two years
- 2.2 1000 postcards, 1500 letters
- 2.3 1 virtual meeting and 1 3-hour in-person meeting, up to 4 HDR staff attend, prepare meeting summaries, \$100 advertising, \$100 in refreshments, web hosting for 1 year, \$150 equipment/facility fees, \$1000 printing, up to 10 info boards
- 2.5 1 2- hour PAC meeting and 1 1.5-hour local officials briefing, both in-person, \$50 in refreshments, attended by up to 3 HDR staff, no cost facility
- 2.6 Assumes 30 -1 hour meetings with 1/5 hour prep and 1 hour travel time attended by one person
- 2.7 Monthly website updates for 1 year
- 4.8 1 3-hour in-person meeting, up to 4 HDR staff attend, in-person, prepare meeting summary, \$100 advertising, \$100 in refreshments, \$1000 printing, up to 5 additional info boards, up to 1500 letter mailings; 3 1-hourCNE meetings, in-person, up to 2 HDR staff participate, meeting summaries,
- 13.2 Assumes an one two hour Over-the-Shoulder meeting with GDSU
- 13.2 Assumes a Draft and Final Layout submitted to MnDOT North Area District, Anoka County and City of Blaine. Assumes one compiled set of comments
- 13.2 Assumes Draft and Final layouts submitted to GDSU with comments from MnDOT North Area District, Anoka County and Blaine incorporated
- 13.2 Assumes that the Value Engineering study will not change the interchange type, major design elements(assumed profile of 65, number of lanes, access locations) or typical section of any of the roadways.
- 13.2 Includes 40 hours for the Roadway Lead to evalute and produce a combined (HDR and TKDA)response to the VE recommendations
- 13.2 Includes Draft and Final Engineers Estimate
- 14.1 Assumes analyzing 3 possible bridge solutions (1 span, 2 span, 3rd lane each way, and MSE wall abuts). Includes analyzing staging requirements
- 14.1 Includes Bridge Type Selection Report and Preliminary Cost Estimates/ Screening Criteria and Coordination with Roadway/ MnDOT Bridge Office
- 14.2 Assumes Aesthetic Design Review/ Coordination of Bridge Aesthetic Detials (Abut, Pier, Wingwalls)
- 14.3 Assumes Twin Bridges/ 2 prelim plan bridge sets required. Assumes staging construction plans and sections required

DIRECT EXPENSES									COSTS	
Mileage	Advertisements	Dashboard Access	Equipment Rental	Refreshments	Web hosting	Information Boards	Printing / Plotting	Mailings	Traffic Counts	
Mile	Each	User/2	DAY	Meetin	YR	LS	LS	LS		
\$0.560	\$100.00	\$480.00	\$150.00	\$50.00	\$25.00	\$100.00	\$1.00	\$1.00		
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\$ 1,210	\$ 200	\$ 4,800	\$ 150	\$ 250	\$ 50	\$ 1,500	\$ 4,500	\$ 5,000	\$ 2,300	\$ 17,660

Attachment 1 –Work Tasks Descriptions (Phase 1B)

MnDOT, in partnership with Anoka County and the cities of Ham Lake, Blaine and Spring Lake Park, began a far-reaching study of the Hwy 65 Corridor in August 2018. This study, The Trunk Highway 65 Planning and Environmental Linkages Study (TH 65 PEL) examined a range of cost-effective roadway alternatives to address capacity, access, mobility and safety issues between Bunker Lake Blvd. (CSAH 116) in Ham Lake and CSAH 10/Mounds View Blvd. in Spring Lake Park.

The proposed project addresses the concerns identified above and is consistent with long-term plans for the corridor referenced above. The project will construct improved access points on Minnesota Trunk Highway 65 at the City of Blaine's 99th Ave NE (MSAS 101) and CSAH 12 (109th Ave NE), and east and west side frontage road improvements. It provides new connectivity within the City and region and provides alternatives for pedestrians and bicyclists.

The following scope of work consists of project development to advance the access improvements in PEL Study Section 2 to reach Preferred Alternative decision milestone (Phase 1A) accepted by the City of Blaine, Anoka County, MnDOT, and FHWA. It is anticipated that reaching this milestone would take six months from Notice to Proceed.

1 Project Management

Project management will be coordinated with a Project Management Team (PMT) comprised of staff from the City of Blaine, the Anoka County Highway Department, MnDOT, and FHWA.

1.1 Administration

Administration of the project will include monthly progress reports with budget status, invoicing, contract amendment requests (if necessary), cost and schedule updates, billing preparation, other non-technical work, communication with the necessary project personnel and all other work to ensure all the project tasks are completed on time, within budget and in accordance with state and federal laws, rules and regulations. The Subconsultant will discuss the upcoming tasks for the next billing cycle and keep city project manager up to date on budget concerns and discuss how the Subconsultant is planning to stay on budget. Subconsultant will be responsible for development and maintenance of overall Project schedule and develop and maintain a project dashboard that provides project status reports accessible to up to 10 members of the Project Team.

Progress reports and invoices will be submitted on a monthly basis. The progress report will show the progress for the month and the progress to date for each task.

1.2 General Coordination

General coordination of the project will include scheduling project management team meetings, agency coordination meetings, public open house meetings, utility meetings and any other meetings as required. The Subconsultant will be responsible for securing locations for public open house meetings.

1.3 Quality Assurance and Quality Control Functions (QA/QC)

The Subconsultant will perform QA/QC functions throughout the project duration to ensure delivery of a quality product in a timely manner. Please describe your approach to QA/QC for this project.

Deliverables:

- Monthly progress and status reports- Including a description of the past months activities and look-ahead for the coming month(s)
- Attend monthly project management team meetings and other meetings identified above
- Coordinate activities with stakeholders via phone, e-mail and written correspondence
- Submit invoices in a timely manner
- Electronically deliver all project correspondence monthly to the City of Blaine and Anoka County for project archival, this includes minutes, logs, emails, etc. \

2 Public and Agency Involvement

Public and agency involvement are important factors in the success of this project. Information will need to be presented and agency coordination will be needed to move the project forward. There are primarily five meeting types that will need to be conducted as part of this project. Specific details are provided under each meeting type.

2.1 PMT Meetings

On a monthly basis, the Subconsultant will attend , and prepare for, the project management team (PMT). The PMT will meet monthly, to discuss design-, permit-, and agency-related issues to the project. Subconsultant assumes a total of 15 2-hour meetings, 8 in-person and 7 virtual and up to 3 people.

2.2 Project Mailings

The Subconsultant will be responsible for preparing, printing and mailing notices for all public meetings. The county will provide a list of names and addresses.

2.3 Public Open House

The Subconsultant will conduct one virtual open house meeting and one 3 hour in-person open house meeting as requested by the City of Blaine and Anoka County. The Subconsultant will also need to coordinate with MnDOT for all public-facing information and ensure all meetings, documents, and information comply with the State of Minnesota's Accessibility Standard and plain language requirements

<http://ihub.dot.state.mn.us/plainlanguage/index.html>,

http://mn.gov/oet/images/Std_State_Accessibility.pdf) The Subconsultant will be responsible for preparing all written and display materials as well as sending out postcards for each meeting (assume 1000 per meeting) and informational mailings as requested by the city or county. Assume 500 letter size envelopes per mailing and up to 3 mailings are anticipated. For in-person meetings, the Subconsultant will also be responsible for arranging a meeting location as approved by the City of Blaine and Anoka County. Following the meeting, the

Subconsultant will document and summarize any comments received into a memo format for use by the agencies.

2.4 City Council Meetings

Subconsultant will prepare materials for up to two meetings with the Blaine city council will be needed to keep members informed on the project and to allow the public an opportunity to provide additional input.

2.5 Public Advisory Committee Meetings and Local Official Briefings

The Subconsultant will conduct one 2-hour in-person Public Advisory Committee Meetings and one in-person 1.5 hour Local Officials Briefings that will be held on the same night as requested by the City of Blaine and Anoka County.

2.6 Agency and Property Owner Coordination

The Subconsultant will coordinate with federal, state, regional and local agencies as is needed to move the project forward. These meetings will be used to coordinate information relating to permits, approvals and other forms of consent beyond the PMT meetings. The Subconsultant will need to prepare for, attend and take minutes at these meetings. It is assumed that 30 agency and or property owner meetings will be needed. The Subconsultant will also need to attend the meetings between property owners and the county. The City will help coordinate the meetings with the property owners. The Subconsultant will conduct one three-hour neighborhood meeting with up to four people including an interpreter. Subconsultant will develop up to four boards, interpreted in another language. The Subconsultant will participate, supply any requested drawings, take minutes and provide written minutes to the City for meetings associated with the Subconsultants tasks identified in this scope of work.

2.7 Project Web Site

Provide content for a project website to be hosted by the City of Blaine. Includes schedules, layouts, FAQ sections, links, graphics and any other information needed to present to the public. Included in this task are updates as requested by Project Management Team. The website and content must be designed to meet ADA requirements.

2.8 Visual Simulation

A 3D animated video will be produced to use as a public involvement tool. The animation will focus on how drivers enter/exit off of TH 65 near one major intersection (i.e. 109th Ave NE). Subconsultant will utilize the 3D model of the roadway and animate one fly around camera. The surrounding site will include vegetation and textured building models. Voiceover and a music track can be added for additional budget.

Deliverables

- Agendas and meeting minutes
- Virtual Open House hosting, information presentations, social media invites and informational notifications, and public comment collection
- Postcard design, printing and mailings for public open houses

- Informational mailings as requested
- Social Media updates and information sharing. This shall include continual updates as necessary to keep information current and accurate.
- Web page and up to four updates
- 1-30 second 3D animation

3 Environmental Documentation

Project partners recently completed a PEL Study that will provide a starting point for moving forward into NEPA. This project covers Section 2 of the PEL. Three Alternatives were advanced from the study. The PEL Study developed a Purpose and Need, Evaluation Criteria and a screening process that will be used as a starting point moving forward. The Final Draft PEL Study shall be provide to the selected Subconsultant for use and project guidance until the Final Study is published.

3.1 Tech Memo 1 - PEL Study Design Refinement for Section 2 Alternatives Memo

No work in Phase IB

3.2 Tech Memo 2 - Purpose and Need and Evaluation Criteria

No work in Phase IB

3.3 Tech Memo 3 - Preferred Alternative Tech Memo

Final revisions will occur in Task 3.4.

3.4 Draft Non-Programmatic Categorical Exclusion

The Subconsultant will use the template provided on MnDOT's Highway Project Development Process (HPDP) website;

<http://www.dot.state.mn.us/planning/hpdp>. A sample will be supplied to the Subconsultant to provide context for level of detail for each subject area. All subject guidance must be followed, as detailed on the HPDP. Tech memos will be summarized into the document and provided in the Appendix.

Review for draft documents will be sequential with MnDOT/City/County provided 30 days of draft review. The Subconsultant will track comments and provide revisions to the draft document. The revised document will be sent to FHWA for a 30-day review. The Subconsultant will track comments and provide revisions to the draft document. Once all project partners are satisfied with the revised document and FHWA concurs, the document can be finalized for signature.

4 Noise Analysis

The Subconsultant will provide noise analysis services, done according to 2017 MnDOT Noise Requirements or most current version. The noise analysis will include evaluation of Preferred Alternative 1A, extending from 99th Ave through 117th Ave. Subconsultant services include noise measurement collection (done in Phase 1A), classified traffic counts, modeling, and preparation of the report. If warranted, Subconsultant will solicit the opinions of the benefitted receptors, document the results, and provide materials for public meetings. The Subconsultant will prepare a Noise Report for inclusion in the project's National Environmental Policy Act (NEPA) document.

Current MnDOT Noise Requirements and Guidance available at:
<http://www.dot.state.mn.us/environment/noise/policy/index.html>

4.1 Develop Receptor Sites

No work in Phase IB.

4.2 Noise Monitoring

No work in Phase IB.

4.3 Noise Impact Modeling-Preferred Alternative

Conduct noise impact modeling for Preferred Alternative. Create draft write-up of results for the Noise Report.

- Noise modeling will be conducted using TNM 2.5 or most current version.
- Determine worst case noise hour using classified traffic counts from monitoring data, 24-hour classified vehicle counts, and/or MnDOT traffic data.
- Work with MnDOT Metro Noise staff if there are other major noise sources in area besides traffic noise to determine if and how these sources will be incorporated into the noise model.
- Check for any building permits since the existing and no-build noise models have been done. Update existing and no-build noise models as needed for any changes to project or traffic information.
- Prepare the Preliminary Noise Analysis modeling for the following conditions:
 - Existing conditions
 - No-build conditions - 20 year after project is open to traffic
 - Preferred alternative condition - 20 years after project is open to traffic

4.4 Noise Mitigation Modeling-for Preferred Alternative

Conduct noise mitigation modeling for the preferred alternative. Create draft write-up of results for the Noise Report.

- For areas that approach or exceed Federal Noise Abatement Criteria, prepare noise abatement modeling to determine if noise barriers are feasible and reasonable using MnDOT's Noise Requirements (2017).

4.5 Draft Noise Report

Prepare the draft Noise Report.

- Prepare a draft Noise Report documenting the results of the noise modeling process that follows MnDOT's Noise Requirements and guidance documents on the following website:
<http://www.dot.state.mn.us/environment/noise/policy/index.html>
- Develop appropriate maps for the Noise Report, including receptor locations, modeled noise barriers, and maps that show the proposed project improvements and limits.
- The document will be prepared to the Plain Language and Accessibility standards listed above.

- Work with MnDOT's Central Office and Metro District Noise Analysis Units and attend all meetings with MPCA and FHWA as necessary for the development and approval of the Draft and Final Noise Reports.

Subconsultant Deliverables: Word document and PDF of Draft Noise Report. CD or thumb drive containing draft TNM modeling input/output files.

4.6 Incorporate Comments & Prepare Final Noise Report

Incorporate comments from the review of the Draft Noise Report and prepare the Final Noise Report.

- Address comments from MnDOT and FHWA received for the Draft Noise Report and environmental document.
- Prepare Final Noise Report.
- Complete MnDOT Noise Analysis Checklist to document noise modeling process.

Subconsultant Deliverables: Word document and PDF of Final Noise Report. CD or thumb drive containing final TNM modeling input/output files. Complete MnDOT Noise Analysis Checklist.

4.7 Solicit Benefited Receptors & Document Results

If noise barrier voting is required, lead the noise wall voting process. Solicit benefited receptors and document the results. Prepare write-up for Noise Report/environmental document. Prepare maps and tallies of specific voting results to provide to FHWA.

- Prepare public solicitation process for benefited receptors (if required) per Section 5.3.3 and Appendix F of the MnDOT Noise Requirements.
- Develop mailing list, voting ballots, informational brochures, and other materials required for mailing to benefitted receptors.
- Attend Public Meetings with Cities and affected groups as MnDOT's representative for Noise issues as requested by MnDOT (up to two meetings are anticipated).
- Prepare handouts and graphics for public meetings.
- Prepare final noise solicitation voting tally, summary, and associated figures to provide to FHWA as a separate deliverable.
- Prepare noise voting write-up for Noise Report/environmental document.

Subconsultant Deliverables: Noise voting ballots and mailing materials. Materials for public meetings. Voting tally and figures for FHWA. Write-up of noise voting results for inclusion in Noise Report/environmental doc.

4.8 Community Noise Engagement (CNE)

This Task shall only be required for the select elements being developed to final 100% design as noted above.

The Community Noise Engagement process (CNE) provides two-way communication between the community and the project team regarding traffic noise. Meetings will educate committee members (usually a group of citizens, council members, MnDOT and city staff)

regarding the noise evaluation process and will assist the project team in understanding community issues and perspectives.

- Work with MnDOT and the City to identify members for the CNE committee. The committee will likely be comprised of the Subconsultant, residents, MnDOT, and City staff.
- Schedule CNE meetings at key milestones through the noise analysis and one open house. Assume up to 3 CNE meetings will be required.
- Lead all meetings, take minutes, and prepare agendas, graphics, handouts, and presentations for all CNE meetings.
- The Subconsultant will serve as MnDOT's representative for noise issues as requested by MnDOT at any additional public meetings.

5 Surveys and Mapping

No Subconsultant work.

6 Geotechnical Information

No Subconsultant work.

7 Investigate/Incorporate VE Study Recommendations

Subconsultant will investigate, respond to VE Study recommendations (at the 109th interchange) including city, county and state coordination in resolving which recommendations will carry forward into the design.

8 Identify and Obtain All Required Agency Approvals and Permits

No Subconsultant work in Phase IB.

9 Staging and Timing Review

No Phase IB work.

10 Design Study Report

No Subconsultant work.

11 Identify Right of Way Needs

No Subconsultant work.

12 Utility Identification and Relocation

No Subconsultant work.

13 Preliminary Design/Geometric Layout

13.1 Prepare Cost Estimates

Cost estimates will be needed by the local units of government to ensure that enough funding is obtained and set aside for project construction. The cost estimates will also be used to ensure that project construction bids are appropriate. In addition, cost breakdowns will be needed by the local agencies for budgeting purposes. There are two subtasks: cost estimates and cost-sharing estimates.

13.1.1 Develop Cost Estimates

Prepare cost estimates at Layout stage, 30, 60, 95 and 100 plan completion using a methodology outlined by MnDOT and Anoka County. Draft estimates will be reviewed by MnDOT, Anoka County and the City of Blaine. Comments from drafts will be incorporated into final cost estimates. Subconsultant will break out costs of elements of design (except right-of-way) that Subconsultant is responsible for according to Tasks 13 and 14.

The Subconsultant will need to track costs separately for the individual elements that are developed beyond the 30 percent design level.

13.1.2 Develop Cost-Sharing Estimates

Anoka County has cost-sharing guidelines for construction projects. Project costs will need to be broken out to identify Anoka County and City of Blaine costs. Anoka County will provide the selected Subconsultant with a copy of the cost participation guidelines and a sample spreadsheet to use for cost sharing estimates. Cost sharing estimates will be provided with CL (referenced below), 30, 60, 95 and 100% plans. Subconsultant will break out costs of elements of design (except right-of-way) that Subconsultant is responsible for according to Tasks 13 and 14.

Deliverables:

A draft breakdown will be reviewed by Anoka County, the City of Blaine and MnDOT. Comments from the draft will be incorporated into the final breakdown.

13.2 Staff Approved Level 1 Layout, 30, 60, 95 Percent Plan Preparation

Construction Limit Design Level- Subconsultant will have an intermediate level of design between the footprint and 30% design level that will be used to determine a preferred alternative. This is discussed further in task 3.

13.2.1 Staff Approved Level 1 Layout

The Staff Approved Layout serves as documentation that the preferred alternative for a project has been selected and approved, and that the final design phase can begin. The Staff Approved Layout is the final layout and basis for final design to begin.

Subconsultant will be responsible for preparing the staff approved layout for the Preferred Alternative from north of 105th Ave to 113th Ave on Hwy 65 and local roads in between. Subconsultant assumes the staff approved layout will go through up to six MnDOT, Anoka County and Blaine simultaneous reviews and one final review. Subconsultant will prepare comment responses and update layout for reviews completed on Subconsultant's portion of the geometric layout.

13.2.2 30 Percent Plan Preparation

No work in Phase IB.

13.2.3 60 Percent Plan Preparation

No work in Phase IB.

13.2.4 95 Percent Plan Preparation

No work in Phase IB.

Deliverables:

- Signed and Approved Level 1 Layout

13.3 Final Plan, Specifications, and Estimates

No work in Phase IB.

14 Bridge Plans

14.1 Identify Preferred Bridge Type

The Subconsultant will identify and evaluate up to three potential bridge type options for bridge(s) carrying TH 65 over 109th Ave. Bridge alternatives to be evaluated include single span, two-span, and future lane condition. Subconsultant will produce preliminary cost estimates, with estimated quantities, to support the preferred bridge type. From this analysis a preferred bridge type will be selected by Mn/DOT, Anoka County and the City of Blaine.

14.2 Architectural and Aesthetic Elements

Subconsultant will coordinate with TKDA in incorporating aesthetic features in design.

14.3 Prepare Bridge Plans

14.3.1 Preliminary Bridge Plans

Subconsultant will conduct preliminary bridge design and prepare preliminary bridge plans for bridge(s) carrying TH 65 over 109th Ave.

Subconsultant will perform necessary engineering and design to determine the type, size, location and geometrics of the required bridge. Subconsultant will perform the necessary number of concept iterations to determine the proper bridge structure depth. Structure depths and profile grades will be iterated together to provide the minimum required vertical clearance while not providing excessive additional clearance above the minimum requirements.

Preliminary bridge design will be conducted with consideration of roadway geometrics, clear zone requirements, appropriate shoulder widths, required site distance, required clearance from overhead power transmission lines, hydraulic requirements, staging needs, placement of temporary supports, economics and other project constraints.

The preliminary bridge plan should be submitted to Mn/DOT for approval by the State Bridge Engineer prior to commencing work on the final bridge plan. Once approval has been given, work on final plans may proceed. Comments from the preliminary plan will be incorporated into the final plans. .

14.3.2 Final Bridge Plans

No work in Phase IB.

14.4 Coordinate with Mn/DOT Bridge Office

The Subconsultant will need to meet with Mn/DOT's Bridge Office Preliminary Plan Unit. The proposed design will need to go through review by this unit. Meetings for this task shall be identified as a part of Task 2.5.

14.5 Coordinate with Roadway Plans

The Subconsultant will be responsible for coordinating the bridge design efforts to ensure that they keep pace with the review periods for the roadway design (layout, 30, 60, and 95 percent design and final plans).

15 Traffic Forecasting

No work in Phase IB.

16 Traffic Studies

The traffic studies task will include an operations analysis of both the freeway system and the various intersection configurations on TH 65 and 99th Ave NE (MSAS 101) and TH 65 and CSAH 12 (109th Ave NE).

16.1 Freeway Operations

Subconsultant will provide up to two revisions of the Preferred Alternative selected in Task 3 and submit to MnDOT for acceptance. The revision will incorporate final layout geometry and traffic control including evaluating the 10 year design for the roundabouts at 109th Ave. The Subconsultant will develop up to five spot location and one corridor-wide animations.

16.2 Arterial Intersection Operations

The chosen Subconsultant will perform an operations analysis for key intersections in the project area to identify and address existing and future deficiencies on the arterial roadway network, specifically CSAH 12. Turning movement traffic counts should be collected for the peak a.m. and p.m. travel periods, as well as off-peak travel times for at least the following intersections.

- 99th Ave NE and TH 65 ramp terminals
- 99th Ave NE and future Ulysses St
- Future Ulysses St and TH 65 ramp terminals
- 105th Ave NE and ramps/frontage roads
- CSAH 12 (109th Ave NE) and TH 65 ramp terminals
- CSAH 12 and Ulysses Street
- CSAH 12 and Davenport
- 117th Ave NE and TH 65 ramp terminals

The operations analysis will report several measures of effectiveness (MOE) to gauge the performance of each transportation scenario. Contained within our analysis will be detailed graphics and tables, which will provide the viewer/reviewer the information necessary to obtain a full grasp of the Preferred Alternative. The key MOE's that will be reported for each approach of each intersection, as well as the intersection as a whole, will include: level of service (LOS), control delay, and average as well as maximum queue length. This

measurement of the queue length will be critical for determining access spacing and placement, as well as traffic control options for the Preferred Alternative.

Subconsultant will draft ICE reports according to MnDOT policy and procedures and submit draft and final reports to corresponding roadway owner entity (Blaine, Anoka County, MnDOT).

Deliverables:

- Updated Traffic Operations Technical Memorandum
- ICE reports on intersections identified above

17 Traffic Management Plan

Develop the TMP. Follow the State Metro TMP process described on this website:

http://www.dot.state.mn.us/metro/trafficeng/control_stripping.html

Complete the TMP Worksheet, Red Flag Checklist, and TMP Report using the TMP template, all of which are found on the website.

17.1 Layout Alternatives TMP

No Phase IB work

17.2 Final TMP

No Phase IB work

17.3 Local Road TMP Analysis & Detour Analysis

No Phase IB work

17.4 Travel Demand Modeling

17.4.1 Stakeholder Involvement

No Phase IB work

17.4.2 Travel Demand Modeling

No Phase IB work

17.4.3 Mitigation Development

No Phase IB work

18 Hydraulic Design

No Subconsultant work.

May 26, 2022

Proposal QTB134152

Joe Weaver, PE
TKDA
444 Cedar Street, Suite 1500
Saint Paul, MN 55101

Re: Revised Proposal for a Geotechnical Evaluation
TH 65 Access Improvements
Between 99th Avenue and 117th Avenue
Blaine, Minnesota

Dear Mr. Weaver:

Braun Intertec Corporation respectfully submits this revised proposal to complete a geotechnical evaluation for the proposed Trunk Highway (TH) 65 access improvements in Blaine, Minnesota.

Project Information

The City of Blaine, in cooperation with the Anoka County Highway Department (ACHD) and the Minnesota Department of Transportation (MnDOT), propose to improve access to TH 65 between 99th Avenue and 117th Avenue through Blaine, Minnesota. Per Request for Proposals (RFP), the primary purpose of this project is to improve public safety and reduce traffic congestion on TH 65 by improving operations at access points and improve frontage road connections. The proposed project will refine the alternatives for Section 2 developed through the recently completed TH 65 Planning and Environmental Linkages (PEL) study.

We understand the project will complete preliminary design through layout approval, complete preliminary and final design services for the construction of access improvements at Minnesota TH 65 and the City of Blaine's 99th Ave NE (MSAS 101), complete preliminary and final design services for the construction of access improvements at TH 65 and County State Aid Highway (CSAH) 12 also known as 109th Ave NE, and east and west side frontage road improvements consistent with the alternatives developed for Section 2 of TH 65 PEL study.

Previous Experience and Geotechnical Information

Braun Intertec has a long and successful history working in Anoka County and has completed numerous geotechnical and environmental projects for Anoka County, the City of Blaine, the Minnesota Department of Transportation (MnDOT), and an extensive number of commercial and private developments adjacent to the project corridor. As a result, Braun Intertec is uniquely qualified to complete the geotechnical components of this project in a timely, safe, efficient, and quality manner.

Braun Intertec has extensive experience within Anoka County including the following recent nearby transportation projects:

- CSAH 14 Reconstruction between Aberdeen Street and CSAH 52 in Blaine
- CSAH 14 Reconstruction between Harpers St. to CSAH 17 in Blaine
- CSAH 116 Improvements in Ham Lake
- TH 10 Rum River Bridge Replacement in Coon Rapids

Kevin Zalec, PE, Senior Engineer at Braun Intertec, will lead the geotechnical evaluation outlined in Task 6. Kevin has 19 years of experience in geotechnical engineering; his professional experience spans all aspects of the roadway construction process including interstate and state highways, county roads, city streets, roundabouts, and trails throughout Minnesota, including Anoka County.

Task 6 Geotechnical Information

Purpose

The purpose of the geotechnical services will be to characterize subsurface geologic conditions throughout the preferred alternative corridor and provide geotechnical recommendations for roadways, bridges, retaining walls, on- and off-ramps, frontage roads, and ponds for the proposed project.

Scope of Services

The following tasks are proposed to complete the geotechnical investigation and engineering services required for the project. If unfavorable or unforeseen conditions are encountered at any point during the completion of the tasks that lead us to recommend an expanded scope of services, we will contact you to discuss the conditions before resuming work.

Site Access, Staking and Utility Clearance

Based on aerial photographs of the site and the proposed project layout plan, the project will require the use of both a truck and all-terrain mounted drill rigs.

Tree clearing, debris or obstruction removal, grading of navigable paths, and snow plowing are not included in our scope of services.

We will stake prospective supplemental subsurface exploration locations and obtain surface elevations at those locations using GPS (Global Positioning System) technology. For purposes of linking the GPS data to an appropriate reference, we request that you provide CAD files indicating location/elevation references appropriate for this project.

Depending on access requirements, ground conditions or potential utility conflicts, our field crew may alter the exploration locations from those proposed to facilitate accessibility.

Prior to drilling or excavating, we will contact Gopher State One Call and arrange for notification to the appropriate utility vendors to mark and clear the exploration locations of public underground utilities.

You, or your authorized representative, are responsible to notify us before we begin our work of the presence and location of any underground objects or private utilities that are not the responsibility of public agencies.

Traffic Control, Permits and Site Access

We will require a permit from MnDOT for work within their right-of-way for this project. We have included the cost for obtaining the permit in our budget. Note that we anticipate this permit will restrict our work within the existing roadway corridor to between 9 am and 3 pm on weekdays, which will impact our drilling production rate. Traffic control will need to be performed in accordance with The Manual on Uniform Traffic Control Devices (MUTCD) standards and any fieldwork that impacts TH 65 may need to be completed during evening hours given the heavy traffic levels throughout this corridor.

Procuring access agreements to private property is outside of our scope of work, and we have not budgeted for the cost of restoration of private property. If any borings will be performed on private property, we anticipate TKDA or the City of Blaine will obtain access for the proposed boring locations before our work begins.

Geotechnical Program

Our field investigation program is based on the following assumptions using the preferred layout, Alternative 1, Section 2 included in the TH 65 Planning and Environmental Linkages (PEL) study report, dated December 2020. Our program includes a final design scope, in general conformance with the MnDOT Geotechnical and Pavement Manuals, for 99th Avenue, 109th Avenue and the Frontage Road connecting these roadways. For the rest of the corridor, a preliminary soil boring program is proposed that will require additional soil borings for final design to adhere to MnDOT standards.

1. Bridges at 99th and 109th Interchanges:
 - a. One Standard Penetration Test (SPT) boring per substructure, with an additional SPT boring per substructure where bridge widths exceed 100 feet.
 - b. Assume a subsurface exploration depth of approximately 100 feet.
 - c. No Rock Coring assumed.
2. Underpass near 105th Avenue:
 - a. One SPT boring at each end of the proposed structure.
 - b. Assume a subsurface exploration depth of approximately 50 feet.
 - c. No Rock Coring assumed.
3. 99th and 109th roadways and Frontage Road:
 - a. One Power Auger (PAB) boring every 300 feet. These borings will alternate between travel lanes and be staggered along the roadway alignments.
 - b. Roadway profiles near 99th Avenue and 109th Avenue may require a cut or fill, therefore, we assume borings through the proposed overpasses will be extended to 14.5 feet.

4. TH 65 Roadway:
 - a. One PAB boring every 500 feet. These borings will alternate between travel lanes, frontage roads, and ramps and be staggered along the roadway alignments. In areas of possible organics, borings will be performed at a spacing of one every 250 feet.
 - b. Roadway Profile < 5 feet raise in grade, therefore we assume 5-foot Power Auger Borings will suffice for existing TH 65. Borings outside the existing roadway are assumed to be 10-foot Power Auger Borings.

5. Infiltration Ponds:
 - a. Three SPT borings for the proposed infiltration basin locations.
 - b. Assume a subsurface exploration depth of 15 feet each.
 - c. A piezometer will be installed in each boring for groundwater monitoring. The depth assumed for the piezometers are above the threshold that MDH considers a monitoring well. If the pond borings need to extend beyond a depth of 15 feet, additional fees will apply.

6. Retaining Walls:
 - a. One SPT boring every 150 for the length for up to 8 proposed retaining walls, 8 at each overpass.
 - b. Assume a subsurface exploration depth of approximately 3 times the wall height.
 - c. No Rock Coring assumed.

The following table summarizes the anticipated borings and soundings associated with the various design features along the proposed project alignment.

Table 1. Proposed Subsurface Exploration Program – Final Design (99th, 109th and Frontage Rd)*

Site Improvement	Number of Borings/Soundings and Proposed Depth	Total Footage (feet)
Existing Roadway (Power Auger)	13 Borings to 5 feet	65
Bridges (SPT)	10 Borings to 100 feet	1,000
Underpass (SPT)	2 Borings to 50 feet	100
New Roadways (Power Auger)	70 Borings to 10 feet	700
Pond (SPT & Piezometer)	3 Borings to 15 feet	45
Retaining Walls (SPT)	16 Borings to 60 feet	960
Totals:	114 Borings	2,870 feet

*Standard penetration testing and sampling performed in general accordance with the MnDOT Standards.

Table 2. Proposed Subsurface Exploration Program – Preliminary Design (Hwy 65)*

Site Improvement	Number of Borings/Soundings and Proposed Depth	Total Footage (feet)
Existing Roadway (Power Auger)	32 Borings to 5 feet	160
New Roadway (Power Auger)	20 Borings to 10 feet	200
Totals:	52 Borings	360 feet

*Standard penetration testing and sampling proposed NOT in general accordance with MnDOT Standards.

MDH Environmental Well Notification

Since some of the borings and soundings are planned to be 25 feet or deeper, the Minnesota Department of Health (MDH) requires us to both (1) submit to them by mail a “Sealing Notification Form”, and (2) submit a Sealing Record after our completion of the borings. The Sealing Notification Form requires a signature of the current property owner, or their agent, and we need to submit this to the MDH prior to our mobilization to the site. *We have attached a copy of the Sealing Notification Form at the end of this proposal for your signature.* The fees for the MDH Sealing Notification and the Sealing Record are included in our cost.

Borehole Abandonment

Minnesota Well Code requires that environmental wells that are 15 feet deep or deeper be sealed. Based on our proposed subsurface characterization depths, we will seal between about 2,060 linear feet of borings with grout and prepare associated sealing records which must also be submitted to the MDH.

Fees associated with the sealing are shown on the attached cost breakdown.

Upon backfilling or sealing boreholes, we will fill holes in pavements with a temporary patch.

Over time, subsidence of sounding backfill may occur, requiring surface grades to be re-leveled or bituminous or concrete patches to be replaced. Braun Intertec is not assuming responsibility for re-leveling or re-patching subsequent to initial backfilling and patching long term.

Our drilling activities may also impact the vegetation and may rut the surface to access boring locations. Restoration of vegetation and turf is not part of our scope of services.

Sample Review and Laboratory Testing

Recovered samples will be returned to our laboratory, where they will be visually classified and logged by a geotechnical engineer. Our budget includes performing laboratory testing in accordance with the project RFP and the MnDOT Geotechnical and Pavement Manuals.

Reporting

We will prepare a final Foundation Analysis Design Recommendation (FADR) and Geotechnical Report that will document and include at a minimum: an introduction outlining the process for selecting site locations, boring/sample collection and boring/sample analysis; maps of the locations where soil borings and samples were taken; results of the soil borings, pavement samples and topsoil samples; detailed layout outlining the limits of unsuitable foundation materials; and recommendations for the proposed structures and roadway design.

Only electronic copies of our reports will be submitted to you unless you request otherwise. At your request, the reports can also be sent to additional project team members.

Schedule

We anticipate beginning our fieldwork within 6 to 8 weeks of authorization. Once the fieldwork commences, we anticipate the exploration will take about 32 days to complete. Engineering analyses and report preparation will likely take an additional 4 weeks following the field investigation. We will pass along results, however, as they are obtained and reviewed. We anticipate submitting our reports approximately 8 weeks following the completion of the field investigation and laboratory testing services.

If our proposed scope of services cannot be completed according to this schedule due to circumstances beyond our control, we may need to revise this proposal prior to completing the remaining tasks.

Cost

We will furnish the services described in this proposal for an estimated fee of \$207,590. A tabulation showing hourly and/or unit rates associated with our proposed scope of services is attached.

Our work may extend over several invoicing periods. As such, for work that is performed during the course of each invoicing period, we will submit partial progress invoices.

General Remarks

We appreciate the opportunity to present this proposal to you and will be happy to meet with you to discuss our proposed scope of services further and clarify the various scope components.

The proposed fee is based on the scope of services described and the assumptions that our services will be authorized within 30 days and that others will not delay us beyond our proposed schedule.

We will provide our services under the terms of the Master Subcontract Agreement dated May 6, 2006 between Braun Intertec and TKDA.

To have questions answered or schedule a time to meet and discuss our approach to this project further, please contact Kevin Zalec at 952.995.2223 (kzalec@braunintertec.com) or Brad McCarter at 952.995.2268 (bmccarter@braunintertec.com).

Sincerely,

BRAUN INTERTEC CORPORATION

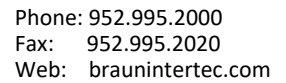


Kevin S. Zalec, PE
Project Engineer



Bradley J. McCarter, PE
Account Leader, Senior Engineer

Attachments:
MDH Notification Form
Project Proposal



Project Proposal

QTB134152

TH 65 Local Road Access Improvements

Client:

TKDA
Joseph M. Weaver
444 Cedar Street, Suite 1500
Saint Paul, MN 55101
(651) 292-4400

Work Site Address:

TH 65 between 99th Avenue and 117th Avenue
Blaine, MN 55449

Service Description:

Geotechnical Evaluation

	Description	Quantity	Units	Unit Price	Extension
Phase 1					
Geotechnical Evaluation - Preliminary Design					
Activity 1.1	Site Layout - Staking - Utility Clearance - CADD				\$11,340.00
205	Site layout and utility clearance	40.00	Hour	95.00	\$3,800.00
1862	Utility Trip Charge	5.00	Each	50.00	\$250.00
288	Project Assistant	10.00	Hour	90.00	\$900.00
371	CADD/Graphics Operator	12.00	Hour	125.00	\$1,500.00
5099	Trimble R8 Rover (horizontal and vertical), per hour	40.00	Each	70.00	\$2,800.00
126	Project Engineer	10.00	Hour	165.00	\$1,650.00
128	Senior Engineer	2.00	Hour	220.00	\$440.00
Activity 1.2	Drilling Services				\$156,940.00
9000	Truck Mounted Drilling Services, per hour	32.00	Each	330.00	\$10,560.00
9100	Flotation Tire Drill Rig and Crew, per hour	315.00	Each	350.00	\$110,250.00
1073	Sealing Records, each	2.00	Each	75.00	\$150.00
9903	Sealing Record Reporting	2.00	Each	160.00	\$320.00
9704	Piezometer or well casing - 1" PVC, per foot	45.00	Each	6.00	\$270.00
9714	Well Screen - 1" PVC, per foot	15.00	Each	6.00	\$90.00
9730	Grout with bentonite, materials per foot	2,060.00	Each	5.00	\$10,300.00
SUB	Subcontractor Traffic Control	10.00	Each	2,500.00	\$25,000.00
Activity 1.3	Geotechnical Soil Tests				\$14,240.00
1166	Loss by Washing Through #200 Sieve, per sample	30.00	Each	90.00	\$2,700.00
1162	Sieve Analysis with 200 wash, per sample	6.00	Each	130.00	\$780.00
1174	Organic Content, per sample	10.00	Each	90.00	\$900.00
1152	Moisture content, per sample	650.00	Each	10.00	\$6,500.00
1172	Hydrometer - Sieve Analysis, per sample	6.00	Each	185.00	\$1,110.00
1730	Hveem stabilometer R-Value (AASHTO T190), per sample	3.00	Each	560.00	\$1,680.00
2643	Moisture Density Relationship (MnDOT 1305 Standard), per sample	3.00	Each	190.00	\$570.00
Activity 1.4	Evaluation/Analysis/Reports				\$25,070.00
138	Project Assistant	25.00	Hour	90.00	\$2,250.00
118	Staff Engineer	40.00	Hour	130.00	\$5,200.00
1871	GEO Trip Charge - Piezometer Readings	5.00	Each	50.00	\$250.00
126	Project Engineer	80.00	Hour	165.00	\$13,200.00
128	Senior Engineer	16.00	Hour	220.00	\$3,520.00
125	Project Control Specialist	5.00	Hour	130.00	\$650.00
Phase 1 Total:					\$207,590.00
Proposal Total:					\$207,590.00