

10/9/2026

Mr. Joshua Skluzacek
Engineering and Community Development Director
City of Dickinson Engineering Department
38 1st Street West
Dickinson, ND 58601

Re: Manns Dam Modification Project – Final Design Scope, Schedule, and Budget

Dear Mr. Skluzacek:

We are excited for the opportunity to continue working with you on the Manns Dam Modification project. We were previously contracted by the City to complete an alternatives analysis of four options to replace the dam and then complete a 30% design of the selected alternative as well as an effort to value engineer the alternative based on recent bids for the East Broadway Dam. The city indicated to us it wanted to identify the lowest cost option to address the recirculating current “reverse roller” associated with low head dams and the poor condition at Mann’s Dam. This work was completed from spring 2025 through summer 2026. Through this process, the City selected the alternative of keeping the existing dam in place and stabilizing the dam and eliminating the reverse roller effect using rock wedges upstream and downstream of the dam.

This letter presents our scope, schedule, and fee estimate to take the project through final design and permitting. This scope assumes the rock wedge alternative will continue to be advanced along with the western slope stabilization and the replacement of the Heart River golf cart/pedestrian bridge. This scope does not include bidding or construction services; however, these services could be contracted separately at a later date in time.

1 Scope

1.1 Project Management

This task will consist of kicking off this phase of the project, managing the scope, schedule, and budget of the project, and meetings and other communications with the City.

We will provide a bi-weekly progress report that includes summary of milestone progress, actions completed the prior period, actions to be performed during the next period, budget summary, and a list of action items. We will also coordinate a monthly milestone meeting with the City throughout the duration of the project. The monthly meeting will be utilized to review and discuss the actions from the bi-weekly reports.

We assume the project will take 10 months from notice to proceed. All deliverables in the tasks below will be provided in electronic Word and pdf formats and shared via email or OneDrive depending on file size. We assume meetings will be held virtually using Microsoft Teams and there will be no additional public input meetings.

Deliverables: Biweekly updates for up to 10 months; Up to 10 monthly check-in meetings with City staff

1.2 Field Investigations and Data Collection

1.2.1 Wetland Delineation

The includes preparation and review of US Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps, aerial photography, U.S. Department of Agriculture soil survey data, and U.S. Geological Survey 7.5-minute quadrangle maps for the project(s) prior to fieldwork, to help identify potential aquatic resources.

Barr staff will conduct field surveys delineating either wetland or waterbody features within the project area. Wetland delineations will follow standard delineation (Level 2 – Onsite Inspection) methods defined in the 1987 USACE Manual and Great Plains Region Regional Supplement. Wetland boundaries will be spatially recorded with a sub -meter GPS unit in the field.

The scope will include documentation of each wetland feature. This typically involves a wetland and corresponding upland sample point where crews will document soils, hydrology, and vegetation at each location, using standard USACE wetland determination forms. Representative photos will also be collected for each delineated feature. Additionally, field staff may be unable to examine soils in certain situations (due to the proximity of potentially buried utilities, exposed bedrock, etc.). Staff will use their best professional judgment in delineating those affected wetland features. Any wetland feature identified on the NWI dataset will be investigated and documented with a wetland determination form in all cases. As part of the delineation effort, each wetland will be classified using both Cowardin and Circular 39, along with jurisdictional status. Waterbody/stream features with a defined bed and bank and evidence of flow will also be delineated in the field if present. These features will be mapped based on the Ordinary High-Water Mark (OHWM), using the standard protocol recommended by the USACE. Water bodies with an OHWM less than 6 feet wide will be mapped along the centerline. These features will also be documented with representative photos.

Barr will prepare a draft Wetland and Waterbody Delineation Report. A draft report will be submitted to City of Dickinson staff for review.

Deliverables: *Wetland Delineation Report; GIS shapefile of delineated aquatic resources*

1.2.2 Geotechnical Investigations

Recommended geotechnical investigations have been developed for the bridge replacement, sheet pile wall (as part of the rock riffle spillway), and the soil nail wall. Boring locations for the relevant design aspects can be found in **Figure 1**. All borings will be drilled utilizing air rotary methods (or alternative methods approved by the engineer). The boring for the bridge replacement will also provide channel bed information to be used for the scour analysis around the bridge abutments. Information for the bridge design will be supplemented by the previously completed borings at each abutment by Braun Intertec (Braun 2024). Three borings will be completed at the top of slope for information to construct the soil nail wall.

Table 1 **Planned borings for geotechnical investigation**

Boring	Depth	Location
SB-1	80	Center Pier
SB-2	50	Soil Nail Wall North
SB-3	50	Soil Nail Wall Middle
SB-4	50	Soil Nail Wall South

Standard Penetration Tests (SPT) will be conducted at 2.5-foot intervals to a depth of 15 feet below ground surface (BGS) in SB-1 and then at 5-foot intervals to the total depth. SPT in SB-2, -3, and -4 will be conducted at 5-foot intervals for the entire depth. We assume we will also collect one channel bed sample for testing if the channel bed is exposed at the time of the geotechnical investigation.

Laboratory testing for samples will include moisture content, density, Atterberg limits, particle size (thru the No. 200 sieve), hydrometer grain size analysis, unconfined compressive strength, triaxial Unconsolidated Undrained (UU) tests, direct shear, standard Proctor dry density, consolidation, and collapse potential. Corrosion potential will also be determined through pH, chlorate/sulfate tests, and resistivity testing.

Deliverables:

- *Geotechnical Data Report (GDR) including boring logs and laboratory test results.*



Figure 1 Planned geotechnical boring locations shown in red.

1.2.3 Site Survey

Barr will subcontract to Civil Science to perform additional topographic, property boundary, and tree survey now that full project extents have been defined. The dam structure outlines and elevations, top and bottom of wooden retaining wall and channel cross sections were previously surveyed by Civil Science during the earlier project phases.

Additional survey items will include general ground topography in the project area, with a focus around the existing golf cart/pedestrian bridge, golf cart paths, and golf course features (tees, greens, sand traps), the western slope, utility locations, and other existing features around the dam site including the downstream channel and banks that may be impacted by the rock wedge. Survey will also include survey of any existing trees 6" in diameter or greater at chest height, including tree location and diameter.

The survey will also include a property boundary survey of property lines within the project area, making sure to capture the northern and western property boundaries at 684 Palm Beach Road.

Deliverables: Record of Survey map, survey points, and updated existing conditions basemap including additional survey data collected by Civil Science

1.3 Final Design

This job will consist of detailed design of the proposed rock wedges and any necessary dam modifications, slope stabilization, drawdown structure, and golf cart bridge replacement, including preparation of Issued for Bidding Plans, Specifications, and Engineer's Estimate of Probable Construction Cost. The rock wedge design identified in the value engineering process will continue to be advanced, without significant changes. We will prepare submittals for the City to review at 65%, 95%, and final Issued for Bidding. Detailed Design and Bidding Documents consists of the following:

1.3.1 Hydraulic Modeling

We will finalize the 2D hydraulic modeling that was started in the previous phase of the project, reflecting the final configuration to be constructed and inform design in the next phases. It will also be used to determine proposed water velocities, and those velocities will be used to appropriately size the rock used for the rock wedge and riprap bank stabilization. The model will also aid in determining the slope of the downstream rock wedge. The objective is to design the wedge as steep as feasible so that it mitigates the reverse roller but also minimizes the volume of rock used.

With the replacement of the bridge and changes to the abutments and the addition of a central pier, the results from the 2D hydraulic evaluation (water depth and velocities) will be used along with the bridge geometry and the average bed sediment size (obtained from channel bed sampling) as input data for a scour assessment that will be conducted using the FHWA Hydraulic Toolbox to inform scour protection at the bridge.

Additionally, a 1D hydraulic model (based on the effective FEMA model) will be developed for the final design to inform floodway permitting and confirm there is "no-rise" in river levels upstream of the dam for regulatory and permitting purposes since the NDDWR does not currently accept 2D models for no rise demonstration.

The hydraulic design will also be used to develop information to share with the Contractor to aid in the design of water management during construction of the project.

A hydraulic memo will be prepared to document the 2D modeling work that was done to inform design. A second hydraulic memo will be prepared to document the 1D modeling work to support Floodway and No Rise Permitting.

Deliverables: Hydraulic memo summarizing 2D modeling and scour analysis to inform design; Hydraulic memo summarizing 1D modeling to support floodway and no rise permitting

1.3.2 Geotechnical Analysis

All analyses will include corrosion considerations for the concrete of the bridge piles, and the anchors in the soil nail wall. A scour analysis of the river bed will also be completed to determine the effects of the bridge piers.

Analyses for the soil nail wall will include:

- Stability Analyses including internal stability and global stability

- Strength Limit States (Geotechnical and Structural)
 - Pullout resistance
 - Nail tensile resistance
 - Facing bending/flexural resistance
 - Facing punching shear resistance
 - Facing headed stud resistance
- Service Limit States (Deformations)
 - Wall lateral and vertical displacements
 - Lateral squeeze (if applicable)
- Drainage and Drainage Details
- Constructability evaluation

Bridge Abutments and Pier analyses will include:

- Nominal bearing resistance, type of pile, and size of pile group required to provide adequate support, with consideration of how nominal bearing pile resistance will be determined in the field.
- Group interaction.
- Pile quantity estimation and estimated pile penetration required to meet nominal axial resistance.
- Minimum pile penetration necessary to satisfy the requirements caused by uplift, scour, down drag, settlement, liquefaction, and lateral loads.
- Foundation deflection to meet the established movement and associated structure performance criteria.
- Pile foundation nominal structural resistance.
- Pile drivability to confirm that acceptable driving stresses and blow counts can be achieved at the nominal bearing resistance, and at the estimated resistance to reach the minimum tip elevation with an available driving system.

Deliverables: Geotechnical Design Report or Memorandum to inform and document the project design

1.3.3 Structural Design and Bridge Selection

This will include the structural design of the reinforced concrete abutments and pier to support a pre-engineered bridge structure (similar to bridge structure identified during feasibility) utilized for pedestrian and golf cart traffic over the Heart River.

Deliverables: Structural analysis for abutments and pier based on pre-engineered bridge/performance specifications to inform design

1.3.4 Design Drawings

Detailed design of the pedestrian/golf cart bridge, rock wedge and bank/channel stabilization, control of water approach, western slope stabilization, low level drawdown structure, and site restoration will be completed. We will prepare Drawings for use in permitting, bidding, and construction. Drawings will be prepared using AutoCAD Civil3D in compliance with Barr's CAD standards. Drawings will be issued at 65%, 95%, and Issued for Bidding. The 95% Drawings will be used in permit applications. We assume the final planset will include approximately 20 sheets. Three (3) virtual review meetings will be held at 65%, 95%, and IFB. The Issued for Bidding Drawings will be signed and stamped by a Professional Engineer licensed in the state of North Dakota.

Deliverables: PDF of Drawings at 65% complete, 95% complete, and Issued for Bidding; Three (3) virtual design review meetings.

1.3.5 Specifications

Specifications will be completed in accordance with the standards set forth by the Construction Specifications Institute (CSI). City Standards and Specifications will be followed as applicable. Specifications will be issued at 65%, 95%, and Issued for Bidding. We will also prepare the “front end” contracting documents (Division 00 Specifications including bid form) with input from the City. The “front end” contracting documents will be based upon EJCDC standard documents. The Issued for Bidding Specifications will be signed and stamped by a Professional Engineer licensed in the state of North Dakota.

Deliverables: Word and PDF of Specifications at 65% complete, 95% complete, and Issued for Bidding.

1.3.6 Cost Estimates

We will prepare Engineer’s Opinion of Probable Construction Costs for the project at 65% complete, 95% complete, and Issued for Bidding. The range of costs will be in conformance with ASTM E2516 for the level of design complete at the time of the estimate.

Deliverables: Engineer’s Opinion of Probable Construction Costs at 65% complete, 95% complete, and Issued for Bidding.

1.4 Permitting

Barr will prepare and submit permit applications, on the City’s behalf, for the following permits/approvals:

- North Dakota DWR Dam Construction Permit
- State of North Dakota Water Use Permit
- State of North Dakota Floodway No Rise Certification
- State of North Dakota Sovereign Lands Permit
- State of North Dakota Dam Removal Notification Form
- USACE 404 Permit

It is assumed the 95% Plans will be used for permit applications, and any permit fees will be paid by the City. Additionally, while the new dam safety standards indicate a NDDWR dam construction permit may not be required as Mann’s Dam is a low head dam that is storing ~35 acre-ft of water below the crest of the dam, our experience with the East Broadway Dam project is that the NDDWR may still ask to review the project plans. We have included some time to coordinate with the NDDWR, but we assume a complete dam design/modification report will not be needed for this effort.

1.4.1 Section 106 Compliance

Because the project will require a permit from the USACE under Section 404 of the Clean Waters Act, the project must also comply with Section 106 of the National Historic Preservation Act, which requires federal agencies to determine the effects of their projects on cultural resources (archaeological sites and historic structures) more than 50 years old. Mann’s Dam was constructed in the 1930s, possibly by the Works Progress Administration (WPA). Therefore, it must be evaluated and inventoried for historical significance in order for the USACE to issue the Section 404 permit, and before the dam’s removal. In addition, the grading and bridge replacement activities that will occur as part of the project also have the potential to affect buried archaeological sites, if any are present within the project footprint.

As a result, Barr will complete a Class III cultural resources review and inventory of the project area. This will include completing a file review and background research at the North Dakota State Historic Preservation Office in Bismarck, to obtain data on any previously identified cultural resources as well as previously completed cultural resource surveys relevant to the project area. The inventory will be confined to the areas of proposed disturbance related to the project. This Class III will include intensive photography and documentation of Mann's Dam, as well as an archaeological survey within the limits of construction. The archaeological survey will include visual inspection and the excavation of up to four shovel test units within the project area, to a depth no greater than 1 meter. Following completion of the field survey, Barr will prepare a Class III report of investigations which will be limited to standard Class III-level inventory documentation only. We anticipate having to document Mann's Dam as a new cultural resource within the Class III report. The Class III report should be submitted to the USACE with the Section 404 permit application, to demonstrate compliance with Section 106.

Because a portion of the project is located on land owned by the U.S. Bureau of Reclamation (USBR), prior to initiating the Class III inventory, Barr will be required to obtain an Archaeological Resources Protection Act (ARPA) permit from the USBR. Barr will apply for this permit following notice to proceed, in order to have it on hand by the time of the Class III inventory. Barr has no control over the time in which USBR will review and issue the permit; however, we assume a reasonable timeframe (i.e., 30 days).

Assumptions: Barr has made the following assumptions:

- Investigations will be limited to the current project footprint.
- Archaeological investigations will be limited to visual inspection and up to four shovel test units excavated to a maximum depth of approximately one meter.
- No significant archaeological sites or historic structures requiring data recovery, mitigation, or long-term monitoring will be encountered.
- USACE's Section 106 finding of effect will be "no historic properties affected".
- Evaluation, data recovery, mitigation measures, memoranda of agreement, programmatic agreements, or historic property treatment plans are not included.
- Barr's scope includes preparation of one draft and one revised Class III report to address agency comments.
- The USACE will serve as the lead federal agency in completing Section 106 compliance including Native American consultation and coordination with Tribes.

Deliverables: *Permitting packages for up to 6 anticipated permits.*

1.5 Right of Way Services

Mann's Dam is located on property owned by the City of Dickinson. However, a portion of the land on the west side of the river where the dam removal and slope stabilization will take place is owned by the USBR. We assume that the City of Dickinson and Dickinson Parks and Recreation staff will lead the coordination of agreements with the USBR for access and construction, including any necessary modifications to existing agreements between the entities. We assume Barr's effort will include assisting

the city on developing one exhibit plan based on the design plan set to facilitate these conversations and agreements, but that easements and legal descriptions are not necessary for the proposed work on USBR property given the existing agreements between the City and USBR.

It is also possible that the rock wedge option will result in impacts on the private property downstream of Manns Dam at 684 Palm Beach Road. Through the design process, we will try to steepen the downstream rock wedge as much as allowable to minimize downstream impacts and possibly reduce the need for any easements on the downstream private property. However, we are assuming development of one easement figure and legal description for impacts to this private property. We assume the city will handle an appraisal, if needed, along with the coordination and execution of the easement.

Deliverables: *Development of one exhibit or plan to support city led conversations with the USBR and development of/revisions to existing agreements as it relates to project access, construction, and long-term O&M of the proposed project. One easement figure and legal description for the necessary easement on the private property downstream of Manns Dam.*

1.6 Cost Share and Grant Funding Support

Barr understands that pursuing NDDWR cost share funding, cost share with other stakeholders (e.g. Dickinson Parks and Recreation, USBR), and other possible grants will be necessary to support the construction of the proposed repair. We include up to:

- 20 hours to identify possible grant and funding opportunities beyond the NDDWR and stakeholder cost-shares
- 20 hours attending meetings with agencies, stakeholders, or other grant funding organizations to support project funding pursuits
- 40 hours to help support the City of Dickinson on the development of necessary technical information or graphics, cost estimates, or other supporting documentation needed to pursue additional funding opportunities

Deliverables: *Up to 80 hours to support identification of possible grant funds, attend meetings related to cost share or grant funding, and development of cost-share and grant funding materials to support applications*

2 Schedule

We have assumed we will receive Notice to Proceed on this project by October 20, 2026; if notice to proceed is later than listed, the schedule will shift accordingly. The anticipated schedule to complete the various Jobs and Tasks identified in Section 1.0 of this document are summarized in Table 1.

Table 1 Anticipated Schedule

Milestone	Approximate Date
Notice to Proceed	October 20, 2026
Field Data Collection (Survey, Geotech and Cultural Resources/Section 106)	December 31, 2026
65% Design Complete	March 31, 2027
95% Design Complete	June 30, 2027
Field Data Collection (Wetland Delineation) ¹	May 31, 2027
Permit Applications Submitted	June 30, 2027
Issued for Bidding Documents	August 31, 2027

¹ – North Dakota Growing Season April 15 – September 15 without special approval

3 Budget and Funding

Barr's estimated fees are \$424,550. We will bill you on a time and expense basis to be invoiced monthly. The estimated budget is presented in Table 2.

Table 2 Estimated Budget



Project Name: Manns Dam Final Design
Client Name: City of Dickinson
Date: 10/9/2026
Approved by:

	Labor Hours	Labor Costs	Expenses	Sub-Contractor Total	Project Total
Project Management					
Biweekly Update (10 months)	20.0	\$ 4,410	\$ -	\$ -	\$ 4,410
Monthly check-in meetings (10 months)	40.0	\$ 8,925	\$ -	\$ -	\$ 8,925
Invoicing (10 months)	24.0	\$ 4,368	\$ -	\$ -	\$ 4,368
Other PM tasks	50.0	\$ 11,130	\$ -	\$ -	\$ 11,130
	134.0	\$ 28,833	\$ -	\$ -	\$ 28,833
Field Investigations					
Wetland Delineation & Reporting	69.0	\$ 10,080	\$ 574.60	\$ -	\$ 10,655
Geotechnical Investigations & Reporting	97.0	\$ 14,620	\$ 1,555.00	\$ 47,300	\$ 63,475
Site Survey & Existing Basemap Update	21.0	\$ 3,465	\$ -	\$ 14,685	\$ 18,150
	187.0	\$ 28,166	\$ 2,130	\$ 61,985	\$ 92,280
Final Design					
2D Hydraulic Modeling & Scour Analysis (65% 95% Final)	99.0	\$ 16,274	\$ -	\$ -	\$ 16,274
1D Hydraulic Modeling No Rise (65%)	38.0	\$ 6,680	\$ -	\$ -	\$ 6,680
Hydraulic Memos (2D & 1D/NoRise)	62.0	\$ 10,839	\$ -	\$ -	\$ 10,839
Geotechnical Analysis	212.0	\$ 33,996	\$ -	\$ -	\$ 33,996
Structural Design and Bridge Selection	70.0	\$ 11,624	\$ -	\$ -	\$ 11,624
Drawdown Structure	96.0	\$ 15,026	\$ -	\$ -	\$ 15,026
Design Drawings 65%	238.0	\$ 38,507	\$ -	\$ -	\$ 38,507
Design Drawings 95%	228.0	\$ 36,522	\$ -	\$ -	\$ 36,522
Design Drawings IFB	94.0	\$ 15,158	\$ -	\$ -	\$ 15,158
Specifications 65%	35.0	\$ 6,406	\$ -	\$ -	\$ 6,406
Specifications 95%	43.0	\$ 7,844	\$ -	\$ -	\$ 7,844
Specifications IFB	15.0	\$ 2,830	\$ -	\$ -	\$ 2,830
Front End Documents	27.0	\$ 4,757	\$ -	\$ -	\$ 4,757
Cost Estimate 65%	23.0	\$ 3,980	\$ -	\$ -	\$ 3,980
Cost Estimate 95%	12.0	\$ 2,153	\$ -	\$ -	\$ 2,153
Cost Estimate IFB	11.0	\$ 2,032	\$ -	\$ -	\$ 2,032
Design Review Meetings (65%, 95%, IFB, Virtual)	39.0	\$ 7,781	\$ -	\$ -	\$ 7,781
	1342.0	\$ 222,409	\$ -	\$ -	\$ 222,409
Permitting					
ND Dam Construction Permit	25.0	\$ 4,731	\$ -	\$ -	\$ 4,731
ND Water Use Permit	29.0	\$ 5,272	\$ -	\$ -	\$ 5,272
ND Floodway Review and No Rise Permit	69.0	\$ 12,456	\$ -	\$ -	\$ 12,456
ND Sovereign Lands Permit	29.0	\$ 5,272	\$ -	\$ -	\$ 5,272
ND Dam Removal Form	29.0	\$ 5,272	\$ -	\$ -	\$ 5,272
ND Wetland Delineation	15.0	\$ 2,846	\$ -	\$ -	\$ 2,846
USACE 404 Permit	37.0	\$ 6,659	\$ -	\$ -	\$ 6,659
Cultural Resource Review and Pedestrian Inventory (incl ARPA permit and dam documentation)	114.0	\$ 17,257	\$ 1,732.00	\$ -	\$ 18,989
	347.0	\$ 59,764	\$ 1,732	\$ -	\$ 61,496
Right of Way Services					
Agreement Support Exhibit	22.0	\$ 3,864	\$ -	\$ -	\$ 3,864
	22.0	\$ 3,864	\$ -	\$ -	\$ 3,864
Grant Funding Support					
NDDWR Cost Share, Other Stakeholder Cost Share, and Other Grant Support	80.0	\$ 15,667	\$ -	\$ -	\$ 15,667
	80.0	\$ 15,667	\$ -	\$ -	\$ 15,667
Project Totals (Fees)		\$ 358,704	\$ 3,862	\$ 61,985	\$ 424,550
Project Totals (Hours)	2112.0				

We look forward to working with you on this project. Please contact Jon Ausdemore or Jen Koehler regarding any questions.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jon Ausdemore', with a stylized, cursive script.

Jon Ausdemore, PE
Vice President, Principal in Charge

A handwritten signature in dark ink, appearing to read 'Jen Koehler', with a cursive script.

Jen Koehler, PE
Project Manager



10/9/2026

Mr. Joshua Skluzacek
Engineering and Community Development Director
City of Dickinson Engineering Department
38 1st Street West
Dickinson, ND 58601

Re: Agreement for Manns Dam Modification Project – Final Design

Dear Mr. Skluzacek:

Thank you for retaining us. We will do our best to justify your expression of confidence in us. This letter, together with our Standard Terms as previously modified (attached) sets forth the Agreement between the City of Dickinson (Client) and Barr Engineering Co., its affiliates and subsidiaries (Barr) regarding Manns Dam Modification Project – Final Design.

The scope of professional consulting services Barr will provide includes the final design and permitting as outlined in the attached along with the anticipated schedule and budget.

This Agreement will be effective for the duration of the services or until August 31, 2027, whichever comes first unless terminated earlier by either Client or Barr. Barr's Proposal, if any, is not a part of this Agreement except as specifically indicated or referred to in this letter Agreement. Barr will commence work upon receipt of a copy of this letter signed by Client. The schedule for the services is outlined in the attached.

Barr will inform the Client of progress by biweekly emails.

For the services provided, Client will pay Barr according to the attached Standard Terms (as modified). Barr will bill Client monthly.

Barr understand you have the authority to direct us. Barr will direct communications to you at the address on this letter. Direction should be provided to me or Jennifer Koehler at 4300 MarketPoint Drive, Minneapolis, MN 55435.

During the term of this Agreement, Barr agrees to maintain with a company or companies lawfully authorized to do business in the jurisdiction in which the project is located, the type of insurance and policy limits as set forth below (USD):

Workers' Compensation and Employers' Liability

- | | |
|----------------|-----------------------------------|
| 1. Coverage A: | Per State Statute |
| 2. Coverage B: | \$500,000 Each Accident |
| | \$500,000 Disease – Policy Limit |
| | \$500,000 Disease – Each Employee |

Commercial General Liability

- | | |
|----------------|-------------------|
| 1. \$2,000,000 | General Aggregate |
|----------------|-------------------|

- 2. \$2,000,000 Products – Completed Operations Aggregate
- 3. \$1,000,000 Each Occurrence
- 4. \$1,000,000 Personal Injury

Commercial Automobile Liability

- 1. \$1,000,000 Combined Single Limit Bodily Injury and Property Damage

The Commercial Automobile Liability shall provide coverage for the following automobiles:

- 1. All Owned Automobiles
- 2. All Non-Owned Automobiles
- 3. All Hired Automobiles

Umbrella Liability

- 1. \$10,000,000 Each Claim
\$10,000,000 Annual Aggregate
- 2. The Umbrella Liability provides excess limits for the Commercial General Liability, Employers' Liability, and Commercial Automobile Liability policies.

Professional and Pollution Incident Liability

Professional Liability insurance including Pollution Incident Liability coverage with limits of not less than \$5,000,000 Per Claim / \$5,000,000 Annual Aggregate.

Certificates of Insurance

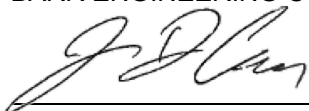
Certificates of Insurance will be provided upon request.

Barr and Client waive all rights, including their insurers' subrogation rights, against each other, their subcontractors, agents, and employees, and the other consultants, separate contractors, and their subcontractors, agents, and employees for losses or damages covered by their respective property or casualty insurance, commercial general liability, or Builder's Risk insurance. This waiver of subrogation is effective notwithstanding any duty of indemnity.

If this Agreement is satisfactory, please sign the enclosed copy of this letter in the space provided, and return it to Barr. This Agreement will be open for acceptance until Click or tap to enter a date., unless earlier withdrawn by us.

Sincerely yours,

BARR ENGINEERING CO.



Jon Auesdemore, PE
Its Vice President

Accepted this _____ day of _____, 20____

CITY OF DICKINSON

By _____

Its _____

Attachments

Standard Terms—Professional Services (As modified)

Fee Schedule

Manns Dam Modification Project – Final Design Scope, Schedule, and Budget Proposal Letter (dated 10/9/2026)