



PUBLIC WORKS DIVISION
344 WEST MAIN STREET
MARSHALL, MN 56258-1313
PHONE: 507-537-6773
FAX: 507-537-6830

April 27, 2022

Luke Bourassa
South Region Engineer
MnDOT Office of Aeronautics
395 John Ireland Boulevard
St. Paul, MN 55155-1800

Re: Request for Grant Agreements
Southwest Minnesota Regional Airport – Marshall (MML)
Snow Removal Equipment Building and Site Design Project

Dear Mr. Bourassa:

The City of Marshall hereby requests Grant Agreements for federal and state funding for the Snow Removal Equipment Building and Site Design Project at the Southwest Minnesota Regional Airport.

Total project cost is \$297,000.00 as shown on the attached Project Cost Breakdown, and as described below. Federal Airport Improvement Program (AIP) funding for fiscal year 2022 is requested in the amount of \$135,598.50 for 90% of the federally eligible work. State funding is requested in the amount of \$109,967.75 for a 70% state funding share on federally ineligible portions of the facility, and a 5% match on the federally eligible work. The remainder will be funded with local funds in the amount of \$51,433.75.

The City of Marshall authorized a Professional Services Agreement with TKDA on October 12, 2021 for the Project Formulation and Pre-Design Study in the amount of \$35,000.00. The Marshall City Council will authorize a Professional Services Agreement with TKDA for Final Building Design and Site Design services associated with the Project in the amount of \$255,000.00, contingent on receipt of federal funding. The total project engineering costs for Project Formulation, Pre-Design Study, Final Building Design and Site Design will be in the amount of \$290,000.00. The City is obtaining an Independent Fee Estimate (IFE) for the design phase Authorization. A price and cost analysis by city staff also found the fees to be fair and reasonable.

The City of Marshall has included \$7,000 for administration expenses as part of this request. Administrative expenses include independent fee estimate services.

Thank you for your consideration. If you have any questions concerning this request, please contact my office at (507) 537-6773.

Respectfully,

Jason R. Anderson, Digitally signed by Jason R. Anderson, P.E.
P.E. Date: 2022.04.27 13:53:15 -05'00'

Jason Anderson, PE
Director of Public Works / City Engineer

c: Ben Garrow – FAA
John Peterson – TKDA

**PROJECT COST BREAKDOWN
SRE BUILDING AND SITE DESIGN
SOUTHWEST MINNESOTA REGIONAL AIRPORT - MARSHALL (MML)
FEDERAL FISCAL YEAR 2022 GRANT REQUEST**

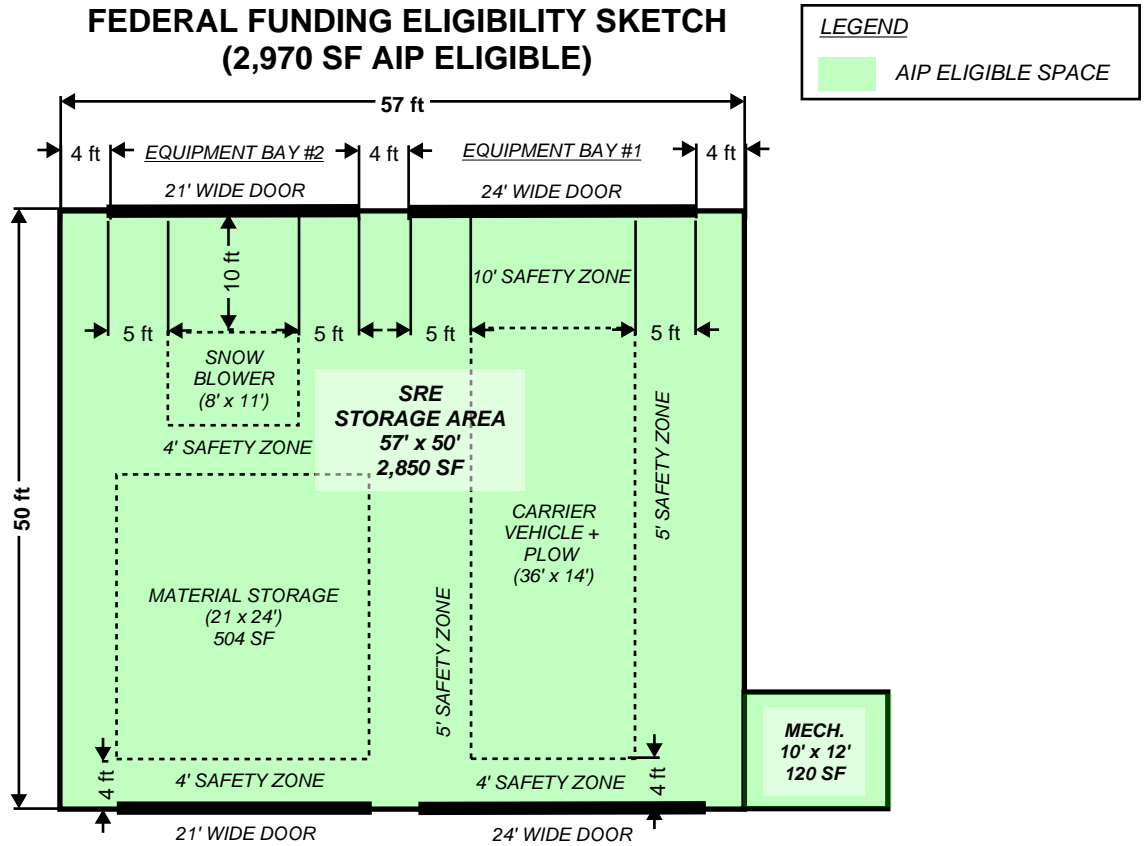
ID	UNIT OF WORK	COSTS			FUNDING			
		TOTAL COST	AIP ELIGIBLE PERCENTAGE*	AIP ELIGIBLE COST	FAA	STATE AIP MATCH	STATE	SPONSOR
					90.0%	5.0%	70.0%	Varies
1	ADMINISTRATIVE							
	Independent Fee Estimate	\$ 5,000.00	100.00%	\$ 5,000.00	\$ 4,500.00	\$ 250.00	\$ -	\$ 250.00
	City Administration	\$ 2,000.00	100.00%	\$ 2,000.00	\$ 1,800.00	\$ 100.00	\$ -	\$ 100.00
	Subtotal Administrative	\$ 7,000.00	100.00%	\$ 7,000.00	\$ 6,300.00	\$ 350.00	\$ -	\$ 350.00
2	ENGINEERING/ARCHITECTURE							
	Pre-Design Study/Project Formulation	\$ 35,000.00	44.30%	\$ 15,505.00	\$ 13,954.50	\$ 775.25	\$ 13,646.50	\$ 6,623.75
	Final Building Design	\$ 210,000.00	39.60%	\$ 83,160.00	\$ 74,844.00	\$ 4,158.00	\$ 88,788.00	\$ 42,210.00
	Site Design	\$ 45,000.00	100.00%	\$ 45,000.00	\$ 40,500.00	\$ 2,250.00	\$ -	\$ 2,250.00
	Subtotal Engineering/Architecture	\$ 290,000.00	49.54%	\$ 143,665.00	\$ 129,298.50	\$ 7,183.25	\$ 102,434.50	\$ 51,083.75
	TOTAL COST	\$ 297,000.00	50.73%	\$ 150,665.00	\$ 135,598.50	\$ 7,533.25	\$ 102,434.50	\$ 51,433.75
				Project Funding Shares	45.7%	2.5%	34.5%	17.3%
				<i>Avaiable FAA Entitlement Balance**</i>	\$ 600,000.00			

*FAA funding eligibility subject to change

SNOW REMOVAL EQUIPMENT BUILDING AIP ELIGIBILITY INFORMATION

SOUTHWEST MINNESOTA REGIONAL AIRPORT
MARSHALL, MINNESOTA

FEDERAL FUNDING ELIGIBILITY SKETCH (2,970 SF AIP ELIGIBLE)



NOTES: 1) 4 FEET OF SPACE REQUIRED BETWEEN GARAGE DOORS AND EDGE OF BUILDING FOR STRUCTURAL PURPOSES.
2) MECH. = MECHANICAL

BACKGROUND INFORMATION

EQUIPMENT LIST:

1. 16' PLOW ATTACHMENT (2011 | AIP FUNDED)
2. 30' CARRIER VEHICLE (TO BE PROGRAMMED ON CIP FOR AIP FUNDING)
3. 8' BLOWER ATTACHMENT (PROGRAMMED ON CIP FOR AIP FUNDING IN 2024)

SIZING CALCULATIONS

EQUIPMENT BAY #1 DOOR WIDTH = 24' (16' PLOW @ 30-DEGREES = 14' + 5' SAFETY ZONE EACH SIDE)
EQUIPMENT BAY #1 DEPTH = 50' (10' SAFETY ZONE FRONT + 6' PLOW + 30' CARRIER VEHICLE + 4' SAFETY ZONE)

EQUIPMENT BAY #2 DOOR WIDTH = 21' DOOR (11' BLOWER + 5' SAFETY ZONE EACH SIDE)
EQUIPMENT BAY #2 DEPTH = 50' (10' SAFETY ZONE FRONT + 8' BLOWER + 4' SAFETY ZONE + 23' MATERIAL STORAGE + 4' SAFETY ZONE)

MATERIAL STORAGE = 21' WIDTH (DOOR WIDTH) x 24' DEPTH = 504 SQUARE FEET

Southwest Minnesota Regional Airport
 SRE Building Financial Calculator
 Cost Reduction Option

	Total Cost	Building Eligibility (SF)				Eligibility Pro-Rate			FAA Grant Match			State Grant Match			Total Amounts		
		Total	FAA	State	Local	FAA	State	Local	FAA %	State %	Local %	FAA %	State %	Local %	FAA %	State %	Local %
Site Improvements	\$ 450,000					100.0%	0.0%	0.0%	90%	5%	5%	0%	70%	30%	\$ 405,000	\$ 22,500	\$ 22,500
SRE Building	\$ 2,371,875	7500	2970	4530	0	39.6%	60.4%	100.0%	90%	5%	5%	0%	70%	30%	\$ 845,336	\$ 1,049,792	\$ 476,747
TOTAL	\$ 2,821,875														\$ 1,250,336	\$ 1,072,292	\$ 499,247
															44.3%	38.0%	17.7%

Building Cost per SF	\$ 250
% Engineering	15%
% Contingency	10%

	Depth	Width	SF
Bay #1	80	26	2080
Bay #2	80	23	1840
Bay #3	80	19	1520
Structural Area	80	12	960
Mechanical	10	20	200
Restrooms	10	20	200
Meeting Room	35	20	700
Office	0	0	0
Total SRE Facility Program SF			7500
<i>SRE Storage/Related Space</i>			<i>6600</i>
<i>Other Building Space</i>			<i>900</i>

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A	
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.	
Item 1. Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Item 2. Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 3. Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 4. Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 5. Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes. <input type="checkbox"/> The project is included in an <i>approved</i> PFC application. If included in an approved PFC application, does the application <i>only</i> address AIP matching share? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> The project is included in another Federal Assistance program. Its CFDA number is below.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 6. Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals? If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply: <input type="checkbox"/> De Minimis rate of 10% as permitted by 2 CFR § 200.414. <input type="checkbox"/> Negotiated Rate equal to _____ % as approved by _____ (the Cognizant Agency) on _____ (Date) (2 CFR part 200, appendix VII).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
<i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:
Local Land Use Regulation and Zoning Ordinance

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:
None

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:
None

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.
Yes

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.
Yes

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).
Yes

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.
N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.
N/A

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

None

10. Land – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

Project is located on Existing Airport Property.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

¹ State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Federal Domestic Assistance Catalog Number: 20-106	
2. Functional or Other Breakout:	FAA-AIP

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense	7000		7000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees	290000		290000
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. Subtotal (Lines 1 through 13)	297000		297000
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. Less: Ineligible Exclusions (Section C, line 23 g.)			
18. Subtotal (Lines 16 through 17)	297000		297000
19. Federal Share requested of Line 18	135598		135598
20. Grantee share	51434.25		51434
21. Other shares	109968		109968
22. TOTAL PROJECT (Lines 19, 20 & 21)	297000		297000

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	Amount Ineligible for Participation
a.	
b.	
c.	
d.	
e.	
f.	
g. Total	

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	51434
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. TOTAL - Grantee share	51434
25. Other Shares	Amount
a. State	109968
b. Other	
c. TOTAL - Other Shares	161402
26. TOTAL NON-FEDERAL FINANCING	161402

SECTION E – REMARKS (Attach sheets if additional space is required)
A current Exhibit A (airport property inventory map) is on file with the ADO (Airport Layout Plan).

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Snow Removal Equipment Building and Site Design

AIRPORT: Southwest Minnesota Regional Airport - Marshall/Ryan Field (MML)

1. Objective:

This project will construct a Snow Removal Equipment (SRE) Building at the Southwest Minnesota Regional Airport. The SRE Storage and Maintenance Facility will accommodate current airport snow removal equipment, mowing equipment, maintenance vehicles, and sand/salt storage. Also included will be airport maintenance staff office/break room, restrooms, and utilities space.

2. Benefits Anticipated:

There is a need for a new Snow Removal Equipment (SRE) Building at the Southwest Minnesota Regional Airport. The existing 3,600 SF building is inadequate to store all the current fleet of snow removal and maintenance equipment the airport owns. The airport also stores excess equipment within T-hangar units, but would like to store all equipment in one location, and free up T-hangar space that can be rented for aircraft storage. The existing SRE building is past its useful life, and in need of major rehabilitation or replacement.

3. Approach: (See approved Scope of Work in Final Application)

This project consists of the preparing project plans & specifications to construct the SRE Building. Design will include removals, grading, paving, lighting and drainage improvements required for the construction phase.

4. Geographic Location:

44 d 27' 06.20"N
95 d 49' 27.9"W
Southwest Minnesota Regional Airport, Marshall, MN

5. If Applicable, Provide Additional Information:

N/A

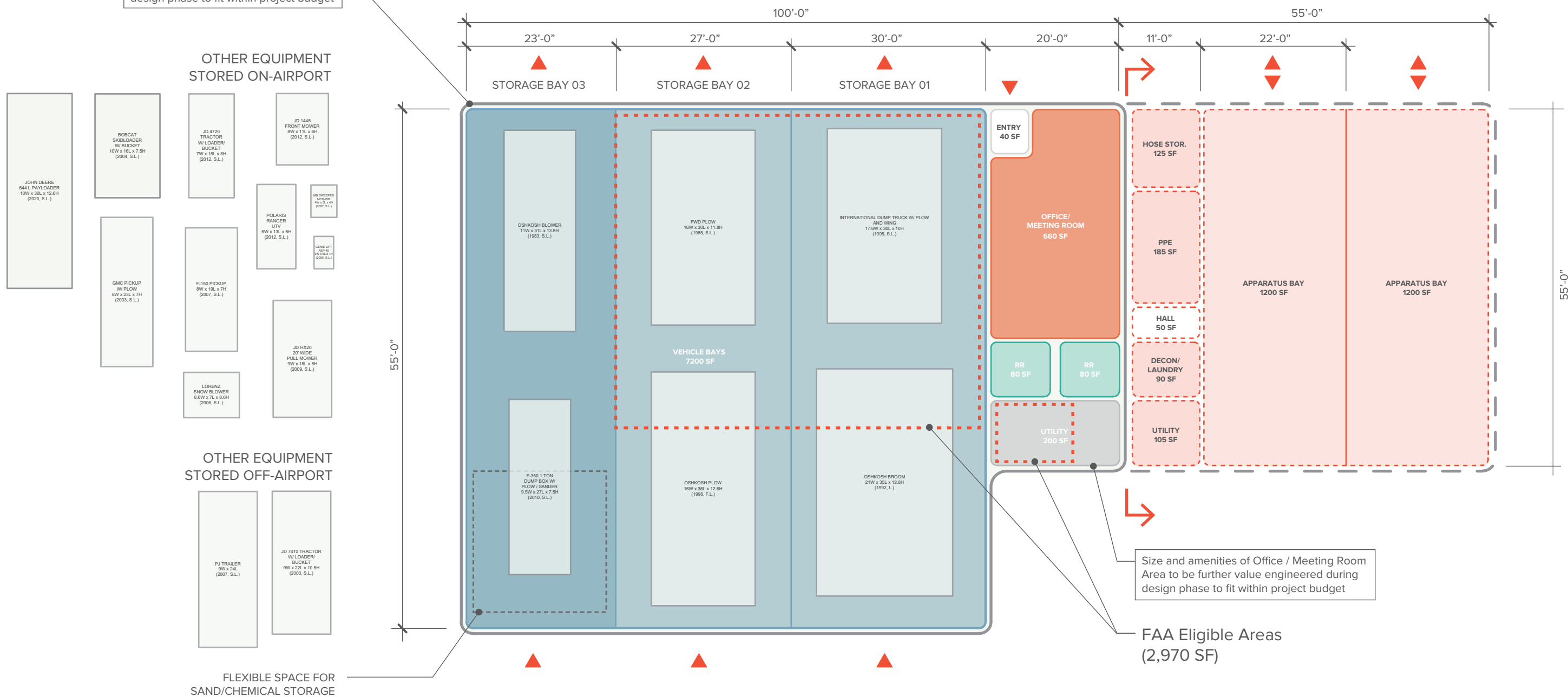
6. Sponsor's Representative: (include address & telephone number)

Jason Anderson, Director of Public Works/City Engineer; Phone: (507-3537-6773); email:
Jason.Anderson@ci.marshall.mn.us
344 West Main Street, Marshall, MN 56258

SRE BUILDING 7500 GSF

FUTURE ARFF 3025 GSF

Size and amenities of Storage Bay 03 to be further value engineered during design phase to fit within project budget



LEVEL 01

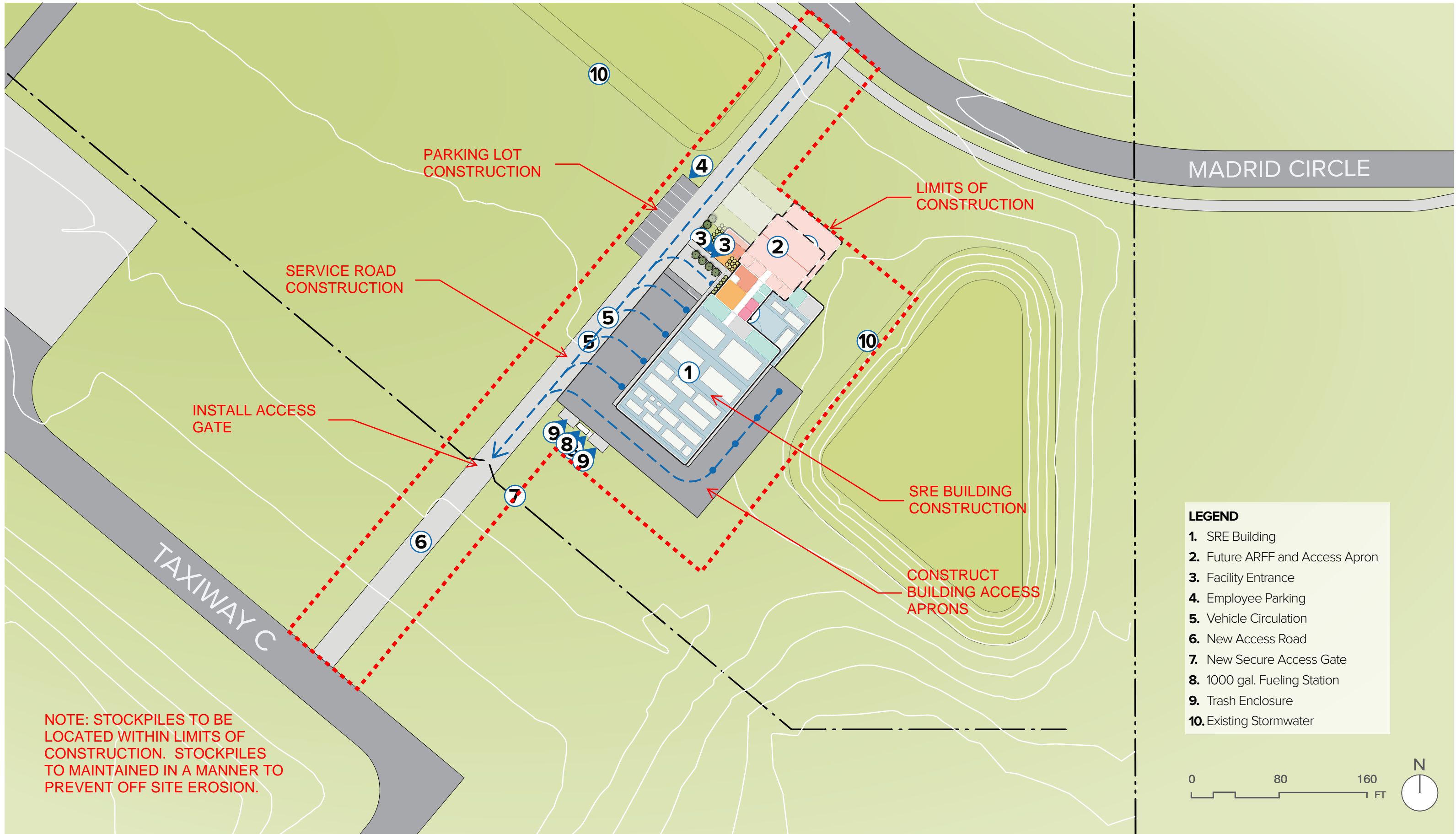
1/16" = 1'-0"

0 16 32 FT



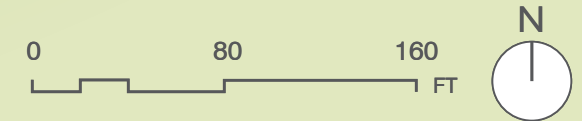
FLOOR PLAN - COST REDUCTION ALTERNATIVE

SOUTHWEST MINNESOTA REGIONAL AIRPORT - SRE/ARFF PRE-DESIGN



NOTE: STOCKPILES TO BE LOCATED WITHIN LIMITS OF CONSTRUCTION. STOCKPILES TO MAINTAINED IN A MANNER TO PREVENT OFF SITE EROSION.

- LEGEND**
- 1. SRE Building
 - 2. Future ARFF and Access Apron
 - 3. Facility Entrance
 - 4. Employee Parking
 - 5. Vehicle Circulation
 - 6. New Access Road
 - 7. New Secure Access Gate
 - 8. 1000 gal. Fueling Station
 - 9. Trash Enclosure
 - 10. Existing Stormwater



SITE PLAN - OPTION 02
SOUTHWEST MINNESOTA REGIONAL AIRPORT - SRE/ARFF PRE-DESIGN



444 Cedar Street, Suite 1500
Saint Paul, MN 55101
651.292.4400
tkda.com



September 24, 2021

Submitted via email: Jason.Anderson@ci.marshall.mn.us

Jason Anderson
City Engineer / Director of Public Works
City of Marshall
344 West Main Street
Marshall, MN 56258

Re: Proposal for Architectural and Engineering Predesign Study
Snow Removal Equipment (SRE) and Aircraft Rescue and Fire Fighting (ARFF) Facility
Southwest Minnesota Regional Airport - Marshall

Dear Mr. Anderson:

In response to your Request for Proposal, we are pleased to submit this Proposal to provide Architectural, Engineering and Planning Services in connection with the proposed SRE and ARFF Facility Project at the Southwest Minnesota Regional Airport in Marshall, MN, hereinafter called the Project. Our services will be provided in the manner described in this Proposal subject to the terms and conditions set forth in the Professional Services Agreement dated March 10, 2020.

I. PROJECT DESCRIPTION

OVERVIEW

TKDA met with Jason Anderson to discuss the Project. Description of the understood predesign scope is as follows:

The planned Snow Removal Equipment (SRE) and Aircraft Rescue Fire Fighting (ARFF) Facility at the Southwest Minnesota Regional Airport – Marshall is based on conceptual planning included in the Airport Master Plan, which was approved by the City in June 2020. The location of the planned facility is shown on the attached East Building Area Plan from the Airport Layout Plan. The 2020 Airport Master Plan, and corresponding Airport Layout Plan dated June 2020 have been accepted and approved by the FAA for establishing a guiding document for the 20-plus year development of the airport. The SRE/ARFF Facility is to be constructed in phases over the planning period, as the need for various uses develop. The first phase will be for construction of an SRE Storage and Maintenance Facility. The overall site shall be developed for future expansion to include an ARFF and Firefighting Facility that will jointly serve both airfield firefighting and rescue, and municipal firefighting capabilities.

The SRE Storage and Maintenance Facility will accommodate current airport snow removal equipment, mowing equipment, maintenance vehicles, and sand/salt storage. Also included will be airport maintenance staff offices, break room, and restrooms. The SRE Facility will be designed such that it can be expanded for the future firefighting facilities, and utilize common elements such as break rooms and restrooms. Future firefighting capabilities may include both airport rescue and firefighting, as well as city fire fighting capabilities. Desire for a City Fire Station to the west of the railroad tracks has been identified during previous planning studies as a city priority. Development of a joint ARFF/City Firefighting Facility would allow for shared resources, and utilization of existing city owned land on the airport.

Services to be provided by TKDA as part of this proposal include completing a Predesign Report for Capital projects, visual site survey, review of previous site preparation projects, budgetary construction cost estimate (of chosen alternative), funding plan, and NEPA Categorical Exclusion report. Additional design services for final construction documents and construction administration are not included in this Proposal.

DESIGN APPROACH

TKDA plans to utilize our full array of in-house design services and expertise to provide a comprehensive Pre-design Report and deliver the requested information for the City in a timely fashion. In addition to our services, we may utilize the services of outside construction companies to assist in cost estimating.

Design goals are focused on meeting the project budget while creating a highly functional and robust facility that will serve the City well into the future. We will work to develop a site plan that accommodates the near term development, as well as the ultimate build out, while minimizing future rework.

During the pre-design, our team will test and verify space configurations and work flows to maximize the planned facility layout for functionality and efficiency. Our focus will be to stretch the provided budget to gain as much of the desired facility as possible. We will work with city departments to verify programmatic elements and ensure requirements are met.

Architectural layouts and building systems (MEP) will be analyzed on a high level for cost, energy efficiency, life-cycle, and feasibility with site infrastructure. Pre-design documents will include plans, renderings, and studies in both 2D and 3D format to move the design decision process forward. Programming spreadsheets will be generated, capturing space requirements that include function, finishes, square footages, and spatial relationship requirements. These documents and studies will be followed up with a budgetary cost estimate exercise to test compliance with the total project budget of \$1,580,000 for the Site Preparation, and SRE Storage Facility, as included in the airports 2020 Capital Improvement Program (CIP). During the pre-design, the city will be asked to select a preferred design concept from the plan and study options generated prior to completing the pre-design report. Specific tasks and deliverables are outlined in part II of this proposal.

An analysis of the preferred SRE Storage Facility layout will be performed to determine the extent of which project elements are eligible for FAA Airport Improvement Program (AIP) funding, and State of Minnesota Department of Transportation (MnDOT) Airport Development funding sources. FAA eligibility will be determined utilizing current FAA Advisory Circulars (AC's), and the AIP Handbook. Total shares for Federal, State, and Local funding will be presented to the City for their consideration. Upon acceptance of overall funding levels, TKDA will assist the City in updating the airport Capital Improvement Program (CIP) to reflect the necessary funding.

Programming level estimates for the ultimate build out of the ARFF and Firefighting Facility will be developed for use by the City in seeking out alternative funding sources other than airport funding. The ARFF functions are not currently eligible for FAA funding as only airports with FAR Part 139 Certification, as required for commercial air service, qualify for federal assistance. At such time in the future that the airport receives a Part 139 Certificate, the ARFF Facility will become eligible for funding utilizing the airports AIP Entitlements. Funding for the municipal firefighting facility would not qualify for airport development funding. The study will seek to determine possible sources for future funding, other than local funding.

II. SERVICES AND DELIVERABLES TO BE PROVIDED BY TKDA

Based on TKDA's understanding of the Project, we propose to provide the following services:

- A. PROJECT MANAGEMENT
 - i. Track meeting notes for records
 - ii. Execute TKDA's internal Quality Control/Quality Assurance protocol for reports and studies
 - iii. Assemble pre-design submittal
- B. MEETINGS (held via Microsoft Teams)
 - i. Kick-Off Meeting
 - ii. Design Review Meetings (2)
 - iii. Programming Workshop (one, 2-hr session)
 - iv. Agency Meeting w/FAA and MnDOT Representatives (one, 1-hr session)
 - v. Visual site survey



C. PREDESIGN REPORT

- i. Drawings
 - 1) Site Plan Analysis (2 options)
 - 2) Facility Program Relationship Diagrams
 - 3) Facility Plan Analysis (3 options)
 - 4) Three dimension renderings (2 exterior)
- ii. Narrative
 - 1) Project statement and summary
 - 2) Building program summary and room data information
 - 3) Precedent study of similar facilities
 - 4) Technology and sustainability plan/features
 - 5) Summary of State and Federal requirements
 - 6) Project schedule for design and construction
- iii. Opinion of probable construction costs
- iv. Funding Plan
 - 1) Determine eligibility for FAA AIP funding and MnDOT Aeronautics Development Funding
 - 2) Explore non-aviation funding sources for ARFF/Firefighting Facility

D. NEPA Categorical Exclusion for site development and SRE/ARFF Facility

F. PROJECT ASSUMPTIONS AND EXCLUSIONS

- i. Upon completion of the Pre-design, the City will seek FAA funding for design of the SRE Facility in 2022. The SRE Facility will be designed to be publicly bid for construction in 2023.
- ii. Expansion of the facility for ARFF and Firefighting will occur after 2023. No design efforts will be performed as part of the SRE Facility design in 2022, other than site preparation.
- iii. Any printing of materials outside of standard pre-design documents requested by the City will be invoiced as a reimbursable expense.

III. ADDITIONAL SERVICES

If authorized in writing by the City, TKDA will furnish or obtain Additional Services of the types listed below which are not considered as basic services under this Proposal. Additional Services shall be billable on an Hourly Rate basis per our Master Contract, and such billings shall be over and above any maximum amounts set forth herein.

- A. Changes in scope or design deviations, phases of design beyond pre-design
- B. Site visits above those listed in Section II.
- C. Meetings and/or review efforts outside of those listed in Section II.
- D. Site Topographic Survey
- E. Geotechnical Evaluations

IV. CLIENT RESPONSIBILITIES

These responsibilities shall be as set forth in Article 9 of the Professional Services Agreement and as further described or clarified below:

- A. Designate one individual to act as a representative with respect to the work to be performed; such person shall have complete authority to transmit instructions, receive information, interpret and define policies, and make decisions with respect to critical elements pertinent to the Project.



- B. Provide TKDA with access to the sites and appropriate photographs of existing conditions as required to perform services listed herein.
- C. Provide timely direction regarding any specific equipment and/or material requirements.
- D. Provide reviews of materials furnished by TKDA in a reasonable and prompt manner so the Project schedule can be maintained.

V. PERIOD OF SERVICE

We expect to start services promptly upon receipt of a written Notice to Proceed. TKDA will complete the services herein in approximately six weeks. Final schedule to be discussed and agreed upon during project kick-off meeting.

VI. COMPENSATION

Compensation to TKDA for services provided as in Section II shall be in a Lump Sum amount as listed below:

PREDESIGN STUDY	\$33,600
PROJECT SPECIFIC SERVICES	\$ 900
<u>REIMBURSABLES:</u>	<u>\$ 500</u>
TOTAL	\$35,000

The level of effort required to accomplish SECTION II services can be affected by factors beyond our control. Therefore, if it appears at any time charges for services rendered under SECTION II will exceed the above, TKDA agrees we will not perform services or incur costs resulting in billings in excess of such amount until we have been advised by you additional funds are available and our work can proceed.

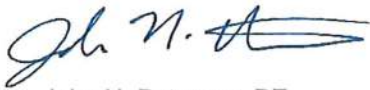
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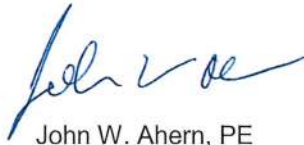
VII. CONTRACTUAL INTENT

We thank you for the opportunity to submit this Proposal. We agree that this letter and attachments constitute a contract between us upon its signature by an authorized official of the City of Marshall, and the return of a signed original to us. This Proposal will be open for acceptance for 90 days, unless the provisions herein are changed by us in writing prior to that time. Please contact John Peterson directly at 651.442-1898 or john.peterson@tkda.com if you should have any questions. We appreciate the opportunity to continue to serve you on this project.

Sincerely,



John N. Peterson, PE
Project Manager



John W. Ahern, PE
Vice President, Aviation

c: DJ Heinle – TKDA

ATTACHMENT: SOUTHWEST MINNESOTA REGIONAL AIRPORT EAST BUILDING AREA PLAN

ACCEPTED FOR CITY OF MARSHALL, MINNESOTA

By: 
(signature)

 10/12/21
Printed Name/Title Date

CLIENT'S DESIGNATED REPRESENTATIVE:

Name/Title	Phone	Email
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April 29, 2022

submitted via email to: jason.anderson@ci.marshall.mn.us

Mr. Jason Anderson, PE
Director of Public Works/City Engineer
City of Marshall, Minnesota
344 West Main Street
Marshall, MN 56258

Re: Marshall SRE Facility Design at Southwest Minnesota Regional Airport
SP No.A4201-105 | FAA AIP No.3-27-0056-019-2022 | TKDA Project No.18338.000

Dear Mr. Anderson:

In response to your request, we propose to provide Architectural and/or Engineering Services in connection with the SRE Facility Design at the Southwest Minnesota Regional Airport in Marshall, Minnesota, hereinafter called the Project. Pursuant to our Professional Services Agreement dated March 26, 2020, the terms and conditions of which are incorporated herein by reference (the "Agreement"), you are hereby authorized to proceed with the Professional Services described as follows:

**MARSHALL SNOW REMOVAL EQUIPMENT [SRE] FACILITY DESIGN
AT SOUTHWEST MINNESOTA REGIONAL AIRPORT [MML]**

I. PROJECT DESCRIPTION

The SRE Facility Design Project at MML consists of the following items to be accomplished under one future construction contract. The Project will be funded through Federal (FAA), State (MnDOT Aeronautics) and Local funding sources. This Project includes major items of work as follows:

- Confirmation of predesign program recommendations:
 - Up to 8,800 SF freestanding SRE building, with consideration for a future Air Rescue Fire Fighting (ARFF) facility addition.
 - Three (3) vehicle fleet bays (design of a 4th bay is included, but will be bid as an alternate)
 - Open office space
 - Combined conference and breakroom
 - Restrooms
 - Utility rooms
- Preparation of Plans and Specifications
- Mechanical Systems—TKDA will provide an analysis of heating systems during Schematic Design for review to aid in the selection of the final system to be designed in subsequent phases.

II. SERVICES TO BE PROVIDED BY TKDA

TKDA is requested to provide the following architectural and engineering professional services:

A. PART A—PROGRAMMING & SCHEMATIC DESIGN

1. Project Management
TKDA will lead the design process and manage the design team in a way that guides the owner and other stakeholders to an agreed upon solution.
2. Internal Design Meetings
These meetings will be set on a recurring basis for the coordination of the design team and any outside consultants or entities whose work or disciplines may impact the project.
3. Client Meetings (6) via MS Teams
Client Meetings will be scheduled at regular intervals throughout schematic design process. Meetings will be opportunities for the team to receive feedback and make any corrections based on client input.
4. Topographic Survey and Geotechnical Site Analysis
TKDA will visit the site to provide the team and owner with a topographic survey of the site.
5. Site Visit
Members of the design team will make one (1) site visit for visual documentation of the existing conditions

within and around the project area.

6. **Permit Review**
Review of any required submittals for Authority Having Jurisdiction (AHJ). TKDA will schedule meetings with local code officials, fire marshal, plan reviewers, City administrators, & other necessary parties.
7. **Validate Program/Concept Layouts**
TKDA will further refine concept layouts from the preferred option generated during the previous Pre-Design Study to arrive at a Schematic Design level floor plan agreed upon by all parties.
8. **Schematic Design Model/Documents**
Schematic Design deliverables shall be:
 - a. One (1) floor plan, reflected ceiling plan and roof plan
 - b. Four (4) building elevations
 - c. Two (2) building sections
9. **Preliminary Code Analysis**
Code Analysis will be performed to determine egress compliance, exit locations, construction type, setbacks, preliminary occupant loads and fixture counts.
10. **Preliminary Engineering**
Initial engineering efforts will encompass exploration of all client desired systems & evaluation for feasibility.
11. **Coordinate Work with Others**
Work will be coordinated internally through our project process, design team meetings and as discussed in regularly scheduled Client meetings. Our team will be in communication throughout course of this effort.
12. **QA/QC**
TKDA uses team-wide strategic advisory meetings, detailed schedules, and project documentation. Each discipline will employ robust quality assurance measures including, but not limited to, selection of an Architect or Engineer not assigned to the project in order to get objective reviews at each phase to identify any potential building system conflicts.
13. **Issue Schematic Design Package (30% Design)**
14. **Schematic Design Review Meeting (MS Teams)**

B. PART B–FINAL DESIGN & CONSTRUCTION DOCUMENTS

1. **Project Management**
TKDA will lead the design process and manage the design team in a way that guides the owner and other stakeholders to an agreed upon solution.
2. **Internal Meetings**
These meetings will be set on a recurring basis for the coordination of the design team and any outside consultants or entities whose work or disciplines may impact the project.
3. **Client Meetings (6) MS Teams**
Client Meetings will also be scheduled at regular intervals throughout the Design Development and Construction Document phases. These meetings will be opportunities for the team to receive feedback and make any corrections based on client input.
4. **60% Review Submittal**
5. **95% Review Submittal**
6. **Final Code Analysis**
Complete Code Analysis will be performed on an on-going basis as the project evolves to determine compliance with all current discipline specific, building and energy codes having jurisdiction.
7. **Final Engineering**
Final Engineering efforts will be the result of agreed upon strategies and will provide fully designed, detailed and reviewed systems, components and all equipment meeting owner and designer expectations.
8. **Final Design & Construction Documents**
Final Design deliverables shall include, but are not limited to:
 - a. One (1) floor plan, reflected ceiling plan and roof plan
 - b. Various enlarged plans as required
 - c. Four (4) building elevations
 - d. Two (2) building sections
 - e. Wall sections
 - f. Detail drawings as required



- g. Interior finish plans and elevations
 - 9. Coordinate work with Others
 - 10. Specifications
TKDA discipline leads will be responsible for developing the required specifications to be delivered in a specification book format as part of the final signed document.
 - 11. QA/QC
 - 12. Prepare signed final document package for both permitting and bidding as required.
- C. PART C—CONSTRUCTION PHASE SERVICES None. Construction Phase Services will be provided under a separate contract
- D. PART D—CLOSEOUT PHASE SERVICES Closeout Phase Services, including the preparation and submittal of the FAA Grant Closeout Report for the design grant only.

III. ADDITIONAL SERVICES

If the need for Additional Services is determined, and the fee is agreeable and the City authorizes such services in writing, TKDA shall furnish or obtain from others services of the types listed below. These Additional Services shall be compensated for on an Hourly Rate basis as defined in our Agreement, a part hereof, and such compensation shall be over and above any maximum amounts set forth in this Authorization.

- A. Registered land or right-of-way surveys, legal descriptions, or related services.
- B. Preparation of DBE Program (beyond Contract-specific goals).
- C. Any trips by TKDA staff to Marshall, Minnesota in excess of those indicated in PART A or B.
- D. Environmental services including, but not limited to, wetland delineation and site remediation.
- E. Procurement of snow removal or other maintenance equipment.
- F. Design of ARFF Facility or other building additions.
- G. Foundation design in excess of standard spread concrete foundations. Design of deep foundations, pilings, or structural floor slab systems are not included & will be considered cause for additional scope and compensation.

IV. CLIENT RESPONSIBILITIES

These responsibilities shall be as set forth in the Agreement and as further described or clarified herein below:

- A. Provide TKDA with access to the Project site as required to perform services listed in SECTION II.
- B. Provide reviews of materials furnished by TKDA in a reasonable & prompt manner so the Project schedule can be maintained.
- C. Provide TKDA with access to information related to CITY-owned snow removal and maintenance equipment.

V. PERIOD OF SERVICE

SECTION II services shall be completed within 12 months from date of Authorization. Period of service is subject to change based on actual organization review timeframes, Project funding availability, & as directed by the City.

VI. COMPENSATION

Compensation to TKDA for services provided as described shall be as defined in SECTION II of our Consultant Services Contract, as shown on EXHIBIT A attached and summarized as follows:

Section II.A: Programming & Schematic Design (Lump Sum)	\$99,100.00
Section II.B: Final Design & Construction Documents (Lump Sum)	\$137,200.00
Section II.D: Project Closeout	\$5,200.00
Total Lump Sum Labor Cost	\$237,500.00
Estimated Expenses (Miscellaneous & Consultants)	\$13,500.00
Total Lump Sum Amount	\$255,000.00

The level of effort required to accomplish SECTION II services can be affected by factors which are beyond our control. Therefore, if it appears at any time charges for services rendered under SECTION II will exceed the above,



we agree we will not perform services or incur costs which will result in billings in excess of such amount until we have been advised by you additional funds are available and our work can proceed.

VII. CONTRACTUAL INTENT

We thank you for the opportunity to submit this Proposal. We agree this letter and its attachments constitute a contract between us upon a signed copy returned to us. This Proposal will be open for acceptance for 60 days, unless provisions herein are changed by us in writing prior to that time. Please feel free to contact Andrew Gardner, Project Manager directly at 651.726.7960 or andrew.gardner@tkda.com if you have any questions.

Sincerely,

Andrew Gardner, AIA, LEED AP, NCARB
Project Manager, Architect

DJ Heinle, AIA, CID, NCARB
Vice President, Architecture Division

Attachments: Project Schedule
Floor Plan (Predesign Report Appendix A–Operational Baseline)
EXHIBIT A-Project Fee Estimate

c: John Peterson, PE–TKDA
John Ahern, PE–TKDA

ACCEPTED FOR CITY OF MARSHALL, MINNESOTA

By: _____
(Signature) Printed Name/Title Date

CLIENT DESIGNATED REPRESENTATIVE:

Name/Title Phone Email





EXHIBIT A Project Fee Estimate

Client:		City of Marshall, MN-Snow Removal Equipment Building Design															Date:		4/27/2022	
Project:		Design & Construction Documents															Prepared By:		ADG	
Task	Task Description	Estimated Person Hours Required															Task Total Hours	Task Total Dollars	Phase Dollars	
		Architecture			Structural			Civil			Mechanical			Electrical		LA				Support
		PM	RA	D1	Sr Eng II	Grad Eng	D1	Sr Eng II	Reg Eng	Survey	Reg Eng	Specialist	D1	Reg Eng	D3	RLA				Admin
Programming & Schematic Design																				
1	Project Management	8	40															48	\$ 6,407	
2	Internal Meetings	6	6	6		4	4		4			4		4			4	2	44	\$ 5,634
3	Client Meetings (6) MS Teams	6	6			6			6			6		6					36	\$ 5,258
4	Topographic Survey									30									30	\$ 2,235
5	Site Visit		6						6										12	\$ 1,412
6	Gather Documentation		12	12					6										30	\$ 3,220
7	Validate Program/Concept Layouts	4	16						8			4		4					36	\$ 4,809
8	Schematic Design Model/Documents	4	48	100		6	40		24			16	40	40	16				334	\$ 35,979
9	Preliminary Code Analysis		12	6		6			10			6		6					46	\$ 5,532
10	Preliminary Engineering		12	12		24			10			24	16			20			118	\$ 14,303
11	Coordinate Work with Others		10	8		6			6			6		4	4				44	\$ 5,214
12	QA/QC	4	4	6	4			2	4		4			2					30	\$ 4,413
13	Issue Schematic Design Package		2	2		2	2		2			2	2	2	2		8		26	\$ 2,798
14	Review Meeting (MS Teams)	2	2	2		2	2		2			2		2					16	\$ 1,976
SUBTOTAL HOURS		34	176	154	4	56	48	2	88	30	4	70	58	12	78	26	10	850	TKDA	\$ 99,190
Phase - Hours per Discipline				364			108			120			132		90	26	10			
SUBTOTAL FEES		\$ 6,269	\$ 21,703	\$ 13,701	\$ 631	\$ 5,551	\$ 3,830	\$ 414	\$ 9,865	\$ 2,235	\$ 768	\$ 11,479	\$ 5,771	\$ 2,320	\$ 10,640	\$ 3,068	\$ 944		Subtotal	\$ 99,189
Phase - Fee per Discipline				\$ 41,673			\$ 10,012			\$ 12,514			\$ 18,018		\$ 12,960	\$ 3,068	\$ 944			
Final Design & Construction Documents																				
1	Project Management		40																40	\$ 4,932
2	Internal Meetings	10	10	10		4	4		4			4		4	4				54	\$ 6,804
3	Client Meetings (6) MS Teams	6	6			6			6			6		6					36	\$ 4,916
4	60% Review Submittal		24	48			2		2			2	2	4	4	4			92	\$ 9,536
5	95% Review Submittal		24	48			2		2			2	2	4	4	4			92	\$ 9,536
6	Final Code Analysis		12	6		4			10			4							36	\$ 4,187
7	Final Engineering		10	24		48			20			36	24	20	40				222	\$ 27,984
8	Final Design & Construction Documents	10	40	70		24	70		34			24	70	48	24				414	\$ 45,060
9	Coordinate work with Others		10			4			6			4	12		6				42	\$ 4,971
10	Specifications		12			6			10			6			6	32			72	\$ 7,908
11	QA/QC	4	6		6			4	6		6	2	4	2	6				46	\$ 6,897
12	Prepare Final Signed Document Package		10	8		2	2		4			2	4		2	6			40	\$ 4,458
13																			-	\$ -
SUBTOTAL HOURS		30	204	214	6	98	80	4	104	-	6	92	118	22	114	54	40	1,186	TKDA	\$ 137,189
Phase - Hours per Discipline				448			184			108			216		136	54	40			
SUBTOTAL FEES		\$ 5,531	\$ 25,155	\$ 19,040	\$ 947	\$ 9,714	\$ 6,384	\$ 827	\$ 11,658	\$ -	\$ 1,152	\$ 15,087	\$ 11,741	\$ 4,254	\$ 15,551	\$ 6,372	\$ 3,776		Subtotal	\$ 137,189
Phase - Fee per Discipline				\$ 49,726			\$ 17,045			\$ 12,485			\$ 27,980		\$ 19,805	\$ 6,372	\$ 3,776			



Project Fee Estimate

Client:	City of Marshall, MN-Snow Removal Equipment Building Design																Date:	4/27/2022		
Project:	Design & Construction Documents																Prepared By:	ADG		
Task	Task Description	Estimated Person Hours Required																Task Total Hours	Task Total Dollars	Phase Dollars
		Architecture			Structural			Civil			Mechanical			Electrical		LA	Support			
		PM	RA	D1	Sr Eng II	Grad Eng	D1	Sr Eng II	Reg Eng	Survey	Reg Eng	Specialist	D1	Reg Eng	D3	RLA	Admin			
	Project Close-Out																			
1	Project Management	16																16	\$ 2,950	
5	Project Close-Out	12																12	\$ 2,213	
	SUBTOTAL HOURS	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	TKDA	\$ 5,163	
	Phase - Hours per Discipline			28																
	SUBTOTAL FEES	\$ 5,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		Subtotal	\$ 5,163	
	Phase - Fee per Discipline			\$ 5,163																
Hours by Discipline		92	380	368	10	154	128	6	192	30	10	162	176	34	192	80	50	2,064		
Total Billable for Charged Time		\$ 16,963	\$ 46,858	\$ 32,741	\$ 1,578	\$ 15,265	\$ 10,214	\$ 1,241	\$ 21,523	\$ 2,235	\$ 1,920	\$ 26,566	\$ 17,512	\$ 6,574	\$ 26,191	\$ 9,440	\$ 4,720	\$ 241,541	\$ 241,542	
Fees by Discipline				\$ 96,562			\$ 27,057			\$ 24,999			\$ 45,998		\$ 32,765	\$ 9,440	\$ 4,720	\$ 241,541		
Total Labor (Rounded)																		\$ 241,500		
Expenses:																				
Travel & Subsistence (TS)																		\$ 1,100		
Miscellaneous (MI)																		\$ 150		
Reproduction & Reprographics (RR)																		\$ 1,250		
Subconsultant - Geotechnical Services																		\$ 10,000		
Subconsultant Mark-up																		10%	\$ 1,000	
Total Estimated Expenses																		\$ 13,500		
Total Project Fees																		\$ 255,000		

**Snow Removal Equipment [SRE] Facility Design
Southwest Minnesota Regional Airport
City of Marshall, Minnesota**

Proposed Project Schedule

<u>ID</u>	<u>Phase/Task</u>	<u>Start Date</u>	<u>End Date</u>
1.0	Design	08.02.22	02.01.23
1.1	Schematic Design (30%)	08.02.22	09.09.22
1.2	Project Review w/ Estimate	09.12.22	09.16.22
1.3	Design Development (60%)	09.19.22	10.28.22
1.4	Project Review w/ Estimate	10.31.22	11.04.22
1.5	Construction Documents (90%)	11.07.22	12.23.22
1.6	Project Review w/ Estimate	12.26.22	01.06.23
1.7	Issue for Bid Documents	01.09.23	01.27.23
	Issue for Bid Documents		02.01.23
2.0	Bidding & Negotiation	02.01.23	03.31.23
2.1	Bid Posting & Advertise	02.01.23	02.09.23
2.2	Pre-Bid Meeting		02.10.23
2.3	Questions & Addendum	02.13.23	03.03.22
2.4	Bidding & Bid Opening	03.06.23	03.10.23
2.5	Negotiation	03.13.23	03.30.23
	Construction Award		03.31.23
3.0	Construction	04.03.23	05.17.24
3.1	Mobilization	04.03.23	04.21.23
3.2	Pre-Construction Meeting		04.17.23
3.3	Construction	04.21.23	04.26.24
3.4	Punchlist		04.29.24
3.5	Substantial Completion		05.10.24
3.6	Final Cleaning	05.13.24	05.17.24
	Occupancy		05.20.24

ADG:amc

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PROJECT SCHEDULE

**SRE BUILDING AND SITE DESIGN PROJECT
SOUTHWEST MINNESOTA REGIONAL AIRPORT
FAA AIP No. 3-27-0056-019-2022
State Project No. A4201-105
TKDA Project No. 18338.000**

Blue Text Represents Fixed Deadline Dates

Red Text Represents Date Completed

Dates Are Subject to Change Upon Request of Sponsor, Agencies, or to Match Specific Meeting Dates

No.	ITEM	FAA (Due)	Sponsor (Sent or Will Send)	Comments
1	Selection of Sponsor's Engineer		3/10/2020	
2	Submission of Environmental Documentation	10/1/2021	4/12/2022	CATEX Approved 4/12/2022
3	Provide Airspace (For new structures only)	12/15/2021	NA	Submit prior to construction
4	Verify Project is on ALP	12/15/2021	9/21/2020	
5	Provide Grant Initiation Request to ADO	12/1/2021	11/19/2021	
6	Provide Final Notice of Intent to Use Funds	2/15/2022	11/19/2021	
7	Submit Transfer Agreements to ADO	5/15/2022	NA	
8	Professional Services Agreement		4/26/2022	
9	Submit Preliminary Grant Application to FAA (TKDA)		4/11/2022	
10	Submit Final Grant Application to MnDOT/FAA (TKDA)	4/11/2022	4/29/2022	
11	Acceptance of Grant Offer (City Council)	9/1/2022	6/28/2022	Contingent on receipt of grant by 6/16/2022
12	Begin Design		8/2/2022	
13	90% Complete Plans and Specifications for FAA Review (TKDA)		12/23/2022	
14	Complete Plans and Specifications (TKDA)		2/1/2023	
15	Project Closeout		5/1/2023	

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MARSHALL, CITY OF (INC) Active Registration

Unique Entity ID:
E2MLAH2D5XV9

Purpose of Registration:
All Awards

Expiration
Date

Dec 27, 2022



CAGE/NCAGE:
4WJ57

Physical Address:
344 W MAIN ST
MARSHALL , MN 56258-1313 USA



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