November 20, 2025

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

Re: Proposal for Professional Engineering Services
Aircraft Fueling Facility
Southwest Minnesota Regional Airport (MML)
TKDA Project No. 0023660.000

Dear Mr. Anderson:

Pursuant to our Professional Services Agreement dated March 10, 2025, TKDA is hereby authorized to proceed with the Engineering Services in connection with the **Aircraft Fueling Facility Relocation Project** at **the Southwest Minnesota Regional Airport (MML)** hereinafter called the Project. Hereinafter, **City of Marshall** is referred to as the OWNER.

I. PROJECT DESCRIPTION

The existing fuel facility has a 12,000 gallon underground storage tank (UST) for 100 LL and 15,000 gallon UST for Jet-A, both of which are in excess of 30-years old. The Jet-A tank was installed in 1985 and recertified in 1992 with a 30-year warranty, which expired in 2022. The 100 LL tank was installed in 1996 with a 30-year warranty which is due to expire in 2026. The existing refueling cabinets were installed in 1992.

The existing aircraft fueling system is currently owned and operated by the Fixed Based Operator (FBO) and located on the southeast side of the airport near where the old arrival/departure building was located. Its distant location is often difficult for visitors to find and not ideal for pilots and passengers who are interested in using the lounge or bathroom facilities at the new terminal, which is approximately 800-ft to the north.

Construction of a new facility would bring the airport into long-term compliance with MPCA guidelines and provide safe and more efficient aircraft operations. In conjunction with the airport taking over the ownership of the fueling facility from the FBO, relocating the fuel facility to be centrally located closer to the terminal and transient general aviation parking will provide a better service to those utilizing the facility.

The proposed design for the replacement fueling system includes the installation of one (1) Jet-A fueling system with a horizontal 15,000 gallon UL2085 or UL142 compliant horizontal storage tank and the installation of one (1) Avgas/100 Low Lead (100LL) aviation fueling system with 15,000 gallon UL2085 or UL142 compliant horizontal storage tank. The Basis of Design is a turnkey system similar to the tank systems provided by Fuel Tech Inc. or EnviroSafe Tanks where the tank and the fueling equipment (excluding the payment kiosk and sump saver) are mounted and shipped as a single functioning unit. The Jet-A and Avgas pre-packaged turnkey system will have the following capabilities.

a. Payment System and Fuel Shut Off Switches:
   1) One (1) QTPod Payment Kiosk with LED Displace for Self-Serve fueling of aircraft.
   2) Fuel Shut Off Buttons for the Jet-A Fueling System as required by Code
   3) Fuel Shut Off Buttons for the Avgas (100LL) Fueling System as required by Code

b. Jet-A Fueling System
   1) One (1) UL2085/UL142 horizontal carbon steel storage tank with a nominal storage volume of 15,000 gallons and an interior epoxy coating. The tank is supported on saddles.
   2) Overwing and underwing dispensing
   3) Truck bottom loading system with a flow rate of 200 gpm for FBO fueling services

4) Truck unloading with the pump provided by the turn-key fueling system
5) Fuel Filtering and fuel polishing system
6) Fuel Recirculation system
7) Stainless Steel Sump Saver Tank
8) Water Draw-off via a manual pump
9) Overfill prevention system for the bottom loading system
10) Fuel Recirculation System
11) Self-Contained control panel integrated with the operation of the QTPod Payment Kiosk
12) Overfill prevention alarm system on the tank
13) Tank top equipment and nozzles as required by NFPA 407 and NFPA 30
14) Hose reels for overwing, underwing, and truck loadout
15) Single point fill port for deliveries
16) OSHA compliant access ladder and platform
17) One (1) Fuel Shut Off Button

c. Avgas (100LL) Fueling System
1) One (1) UL2085/UL142 horizontal carbon steel storage tank with a nominal storage volume of 15,000 gallons and with an interior epoxy coating. The tank is supported on saddles.
2) Overwing and underwing dispensing
3) Truck bottom loading system with a flow rate of 200 gpm for FBO fueling services
4) Truck unloading with the pump provided by the turn-key fueling system
5) Fuel Filtering and fuel polishing system
6) Fuel Recirculation system
7) Stainless Steel Sump Saver Tank
8) Water Draw-off via a manual pump
9) Overfill prevention system for the bottom loading system
10) Fuel Recirculation System
11) Self-Contained control panel integrated with the operation of the QTPod Payment Kiosk
12) Overfill prevention alarm system for the tank
13) Tank top equipment and nozzles as required by NFPA 407 and NFPA 30
14) Hose reels for overwing, underwing, and truck loadout
15) Single point fill port for deliveries
16) OSHA compliant access ladder and platform
17) One (1) Fuel Shut Off Button

Design will be based on the following assumptions and clarifications:

A. Stormwater from the aircraft fueling area will be designed such that runoff is contained and treated in accordance with the airport's Industrial Stormwater Permit and MPCA requirements. If truck loading/unloading area is separate from the aircraft fueling area this area will not be designed to treat runoff. OWNER is responsible to contain and prevent releases/spills of aviation fuels in the truck loading/unloading area in accordance with MPCA requirements.
B. The fueling system control narrative and the sequence of operations is by the turnkey fueling system supplier and not TKDA.
    a. Detailed design and drawings for the tank, system equipment arrangement, equipment/component sizing and selection is by the turnkey fueling system supplier/manufacturer.
    b. Performance guarantees of the system are by the turnkey fueling system supplier and not TKDA.
    c. The OSHA compliant access ladder and platform used for accessing the top of the tanks will be designed by the turnkey fueling system manufacturer and will be the manufacturer's standard

offering. TKDA will not be responsible for the detailed design of the access ladder or platform.

The OWNER has requested that TKDA provide engineering assistance for the Project. Engineering design will consist of the following, to be completed as one construction project, funded through the State (MnDOT Aeronautics) and Local funding sources:

- Part A – Project Formulation Phase Services
- Part B – Design & Bidding Phase Services

Part C and Part D services for Construction Phase and Grant Closeout Phase services will be provided under a separate Authorization upon completion of Bidding Phase.

II. SERVICES TO BE PROVIDED BY TKDA

Based on TKDA's understanding of the Project, we propose to provide the following Planning, Civil Engineering, Mechanical Engineering, and Electrical Engineering services:

A. Project Formulation Phase Services

1. Conduct up to one meeting, site visit, and visual survey documenting existing conditions within the project area (1 trip by Project Manager)
2. Develop preliminary project scope and schedule for consideration by the OWNER.
3. Develop Preliminary Cost Estimate
4. Assist OWNER with Project-specific Capital Improvement Program (CIP) updates. Provide CIP information to MnDOT Aeronautics.
5. Prepare and submit Grant Application Package to MnDOT Aeronautics
6. Obtain topographic survey of the Project area and develop topographic base maps in AutoCAD (1 trip by 2-person Survey crew)
7. Coordinate with subconsultant for geotechnical investigation (2 soil borings to 25-ft depth)

B. Design Phase Services

1. Conduct Project kickoff meeting attended by the design team.
2. Develop up to two alternatives and preliminary cost estimates for consideration by the OWNER.
3. Attend one (1) design coordination meeting with the OWNER at airport (1 trip by Project Manager)
4. Conduct one virtual meeting with MnDOT to review Project final design elements
5. Prepare final project scope and schedule for design.
6. Conduct one site visit (Project Manager) to determine final project details. (1 trip by Project Manager and Mechanical Engineer)
7. Prepare and coordinate with the FAA to obtain a 7460-1 airspace permit.
8. Complete Site Layout of new facility and access road
9. Complete Drainage and Grading Design
10. Prepare and coordinate with the Minnesota Pollution Control Agency to update or obtain new industrial stormwater permit for the facility.
11. Coordinate with the OWNER to prepare Spill Prevention, Control, and Countermeasure (SPCC) plan in accordance with FAA requirements and EPA oil pollution prevention regulations (40 CFR 112).
12. Complete Removal Plan of existing site features

13. Complete Mechanical Design for new Jet-A and Avgas Fueling System
    a. Jet-A Fueling System
        i. Provide a performance specification for the turnkey fueling and storage system as described in SECTION I.
        ii. Provide mechanical site plans showing the location and general arrangement of the Jet-A fueling system.
        iii. Provide a general arrangement drawing outlining the size and arrangement of the equipment needed for the system.
        iv. One (1) system schematic drawing outlining the equipment required for the system
        v. Mechanical detail drawings
        vi. General mechanical notes for the general installation of the system

    b. Avgas/100 Low Lead Fueling System
        i. Provide a performance specification for the turnkey fueling and storage system as described in SECTION I.
        ii. Provide mechanical site plans showing the location and general arrangement of the Jet-A fueling system.
        iii. Provide a general arrangement drawing outlining the size and arrangement of the equipment needed for the system.
        iv. One (1) system schematic drawing outlining the equipment required for the system
        v. Mechanical detail drawings
        vi. General mechanical notes for the general installation of the system

14. Complete Electrical Power and Lighting Design
15. Complete Structural Design of Foundations for Tanks and Equipment Pads
16. Prepare 60% Plans
17. Prepare 60% Specifications
18. Conduct 60% Review Meeting with OWNER
19. Prepare Final (100%) Plans for Bidding
20. Prepare Final (100%) Specifications for Bidding
21. Prepare Final Cost Estimate
22. Complete Quality Control Review of Final Plans and Specifications
23. Prepare Advertisement for Bids
24. Prepare Bid Package and post electronically for bidding on QuestCDN
25. Provide Bidding Assistance to Contractors
26. Conduct On-Site Pre-bid Conference for Contractors (1 trip by Project Manager)
27. Issue Addenda (assume one addendum)
28. Prepare Bid Results and submit to OWNER and MnDOT
29. Prepare Recommendation for Contract Award

III. ADDITIONAL SERVICES

If authorized in writing by the OWNER, we will furnish or obtain from others 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 Time and Materials basis and such billings shall be over and above any maximum amounts set forth in this Proposal.

A. Environmental Assessments.

B. Professional Land Surveyor Services, other than those listed in SECTION II.

C. Additional Site visits to Marshall, other than those required for services listed in SECTION II.

D. Airport Layout Plan (ALP) Updates

E. Grant closeout services.

F. Construction phase engineering or testing services.

G. Preparation of plans, specifications, and reports related to the demolition of the existing Jet-A and Avgas/100LL fueling systems.

H. Controls Design services related to fueling systems.

I. Design for card access, point of sale, or other communication systems.

J. New Electrical Service for the fueling equipment, assumption is we can power off existing service and panels.

IV. OWNER RESPONSIBILITIES

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

A. Designate one individual to act as a representative with respect to the work to be performed, and 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. This individual shall be identified in the signature block area of this Proposal.

B. Provide TKDA with access to the site as required to perform services listed in SECTION II.

C. Provide reviews of materials furnished by TKDA in a reasonable and prompt manner so the Project schedule can be maintained.

D. The OWNER is responsible for the development and updates to the facility's Spill Response Plans as mandated by the Minnesota Pollution Control Agency (MPCA) and Minn. State 115E.

E. The OWNER is responsible for any and all paperwork associated with permitting the new fueling system including but not limited to:

- Building permits and the associated paperwork to the City of Marshall, Minnesota.
- Permits and associated paperwork for the installation and operation of the new aboveground tanks as required by the MPCA.
- Notification to the MPCA and the local fire code official for the closure and removal/abandonment of the existing underground fuel storage tanks at the time when the tanks are taken out of service.
- Except for items listed in SECTION I and II, environmental Permits for water and air as required by the MPCA.

V. PERIOD OF SERVICE

We would expect to start our services promptly upon receipt of your written acceptance of this Proposal and estimate to complete SECTION II services within six (6) months.

VI. COMPENSATION

Compensation to TKDA for services provided as described in SECTION II of this Proposal shall be on an Hourly Time basis in an amount not to exceed **$100,000**, as summarized below. Our detailed Project Fee Estimate is attached.

Section II.A: Project Formulation	$16,100.00
Section II.B: Design Phase Services	$83,900.00
Total Not to Exceed Amount	**$100,000.00**

Payment shall be made in accordance with Article 4 of our Agreement.

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 will constitute an authorization under our Professional Services Agreement upon 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 ***60*** days, unless the provisions herein are changed by us in writing prior to that time. Please feel free to contact Dan Sherer directly at 651.219.2224 or daniel.sherer@tkda.com if you have any questions.

Sincerely,

Daniel A. Sherer, PE
Project Manager

John W. Ahern, PE
Vice President–Aviation

Attachments: Project Fee Estimate
2026 Rate Sheet
AET Proposal

ACCEPTED FOR CITY OF MARSHALL

By: _____
Signature Printed Name/Title Date

OWNER DESIGNATED REPRESENTATIVE:

_____
Name/Title Phone Email

DAS:JWA:dad

TKDA

Project Fee Estimate

Client:	City of Marshall	**Date:**	11/20/2025
Project:	Southwest Minnesota Regional Airport - Aircraft Fueling Facility Relocation	**By:**	DAS

Task	Task Description	Estimated Person Hours Required															Totals
		Civil				Mechanical				Electrical		Structural			Planning	Admin	
		Project Manager	Reg Engineer	Grad Eng	Survey	Reg Eng	Grad Eng	Sen Eng	Tech	Sen Eng	Grad Eng	Sen Eng	Grad Eng	Tech	Planner	Admin	
	Billing Rate/Hr x Multiplier	$ 259	$ 162	$ 113	$ 101	$ 157	$ 118	$ 266	$ 153	$ 255	$ 119	$ 275	$ 120	$ 156	$ 156	$ 116	
A. Project Formulation																	
1	Conduct Site Visit Meeting at Airport	8															8
2	Develop Preliminary Scope and Schedule	2		2		1				1					2		8
3	Develop Preliminary Cost Estimate	2	2			1				2		2					9
4	Update Airport CIP	2															2
5	Prepare MnDOT Grant Application	1	4														5
6	Topographic Survey and Base Maps		2	4	16												22
7	Geotechnical Investigation Coordination	1	2														3
	SUBTOTAL HOURS	16	10	6	16	2	-	-	-	3	-	2	-	-	2	-	57
	SUBTOTAL COST	$ 4,144	$ 1,620	$ 678	$ 1,616	$ 314	$ -	$ -	$ -	$ 765	$ -	$ 550	$ -	$ -	$ 312	$ -	$ 9,999
Expenses:																	
	Travel & Subsistence (TS)																$ 350
	Miscellaneous (MI)																$ -
	Reproduction & Reprographics (RR)																$ -
	Subconsultant																$ 5,250
	Subconsultant Mark-Up															10%	$ 525
	Subtotal																**$ 16,124**
	ROUNDED																**$ 16,100**
B. Design Phase Services																	
1	Conduct Kickoff Meeting	1	1	1		1	1			1			1				7
2	Develop Alternatives for Airport Review	2	2				1			1	2				2		10
3	Attend Design Meeting at Airport	8															8
4	Conduct Meeting with MNDOT	1	1														2
5	Prepare Scope and Schedule	1	2							1							4
6	Conduct Site Visit	10				10											20
7	Prepare 7460-1 Airspace Permit			4													4
8	Complete Site Layout and Road Design	2	4	16													22
9	Complete Drainage and Grading Design	2	4	20													26
10	Coordinate MPCA Permit	1	2														3
11	Prepare SPCC Plan	1	2	4		2											9
12	Complete Removals Plan	1	2	4		2	4	1	4	2	4						24
13	Complete Mechanical Design					12	50	2									64
14	Complete Electrical Power and Lighting Design									4	40						44
15	Complete Structural Design											2	30	4			36
16	Prepare 60% Plans		4	16		4	30		40	4	24		8	20			150
17	Prepare 60% Specifications	2				4				2		1	2			8	19
18	Conduct Review Meeting	1	1							1							3
19	Prepare 100% Plans		2	8			16		12	4	12		4				58
20	Prepare 100% Specifications	1				1				1		1	2	10		4	20
21	Prepare Final Cost Estimate		2			1	2				2		2				9
22	Complete QC Review	2						1		1		1					5
23	Prepare Ad for Bids		1														1
24	Prepare Electronic Bidding		1														1
25	Answer Bidder Questions	1				1				1							3
26	Conduct Pre-Bid Conference	2	1			1				1			1				6
27	Issue Addenda	1					2									2	5
28	Submit Bid Tab to MNDOT		2														2
29	Prepare Contract Award Recommendation															1	1

TKDA

Project Fee Estimate

Client:	City of Marshall	**Date:**	11/20/2025
Project:	Southwest Minnesota Regional Airport - Aircraft Fueling Facility Relocation	**By:**	DAS

Task	Task Description	Estimated Person Hours Required															Totals
		Civil				Mechanical				Electrical		Structural			Planning	Admin	
		Project Manager	Reg Engineer	Grad Eng	Survey	Reg Eng	Grad Eng	Sen Eng	Tech	Sen Eng	Grad Eng	Sen Eng	Grad Eng	Tech	Planner	Admin	
	Billing Rate/Hr x Multiplier	**$ 259**	**$ 162**	**$ 113**	**$ 101**	**$ 157**	**$ 118**	**$ 266**	**$ 153**	**$ 255**	**$ 119**	**$ 275**	**$ 120**	**$ 156**	**$ 156**	**$ 116**	
	SUBTOTAL HOURS	40	34	73	-	39	106	4	56	24	84	5	50	34	2	15	566
	SUBTOTAL COST	$ 10,360	$ 5,508	$ 8,249	$ -	$ 6,123	$ 12,508	$ 1,064	$ 8,568	$ 6,120	$ 9,996	$ 1,375	$ 6,000	$ 5,304	$ 312	$ 1,740	$ 83,227
Expenses:																	
	Travel & Subsistence (TS)																$ 650
	Miscellaneous (MI)																$ -
	Reproduction & Reprographics (RR)																$ -
	Subconsultant																$ -
	Subconsultant Mark-Up															10%	$ -
Subtotal																	**$ 83,877**
ROUNDED																	**$ 83,900**
TOTAL																	**$ 100,001**
TOTAL (ROUNDED)																	**$ 100,000**

2026 SCHEDULE OF ACTUAL HOURLY RATES

Classification	Range of Direct Hourly Rates*			
Senior Management (Chief Officer, Vice President, Program Director)	$ 92.00	to	$ 114.00	
Senior Professional Staff (Registered Engineer, Architect, Landscape Architect, Scientist, GIS Analyst, Planner, and Technical or Market Manager)	$ 46.00	to	$ 109.00	
Radio Car Operator	$ 43.00	to	$ 101.00	
Engineering, Architectural, Planning, or GIS Specialist II	$ 41.00	to	$ 99.00	
Engineering, Architectural, Planning, or GIS Specialist I	$ 36.00	to	$ 62.00	
Professional Staff (Registered Engineer, Architect, Landscape Architect, Planner, GIS Analyst, Land Surveyor, Scientist, or Certified Interior Designer)	$ 31.00	to	$ 78.00	
Graduate Staff (Professional-Track Engineer, Architect, Landscape Architect, Planner, GIS Analyst, Land Surveyor, Scientist, or Interior Designer)	$ 26.00	to	$ 57.00	
Technician III	$ 31.00	to	$ 68.00	**
Technician II	$ 20.00	to	$ 47.00	**
Technician I	$ 20.00	to	$ 42.00	**
Administrative Staff (Controls, Accounting)	$ 31.00		$ 71.00	

* *Rates effective until December 31, 2026.*

** *For hours worked over 40 hours per week individuals are billed at one and one-half times the above rates.*

In addition to hourly charges, TKDA shall be reimbursed for direct expenses actually incurred. Unless otherwise approved by the Client, direct expenses for travel and subsistence will be billed at or up to applicable IRS and US GSA published rates. TKDA shall be reimbursed for subconsultant fees at the amount billed TKDA plus 10%.

Notes:

1. Overhead Costs shall be calculated as the Direct Hourly Rate times TKDA's Overhead Multiplier Rate of 165.2%. This is slightly lower than our MnDOT audited rate.

2. For Hourly Rate Authorizations, Direct Rates will be subject to an Hourly Rate Multiplier of 3.05, which includes Overhead Costs and Fee (Profit).

3. For Hourly Cost Reimbursement Plus Fixed Fee Authorizations, the Fixed Fee shall be 15% of the Direct Salary Costs and Overhead Costs amount initially approved under the Authorization.

October 31, 2025

Mr. Daniel Sherer, PE
TKDA
3311 East Old Shakopee Road, Suite 300
Bloomington, MN 55425
daniel.sherer@tkda.com

RE: Proposal for Geotechnical Services
Proposed SW MN Regional Airport 2025 MML Fuel Facility Relocation
Marshall, Minnesota
AET #P-0048266

Dear Mr. Sherer:

American Engineering Testing, Inc. is pleased to submit a proposal for this project. In this proposal, we present our understanding of the project, an outline of the scope of services we are to provide, a fee schedule, and an estimate of charges for our services.

Purpose

The purpose of this geotechnical work is to explore the subsurface conditions at the site, and based on our characterization of the obtained data, to prepare a geotechnical engineering report presenting comments and recommendations to assist you and your design team in planning and construction.

Project Information

We understand that you are planning to construct 2 horizontal 15,000-gallon aviation fuel storage tanks. We understand the proposed tanks will be supported on 2 saddles with isolated spread footing foundations. The proposed tanks will have a dead load of 30,000 pounds and a live load when full of 100,500 pounds. The tanks will be installed at the Southwest Minnesota Regional Airport in Marshall, Minnesota.

Scope of Services

Field Exploration

As requested by you, our subsurface exploration program will consist of the following:

- Perform 2 standard penetration test borings (ASTM:D1586) to a depth of 24.5 feet each.
- Seal the boreholes per Minnesota Department of Health requirements.

- Dimension and document boring locations based on the existing surface features.
- Obtain surface elevations at each boring location based on provided/assumed benchmarks.

We have not had an opportunity to observe the project site; we assume that the proposed boring locations will be accessible to our truck mounted equipment. It is our understanding that TKDA will provide and stake the boring locations and provide surface elevations.

We will drill the borings using hollow stem augers or by rotary mud drilling, and sampling by the split-barrel method (ASTM D1586). Our crew will keep field logs noting the methods of drilling and sampling, the Standard Penetration Values (N-values, "blows per foot"), preliminary soil classification, and observed groundwater levels. Representative portions of recovered samples will be sealed in jars to prevent moisture loss and submitted to our laboratory for review, testing and final classification. We will backfill the boreholes and soundings to comply with the Minnesota Department of Health Regulations.

The pavement/parking lot will be patched with bituminous cold patch. Even after backfilling, some sloughing of the backfill may occur, resulting in a potential tripping hazard to pedestrians. We assume that the property owner will backfill and repair any boreholes that may slough after our exploration is complete. AET cannot accept any liability associated with pedestrian injury. Accessing the boring locations may leave ruts in the ground. We assume that property owner will perform any site restoration work. We have not included a fee for site restoration in our cost estimate.

<u>Underground Utilities</u>

Before we drill, we will contact Gopher State One Call to locate public underground utilities. Gopher State One Call does not currently charge for this service, but they will not locate private underground utilities or structures. Examples of private utilities include, but are not limited to, propane lines, sewer laterals, storm sewer, sprinkler systems, site lighting, and electric and data lines between buildings. **The property owner is responsible for locating all private underground utilities and structures.** Please provide us with any maps, plans and records showing the location of all private utilities and structures.

We can provide you with names and contact information for private utility locators. These companies usually charge a fee for their services. Also, please note that private locators cannot guarantee that all private utilities will be located. For the private locator to be accurate and effective, the property owner must provide maps, plans and records showing the location of all

private utilities and structures. The property owner must also provide a knowledgeable site representative to meet with the private locator and AET personnel.

AET shall be entitled to rely upon the accuracy of all location information supplied by any source. We will not be responsible for any damages to underground utilities or structures not located or incorrectly identified by the property owner, any maps, plans or records, or public or private utility locator providers.

Laboratory Testing

We will initiate routine laboratory testing by reviewing each recovered soil sample to assess the major and minor soil components, while also noting the color, degree of saturation, and lenses or seams in the samples. If we encounter cohesive soil, we will test selected samples for dry density, moisture content, Atterberg Limits, and unconfined compressive strength tests.

On completion of testing, we will visually/manually classify each sample on the basis of texture and plasticity in accordance with the Unified Soil Classification System and prepare the boring logs.

Engineering Report

Upon completion of the drilling and laboratory work, we will prepare a geotechnical report describing the subsurface conditions encountered and presenting our foundation recommendations for the proposed tank foundations. The report will also discuss earthwork recommendations. Our geotechnical engineering opinions and recommendations regarding the following:

- Grading procedures to prepare the tank area for structural support, including comments on the suitability of the on-site soils for reuse as fill.
- Foundation types and depths, including allowable soil bearing capacity and estimates of foundation settlement.
- Backfilling procedures, including material types and compaction requirements.
- Ground floor slab support, including recommendations on ta subgrade modulus (k) value.
- Comments on other items which may affect final performance or constructability, such as frost heave and drainage considerations.

Insurance

For the mutual protection of you and American Engineering Testing, we maintain both general and professional liability insurance. Certificates of such insurance can be provided at your request.

Project Direction

Services we perform on your project will be done under the direction of an experienced geotechnical engineer registered in the State of Minnesota.

Fees

The scope of work defined in this proposal will be performed on a time and materials basis in accordance with the attached schedule of fees. For the scope of work described above, the estimated cost will be as follows:

Task		Cost
Mobilization/Demobilization		No Charge
Clear Utilities, soil borings staked by TKDA		$200.00
Soil Borings		$2,300.00
MDH Sealing Record		$200.00
Laboratory Testing		$750.00
Report and Project Management		$1,800.00
	TOTAL	$5,250.00

We would not exceed $5,250.00 without prior authorization. If additional drilling is required for proper soil evaluation it would be charged at a unit rate of $35/foot.

In the event the scope of our services needs to be revised due to unanticipated conditions or for proper evaluation, we will review such scope adjustments and the associated fees with you and receive your approval before proceeding.

Minnesota Department of Health Fees

Effective July 1, 2019, the Minnesota Department of Health (MDH) has changed the borehole sealing and notification requirements. For sites where borings are drilled to a depth of 15 feet or deeper, all licensed drilling companies are required by law to grout the boreholes upon completion. For borings 25 feet in depth or deeper all licensed drilling companies must submit written notification to the MDH prior to drilling along with a fee of $75. Projects that span multiple properties will require multiple notifications. The MDH also requires that a Sealing Record be submitted to the MDH, with a copy to you, after the borings are completed. The above fee estimate for our geotechnical services includes the MDH fee for the proposed scope of drilling; however, because final boring depths can change, for example, due to possible unanticipated poor soil conditions, the final MDH fee (including an administrative charge of $75 per notification) will be added, if necessary, to our final invoice to you.

The MDH Notification and Sealing Record requires the Property Owner name and mailing address (the Property Owner will also receive a copy of the Sealing Record). Please provide this information below.

Property Owner's name/company name:

_____

Property Owner's mailing address:

_____

Performance Schedule

Weather permitting; we anticipate drilling operations can begin within about 3 to 4 weeks after receiving authorization to proceed. Verbal results of the drilling activities can be obtained shortly after completion of the drilling. We anticipate the geotechnical report can be prepared within about 1 week to 2 weeks after completion of the field work. We are available to review special schedule needs with you.

Environmental Concerns

This proposal is presented for engineering services to evaluate the structural properties of the soil at the specified site. This proposed does not cover environmental assessment of the site or environmental testing of the soil or groundwater. If you wish to have us provide these additional services, please contact us.

Terms and Conditions

All AET Services are provided subject to the Terms and Conditions set forth in the Master Service Agreement between AET and TKDA, which, upon acceptance of this proposal, are binding upon you as the Client requesting Services, and your successors, assignees, joint venturers and third-party beneficiaries. Please be advised that additional insured status is granted upon acceptance of the proposal.

Acceptance

AET requests written acceptance of this proposal in the Proposal Acceptance box below, but the following actions shall constitute your acceptance of this proposal together with the Terms and Conditions and Amendments: 1) issuing an authorizing purchase order for any of the Services

described above, 2) authorizing AET's presence on site or 3) written or electronic notification for AET to proceed with any of the Services described in this proposal. Please indicate your acceptance of this proposal by signing below and returning a copy to us. When you accept this proposal, you represent that you are authorized to accept on behalf of the Client.

We have enclosed with this proposal a copy of the "Environmental/Geotechnical Service Agreement-Terms and Conditions." The terms contained in this attachment are incorporated herein and are an integral part of this contract for professional engineering services.

If you have any questions regarding our services, or need additional information, please do not hesitate to contact us.

Sincerely,
American Engineering Testing, Inc.

Gregory A. Guyer, PE
Senior Engineer
Phone: 507-387-2222
Email: gguyer@teamaet.com