May 27, 2026

Jim Shoberg
Property and Facilities Manager
City of Duluth
411 West 1st Street
Duluth, MN 55802

Re: ***REVISED 3*** Proposal for Additional Services–Amendment No. 2
Marten Trail Segments 0, 1, 2 Design and Construction
TKDA Project No. 0020819.000

Dear Mr. Shoberg:

Following up on our discussions, TKDA proposes to provide Additional Engineering Services in connection with the Marten Trail Segments 0, 1, 2 Design and Construction Project, hereinafter referred to as the Project, as detailed below. ***This proposal supersedes our proposals dated February 13, 2026, April 2, 2026, and April 27, 2026.***

Based on our understanding of the Project, TKDA will provide the following Additional Engineering Services:

1. Segment 0: The project timeline was extended, resulting in site conditions changing for the numerous culverts over this segment of the trail. Eighty-five (85) culverts had to be re-assessed due to heaving, changing drainage conditions, and ongoing park maintenance activities that affected the scope of the culvert work. Some culverts were removed or reset but the locations were not recorded at the time of the work, making it necessary to reassess the culvert conditions.
2. Segment 0: Tate & Lyle Alignment Rework: The alignment was revised a third time after the initial field walk and survey to eliminate a switchback configuration that was inadvertently created at the north end of the trail due to the constraints of the low-lying wetland area, the previously prepared rail crossing easement, and the field fit alignment and survey.
3. Segment 1: Rail Crossing: The ADA-compliant rail crossing at Spring Street required approximately five (5) design iterations to generate a compliant design. This is a challenging area due to the steep adjacent slopes and the flatter slopes required for ADA crossings; the design took extra time due to the physical constraints of the site.
4. Segment 2: Tunnel: The tunnel under the rail grade has required more time and coordination. The scope has changed because when the project began, the track owner was thought to be BNSF. It has since been discovered that the ownership is CN. Design parameters and requirements have had to be updated, and coordination efforts have been greater than expected to answer the railroad's questions.
5. Segment 2: Hydraulic Modeling: Modeling of Stewart Creek for the City's preferred crossing location to determine if no-rise conditions are feasible. Stewart Creek is a designated Zone AE with floodway. It is understood that the City has a salvaged bridge that they would like to explore repurposing at this crossing. TKDA will evaluate the salvaged bridge option and up to two (2) other bridge layouts if the salvaged bridge is deemed infeasible. The bridge layouts will be explored at the City's preferred location. TKDA assumes that the effective HEC-RAS model for Stewart Creek is publicly available from the MnDNR. The existing condition (effective) model will be modified to include the existing survey and supplemented with publicly available Lidar provided by the City. A proposed condition model will then be created to evaluate bridge layouts. The proposed condition model results will be reported to the City to determine next steps. The initial modeling effort is focused on the City's preferred alternative. Note that the crossing is located within a floodway and is subject to no-rise requirements in order for the floodplain re-mapping process to be avoided. Due to this, analyzing for the feasibility of no-rise conditions in the preferred alternative is the main effort in this task. All results will be presented in email format to the City.
6. Segment 2: Bridge Abutments and Bridge Route Options: The design of the abutments remains partially finished, based on the original bridge configuration and crossing location. The design is incomplete due to time delays that occurred because of the extended time needed to obtain the requested soil borings for the design and the discovery of additional scope related to hydraulic modeling of the area, as listed in item 5 above. These time delays have resulted in loss of design efficiencies that were unanticipated as part of our original scope of work. Should a different route be chosen as part of the hydraulic modeling exercise, these

hours will be included to get started on the design of abutments at a new crossing site, if it is deemed necessary, and a third amendment will be required for the remaining design hours to do a completely new design for a completely new crossing site.

7. Segment 2: Grand Properties Easements: Easements to be created for the portions of the mainline trail that do not fall within the original platted easement for the two Grand Avenue parcels (#010-1933-00140 and #010-1933-00150). Includes an exhibit for the temporary construction easement for the grading and construction of the trail connection to the existing access trail for Grand Avenue Estates. Easement deliverables will be exhibits and easement legal description for each parcel for City attorney to draft into easement documents.

It was determined that the scope of several services originally requested is dependent on the results of the services included above. The following services are not included at this time; these will need to be future additional services if they are found to be required.

1. FEMA floodplain re-mapping process (CLOMR/LOMR).
2. Supplemental survey or wetland delineations.
3. Evaluation of a secondary alternative crossing location along Stewart Creek.
4. Bridge abutment design at a new/alternative crossing site along Stewart Creek.
5. Bridge design of a new bridge structure or a different structure from the salvaged bridge that was originally intended for the Stewart Creek crossing.
6. Soil borings at a new/alternative crossing site along Stewart Creek.
7. Easements with CN on railroad owned property.

PERIOD OF SERVICE: TKDA estimates these Additional Services will result in a revised completion date of July 30, 2026, for final completion of construction plans and the project manual, contingent on timely reviews and coordination by other parties.

TKDA respectfully requests compensation for these Additional Services in the not-to-exceed amount of **$55,000.00**, resulting in a revised contract total of **$208,949.00**, as summarized below:

Description	**Amount**
Original Contract Amount	$99,623.00
Amendment #1	$54,326.00
This Amendment #2	**$55,000.00**
Revised Total Contract Amount through this Amendment	**$208,949.00**

We thank you for the opportunity to submit this ***REVISED*** Proposal and look forward to continuing to work with you on this important Project. If this Proposal is acceptable, please issue an Amendment to our Professional Engineering Services Agreement dated July 24, 2023. If you have any questions or concerns, please do not hesitate to contact Emily Major at 218.216.3142 or emily.major@tkda.com.

Sincerely,

Emily R. Major, PE
Project Manager

Matthew J. Christensen, PE
Vice President, Surface Transportation

Attachment: Fee Estimate

ERM:MJC:lmf:jae

TKDA®

Project Fee Estimate

Client:	City of Duluth	**Date:**	5/27/2026
Project:	Marten Trail Segments 0,1,2 - Amendment 2 Rev 3	**By:**	ERM

Task	Task Description	Estimated Person Hours Required								Totals
		PM	Engineer	Engineer	Engineer	Sr Engineer	Survey	Survey	Admin	
	Billing Rate/Hr x Multiplier	**$ 182**	**$ 168**	**$ 143**	**$ 126**	**$ 239**	**$ 143**	**$ 99**	**$ 101**	
	Segment 0									
1	Culvert Reassessment	40							2	42
2	Tate & Lyle Alignment Re-work	16								16
	SUBTOTAL HOURS	56	-	-	-	-	-	-	2	58
	SUBTOTAL COST	$ 10,192	$ -	$ -	$ -	$ -	$ -	$ -	$ 202	$ 10,394
Expenses:										
	Travel & Subsistence (TS)									$ -
	Miscellaneous (MI)									$ -
Subtotal										**$ 10,394**
ROUNDED										**$ 10,400**
	Segment 1									
1	Spring St Railroad Crossing	10								10
	SUBTOTAL HOURS	10	-	-	-	-	-	-	-	10
	SUBTOTAL COST	$ 1,820	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,820
Expenses:										
	Travel & Subsistence (TS)									$ -
	Miscellaneous (MI)									$ -
Subtotal										**$ 1,820**
ROUNDED										**$ 1,900**
	Seg 2 - Tunnel									
1	Tunnel Design & Coordination	40							4	44
	SUBTOTAL HOURS	40	-	-	-	-	-	-	4	44
	SUBTOTAL COST	$ 7,280	$ -	$ -	$ -	$ -	$ -	$ -	$ 404	$ 7,684
Expenses:										
	Travel & Subsistence (TS)									$ -
	Miscellaneous (MI)									$ -
Subtotal										**$ 7,684**
ROUNDED										**$ 7,700**
	Seg 2 - Stewart Creek									
1	Project Coordination	10							4	14
2	Hydraulic Modeling - Stewart Creek Crossing		40							40
3	Bridge Abutments			35	78	2				115
4	Bridge Route Options Discussion	4		8	8	6				26
5										-
	SUBTOTAL HOURS	14	40	43	86	8	-	-	4	195
	SUBTOTAL COST	$ 2,548	$ 6,720	$ 6,149	$ 10,836	$ 1,912	$ -	$ -	$ 404	$ 28,569
Expenses:										
	Travel & Subsistence (TS)									$ -
	Miscellaneous (MI)									$ -
Subtotal										**$ 28,569**
ROUNDED										**$ 28,600**
	Seg 2 - Grand Properties Easements									
1	Field work							12		12
2	Easement Drafting & Revisions	8					25			33
	SUBTOTAL HOURS	8	-	-	-	-	25	12	-	45
	SUBTOTAL COST	$ 1,456	$ -	$ -	$ -	$ -	$ 3,575	$ 1,188	$ -	$ 6,219
Expenses:										
	Travel & Subsistence (TS)									$ 25
	Equipment Expense $45/hr GPS-Total Station									$ 225
Subtotal										**$ 6,469**
ROUNDED										**$ 6,500**
SUMMARY										
	Segment 0	56	-	-	-	-	-	-	2	58
	Segment 1	10	-	-	-	-	-	-	-	10
	Seg 2 - Tunnel	40	-	-	-	-	-	-	4	44
	Seg 2 - Stewart Creek	14	40	43	86	8	-	-	4	195
	Seg 2 - Grand Properties Easements	8	-	-	-	-	25	12	-	45
	TOTAL HOURS	128	40	43	86	8	25	12	10	352
	TOTAL COST	$ 23,296	$ 6,720	$ 6,149	$ 10,836	$ 1,912	$ 3,575	$ 1,188	$ 1,010	$ 54,686
Expenses:										
	Travel & Subsistence (TS)									$ 25
	Miscellaneous (MI)									$ 225
TOTAL										**$ 54,936**
TOTAL (ROUNDED)										**$ 55,000**