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July 6, 2026

Kenneth Carley, A.A.E.
McKinney National Airport (TKI)
1508 Industrial Blvd
McKinney, TX 75069

Re: McKinney National Airport (TKI)
Taxiway C Phase II and Phase III
Professional Services Proposal

Dear Mr. Carley,

Garver is pleased to submit this proposal to provide professional services relating to the improvements listed in "Exhibit A - Scope of Services" for the referenced project.

COMPENSATION

For the Taxiway C Phase II and Phase III project, the not-to-exceed fee of **$3,040,000.00** is based upon the scope of services provided in Exhibit A. A detailed breakdown of the proposed fee for the engineering services is included in Exhibit B.

	FEE AMOUNT	**FEE TYPE**
Title I Services		
Surveys (White Hawk Engineering)	$165,000.00	LUMP SUM
Geotechnical (Terracon)	$77,500.00	LUMP SUM
Airfield Escort (Alder)	$81,000.00	LUMP SUM
Preliminary Engineering Report – Phase II and Phase III	$493,500.00	LUMP SUM
90% Design – Phase II	$778,000.00	LUMP SUM
100% Issued for Bid – Phase II	$575,000.00	LUMP SUM
Bidding Services – Phase II	$30,000.00	LUMP SUM
90% Design – Phase III	$840,000.00	LUMP SUM
Subtotal (Title I Services)	**$3,040,000.00**	
Total (Title I Services)	**$3,040,000.00**	

Garver is pleased to have this opportunity to submit this proposal, and we look forward to working with you on this project. If you have any questions or would like any additional information, please feel free to call me at 214-619-9048.

Sincerely,
GARVER

Sara Andrews, PE
Senior Project Manager

Attachments:
Exhibit A – Scope of Services
Exhibit B – Garver Fee Spreadsheet
Exhibit C – White Hawk Proposal
Exhibit D – Terracon Proposal
Exhibit E – Alder Proposal

EXHIBIT A
(SCOPE OF SERVICES)

Generally, the Scope of Services includes the following professional services for improvements to Taxiway C (Phase II and Phase III) at McKinney National Airport (TKI). Improvements will consist primarily of extension of Taxiway C from the terminal apron to the end of RW 18 as shown in Figure 1 below:

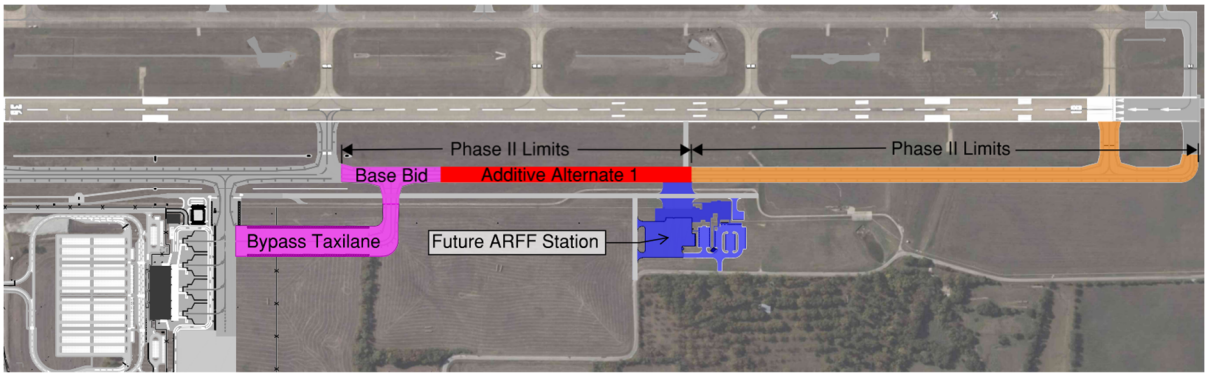

Figure 1: Project Work Area

The following professional services are included in this agreement:

- Surveying Services
- Geotechnical Services
- Design Services
  - Preliminary Engineering Report
  - 90% Final Design – Phase II
  - 100% Issued for Bid – Phase II
  - 90% Final Design – Phase III
- Bidding Services – Phase II

1. SURVEYING SERVICES

1.1. Design Surveys. White Hawk Engineering, as a subconsultant to Garver, will provide field survey data from field work for designing the project, and this survey will be tied to the Owner's control network. Survey will be completed in multiple mobilizations. The first mobilization will include the west Runway RSA and Pink Area (shown above) for the PER evaluation. The second mobilization will include the Orange / Red Area (Shown Above) for the design phases of Phase II and Phase III.

1.2. Team members will be escorted by Alder, as a subconsultant to Garver, staff currently badged at the Airport.

1.3. White Hawk Engineering will conduct field surveys, utilizing radial topography methods, at intervals and for distances at and/or along the project site as appropriate for modeling the existing ground, including locations of pertinent features or improvements. Buildings and other structures, airfield pavements, streets, drainage features, airfield lights and signs, fences, trees over eight inches in diameter, visible utilities as well as those underground

utilities marked by their owners and/or representatives, and any other pertinent topographic features that may be present at and/or along the project site, will be located. Control points will be established for use during construction. Survey outside of the RSA shall be conducted during normal working hours. Survey within the RSA shall be conducted between the hours of 20:00 and 05:00.

1.4. White Hawk Engineering will assemble data obtained during the performance of the field surveys in an AutoCAD Civil3D base map drawing to be utilized for design of the project.

2. GEOTECHNICAL SERVICES

2.1. Terracon, as a subconsultant to Garver, will be responsible for obtaining, interpreting, and evaluating geotechnical data necessary for the design of this project. Detailed scoping information for the geotechnical services can be found in the attached proposal from Terracon.

2.2. Team members will be escorted by Alder, as a subconsultant to Garver, staff currently badged at the Airport.

3. DESIGN SERVICES

3.1. General: Garver will prepare detailed construction drawings, specifications, instructions to bidders, and general provisions and special provisions, all based on guides furnished to Garver by the Owner and FAA, or internally developed by Garver. Contract Documents (Plans, Specifications, and Estimates) will be prepared for award of one (1) construction contract, for Phase II. These designs shall conform to the standards of practice ordinarily used by members of Garver's profession practicing under similar conditions and shall be submitted to the FAA from which approval must be obtained.

3.2. Project Administration

3.2.1. Garver will serve as the Owner's representative for the project and furnish consultation and advice to the Owner during the performance of this service. Garver will attend conferences alone or with the Owner's representative, local officials, state and federal agencies, and others regarding the scope of the proposed project, its general design, functions, and impacts.

3.2.2. Garver will assist in the development of grant reimbursement packets for review, execution, and submittal to FAA by the Owner.

3.3. Owner / Agency Coordination: Garver's project manager and/or design team will coordinate with the Owner as necessary to coordinate design decisions, site visits, document procurement, or other design needs.

3.3.1. Separate Procurement for ALCMS Updates: Garver will assist with the development of separate procurement documents required by the AIP Handbook including such duties as assembling initial scope of work, equipment procurement requirements, design reviews, cost estimating, and reviewing the manufacturers/system installers invoices and scope of work documents to support updates to the existing ALCMS. This work includes the required correspondence duties with the FAA ADO and PM as outlined in the AIP Handbook.

3.4. Project Management Plan / Quality Control Procedures

3.4.1 Garver will develop a project specific project management plan. The project management plan will include the project background, scope of work, stakeholder contact information, project team organization and roles, design criteria, project schedule, deliverables, and quality control procedures.

3.4.2 Garver will complete quality control reviews for each deliverable prior to any design submission to Owner and/or FAA. Quality control reviews will be completed by qualified project managers, project engineers, and/or senior construction observers who are experienced in the relevant discipline and design elements under review. Weekly internal progress meetings will be held during all design phases to ensure adequate quality control throughout the design phases.

3.5. Environmental Coordination

3.5.1. Garver has coordinated and completed documentation for the approved submission to FAA for the project. Documentation will be included in the Preliminary Engineer's Report. No environmental agency coordination is expected for this project area.

3.6. Airspace Analysis: Garver will prepare and submit the project to the FAA for permanent airspace clearance on the Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) website and coordinate with FAA representatives.

3.7. Construction Safety and Phasing Plan

3.7.1. Garver will develop a construction safety and phasing plan (CSPP) for the project. During development of the CSPP, Garver will hold a meeting with Airport staff and other stakeholders at the Airport's request to obtain feedback regarding operations during each proposed phase of construction.

3.7.2. After receiving comments from the meeting, Garver will develop a preliminary CSPP for the Owner's review prior to submission to the FAA. After incorporating Owner comments, the CSPP will be submitted to FAA for review through the OE/AAA website.

3.8. Existing Conditions Review

3.8.1. Record Document Review: Garver will review record document data from the vicinity of the construction site to evaluate existing conditions. Record document data may include record drawings, record surveys, utility maps, GIS data, and previous design reports.

3.8.2. Site Visits: Garver's civil and electrical engineers will perform up to three (3) site visits to the project site to review existing conditions and evaluate survey and record document data. One (1) site visit will be completed during the PER phase and up to two (2) site visits will be completed during the design phases.

3.9. Pavement Design: Garver will develop a fleet mix for the proposed project based on aircraft fleet data from the Airport Operator / Airport Master Plan / Traffic Flow Management System Counts (TFMSC). Upon completion of the aircraft fleet mix, Garver will submit the fleet to the Owner for review. Upon approval by the Owner, Garver will use FAARFIELD and life cycle cost analysis methods to develop a recommendation for the most economical pavement design. Based on this analysis and discussions with the Owner, a pavement design for the project will be chosen. For concrete pavement design, Garver will design joint patterns and jointing details.

3.10. RSA Evaluation: Garver will evaluate the existing conditions of the runway safety area (RSA) in accordance with ARP Standard Operating Procedure 8.0 effective 1/1/2016 and FAA Order 5200.8. The purpose of the evaluation will be to provide the necessary information to the FAA for the purpose of making a Runway Safety Area Determination (RSAD). The RSA will be evaluated for compliance with the RSA Standards in FAA Advisory Circular 150/5300-13B.

Evaluation of the existing conditions will include a site visit by Garver to determine (by visual means only) any non-conforming objects or grades inside the limits of the RSA. The Owner will provide site access and escort services for the site visit. After the completion of the site visit, Garver will utilize topographic surveys to evaluate potential non-conforming objects that could not be fully evaluated by visual means.

As part of the RSA Evaluation, Garver will complete a report that will inventory all objects in the RSA, outline any objects that are not in conformance with RSA standards, and identify options to bring deficiencies into conformance. All information will be included in the Preliminary Engineering Report.

3.11. Geometric Design: Garver will provide geometric design in accordance with FAA AC 150/5300-13 (latest edition) or other local standards. The following design criteria will be used for airfield design:

- Airplane Design Group (ADG) – III
- Aircraft Approach Category (AAC) – D
- Taxiway Design Group (TDG) – 3

3.12. Modeling: Garver will develop preliminary vertical alignments based on the requirements of FAA AC 150/5300-13 (latest edition). Upon the completion of vertical alignments, assemblies will be developed based on the pavement design and corridors will be modeled for each taxiway alignment. Modeling will include all surface changes from centerline of corridor to tie into existing grade for the project site. At the completion of individual corridor developments, all corridors will be combined into a final grading surface. Modeling will be an iterative process to determine the most efficient design solution.

3.13. Drainage Design: Grading and drainage design shall be completed in accordance with FAA AC 150/5300-13 (Airport Design), FAA AC 150-5320-5 (Airport Drainage Design), and applicable local drainage codes.

3.13.1. Garver will develop hydrologic and hydraulic models of the airfield drainage system within the project limits for the 5, 10, and 100 year storms. Autodesk XPSWMM will be utilized to complete interconnected pond analysis for all drainage areas. Modeling methodology and parameters will be selected in accordance with standard engineering practice and Owner standards. Modeling parameters, such as areas, slopes, drainage paths, distances, etc. will be obtained from surveys, planimetric contour maps and aerial photos and verified by field investigation.

A pre-development model will be developed to include drainage infrastructure that is known to be functional. Damaged or non-functional drainage infrastructure will not be included in the pre-development model. Garver will also develop a post-development model to manage runoff from the project site. The post-development model may include the expansion of the existing detention areas as well as potential onsite mitigation options.

Garver will develop a brief drainage analysis and this information will be included in the Final Engineer's Report. The drainage analysis report will include the following:

- Pre-development Drainage Methodology and Results
- Conceptual Post-development Drainage Methodology and Results for Phase II and Phase III taxiway improvements as shown on Figure 1.
- Overall Drainage Recommendations for Phase II and Phase III as shown on Figure 1.
- This excludes any existing conditions stormwater detention calculations and recommendations related to the relocation of the existing basin relocation impacted by Phase III taxiway improvements. It our understanding this is to be provided by others.

3.14. Airfield Lighting and Signage: Garver will provide electrical engineering services to design the new lighting improvements on the project including but not limited to the following: taxiway edge lighting, signage, any necessary electrical vault modifications, and updates to the Airfield Lighting Control and Monitoring System (ALCMS).

3.15. Specifications and Contract Documents

Technical Specifications: Detailed specifications shall be developed using FAA "Standards for Specifying Construction for Airports" AC 150/5370-10 (latest edition) or other appropriate standards approved for use by the FAA. Additional supplementary specifications will be developed for project requirements not covered by FAA AC150/5370-10 or when state or local standards are approved by the FAA.

Construction Contract Documents: Garver will develop construction contract documents based on FAA and City of McKinney Standards. A specimen copy of the General Provisions and applicable prevailing wage rates will be obtained by Garver from the FAA and/or Department of Labor as appropriate for incorporation into the specifications for the proposed project. Final construction contract documents will be submitted to the Owner for final review and approval.

3.16. Preliminary Engineering Report: Garver will prepare a PER to outline the project's design criteria and design considerations. The report will discuss design decisions of all major project parameters.

- Executive Summary
- Project Background
- Existing Conditions
  - Site Survey
  - Geotechnical Investigation
  - Project Photographs
- Applicable AIP Standards
- Construction Safety and Phasing
- RSA Evaluation
- Geometric Design
- Pavement Design
- Drainage Study
- Airfield Lighting and Signage
- Pavement Markings
- Environmental Considerations
- Utility Design
- Miscellaneous Design Items
- Modifications to AIP Standards
- Project Schedule
- Engineer's Opinion of Probable Cost

Garver will analyze the extension of Taxiway C from the existing commercial service apron to the north to ultimately connect to Runway 18. The Engineer's Report will outline the design needs for Phase II from the commercial service apron to the proposed ARFF station. This area will be assessed as two segments to provide a base bid and additive alternate to be designed for one construction package in order to maximize the construction for funding available. Phase II will be from the proposed ARFF station to the Runway 18 end.

The PER will analyze the surfaces of the proposed development area for the east side of the airfield. This information will be obtained from the City of McKinney and used as the basis of the design for the project area of Phase II shown in red and Phase III shown in orange within Figure 1.

A Final Engineering Report will be completed within the Issued for Bid (IFB) 100% documents.

3.17. Quantities and Engineer's Opinion of Probable Cost: Garver will develop detailed quantities in PDF format for use in construction cost estimating for each design phase. Quantities will be completed by pay item. Upon the completion of quantity development, Garver will review previous cost data and market conditions and complete an Engineer's Opinion of Probable Cost.

3.18. Design Services Submission and Meeting Summary: The following design submittal phases shall be included in the fee summary. A summary of each design phase and the associated review meetings is included below.

3.18.1. Preliminary Engineering Report – Combined Phase II and Phase III

Garver will develop a Preliminary Engineering Report and submit to the Owner and FAA for review. It is anticipated that the Owner and FAA will review the design submission within two weeks.

At the completion of the Owner and FAA review period, Garver will meet with the Owner and FAA to review the Preliminary Engineering Report and to receive Owner and FAA comments and direction.

3.18.2. 90% Final Design – Phase II

Garver will develop 90% final design plans, specifications, and engineer's report and submit these to the Owner and FAA for review. It is anticipated that the Owner and FAA will review the design submission within four weeks.

At the completion of the Owner and FAA review period, Garver will meet with the Owner and FAA to review the 90% final design plans, specifications, and engineer's report and to receive Owner and FAA comments and direction.

3.18.3. 100% Issued for Bid (IFB) – Phase II:

Garver will develop 100% IFB plans and specifications and submit these to the Owner and FAA for Bidding. It is anticipated that the Owner will use the documents to begin procurement for bidding within four weeks of submission of IFB documents.

3.18.4. 90% Final Design – Phase III

Garver will develop 90% final design plans, specifications, and engineer's report and submit these to the Owner and FAA for review. It is anticipated that the Owner and FAA will review the design submission within four weeks.

At the completion of the Owner and FAA review period, Garver will meet with the Owner and FAA to review the 90% final design plans, specifications, and engineer's report and to receive Owner and FAA comments and direction.

4. BIDDING SERVICES – Phase II

4.1. Bidding. Garver will assist the Owner in advertising for and obtaining bids or negotiating proposals for one prime contract for construction, materials, equipment and services; and, where applicable, maintain a record of prospective bidders to whom Bidding Documents have been issued, attend a pre-bid conference, and attend the Bid Opening. The Owner will pay advertising costs outside of this contract.

4.2. Garver will issue addenda as appropriate to interpret, clarify or expand the Bidding Documents. Garver will consult with and advise the Owner as to the acceptability of subcontractors, suppliers and other persons and organizations proposed by the prime contractor(s) (herein called "Contractor(s)") for those portions of the work as to which such acceptability is required by the Bidding Documents. Garver will consult with the Owner concerning the acceptability of substitute materials and equipment proposed by Contractor(s) when substitution prior to the award of contracts is allowed by the Bidding Documents.

4.3. Garver will attend the bid opening, prepare a bid tabulation, and assist the Owner in evaluating bids or proposals and in assembling and awarding contracts for construction, materials, equipment, and services. Garver will assist the Owner in the execution of all contract documents and furnish a sufficient number of executed documents for the Owner, Contractor and FAA.

5. PROJECT DELIVERABLES

5.1. The following deliverables will be submitted to the parties identified below. Unless otherwise noted below, all deliverables shall be electronic.

- Preliminary Engineering Report and Executive Summary to the Owner and FAA.
  - One hard copy to the Owner and FAA.
- 90% Phase II Final Design Plans, Specifications, and Engineer's Estimate of Probable Cost to the Owner and FAA.
- 100% Phase II Issued for Bid Plans, Front End Specifications, Technical Specifications, Bid Tab, Final Engineering Report (FER), and Engineer's Estimate of Probable Cost to the Owner and FAA.
- 90% Phase III Final Design Plans, Technical Specifications, and Engineer's Estimate of Probable Cost to the Owner and FAA.
- Other electronic files as requested.

6. ADDITIONAL SERVICES

6.1. The following items are not included under this agreement but will be considered as additional services to be added under Amendment if requested by the Owner.

- Redesign for the Owner's convenience or due to changed conditions after previous alternate direction. Changes to conditions may include, but are not limited to major changes to pavement, building, or utility alignments.
- Mass grading is currently being designed by another consultant in this area. Garver will utilize the proposed surface from this consultant as the existing topographic surface for the proposed taxiway design. Additional design iterations due to changes in proposed surface by the other consultant shall be considered additional services.
- Deliverables beyond those listed herein.
- Design of any utility relocation.
- Design of any FAA NAVAID removal, relocation, or installation and associated coordination or preparation of an FAA Reimbursable Agreement.
- Underdrain Design.
- Drainage design excludes any existing conditions stormwater detention calculations and recommendations related to the relocation of the existing basin relocation impacted by Phase III taxiway improvements. It our understanding this is to be provided by others.
- DBE Program Goal Setting or Reporting.
- Engineering, architectural, or other professional services beyond those listed herein.
- Retaining walls or other significant structural design.
- Construction Administration Services, On-Site Construction Observation, and/or Construction Materials Testing.
- Preparation of a Storm Water Pollution Prevention Plan (SWPPP).
- Environmental Handling and Documentation, including wetlands identification or mitigation plans or other work related to environmentally or historically (culturally) significant items.
- Permitting for environmentally sensitive areas.
- Coordination with FEMA and preparation/submittal of a CLOMR and/or LOMR.
- Services after construction, such as warranty follow-up, operations support, and Part 139 inspection support.
- Establishment or Reestablishment of any PACS or SACS on the airfield.

7. SCHEDULE

Garver shall begin work under this Agreement upon execution of this Agreement and shall complete the work within a mutually agreeable schedule with the Owner. Anticipated project milestones are listed below:

Phase II and Phase III

Preliminary Engineering Report (PER)	8 Weeks from Notice to Proceed
Final Design (90%)	8 Weeks after Owner and FAA Comments Received

Phase II

Issued for Bid (100%)	4 Weeks after Owner and FAA Comments Received

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

FEE SUMMARY

	Title I Service	Estimated Fees
Lump Sum	Surveys (White Hawk Engineering)	$ 165,000.00
Lump Sum	Geotechnical (Terracon)	$ 77,500.00
Lump Sum	Airfield Escort (Alder)	$ 81,000.00
Lump Sum	Preliminary Engineering Report - Phase II and Phase III	$ 493,500.00
Lump Sum	90% Design - Phase II	$ 778,000.00
Lump Sum	100% Issued for Bid - Phase II	$ 575,000.00
Lump Sum	Bidding Services - Phase II	$ 30,000.00
Lump Sum	90% Design - Phase III	$ 840,000.00
	Subtotal for Title I Service	**$ 3,040,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

Surveys (White Hawk Engineering)

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Surveys - Topographic							
Coordinate with Survey Subconsultant	2	2	8				
Attend Survey Scoping Meeting (4people, on-site/virtual)	4	2	2				
Develop Survey Field Work Exhibits	2		4		8	8	
QC Review of Survey Data (1st Mobilization)	2	2	4		8		
QC Review of Survey Data (2nd Mobilization)	2	2	4		8		
Subtotal - Surveys - Topographic	**12**	**8**	**22**	**0**	**24**	**8**	**0**

Hours	**12**	**8**	**22**	**0**	**24**	**8**	**0**

SUBTOTAL - SALARIES:	**$20,830.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$25.00
Postage/Freight/Courier	$22.00
Travel Costs	$150.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$197.00**
SUBTOTAL:	**$21,027.00**
SUBCONSULTANTS FEE:	**$143,973.00**
TOTAL FEE:	**$165,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

Geotechnical (Terracon)

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Prepare for Geotechnical Scoping Meeting		2					
Geotechnical Scoping Meeting (4people, on-site/virtual)	4	4					
Coordinate with Geotechnical Subconsultant	2	8					
Develop Geotechnical Field Work Exhibits	1	2				8	
Geotechnical Report Review	2	8					
Correspondence for Design Input	1	4					
Subtotal - Civil Engineering	**10**	**28**	**0**	**0**	**0**	**8**	**0**
Hours	**10**	**28**	**0**	**0**	**0**	**8**	**0**

SUBTOTAL - SALARIES:	**$15,650.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$75.00
Postage/Freight/Courier	$25.00
Travel Costs	$250.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$350.00**
SUBTOTAL:	**$16,000.00**
SUBCONSULTANTS FEE:	**$61,500.00**
TOTAL FEE:	**$77,500.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

Airfield Escort (Alder)

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Airfield Escort							
Coordinate with Airfield Escort Subconsultant (Survey)	4	2	8				
Coordinate with Airfield Escort Subconsultant (Geotechnical Investigation)	4	8	2				
Subtotal - Airfield Escort	**8**	**10**	**10**	**0**	**0**	**0**	**0**
Hours	**8**	**10**	**10**	**0**	**0**	**0**	**0**

SUBTOTAL - SALARIES:	**$9,920.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$100.00
Postage/Freight/Courier	$30.00
Travel Costs	$250.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$380.00**
SUBTOTAL:	**$10,300.00**
SUBCONSULTANTS FEE:	**$70,700.00**
TOTAL FEE:	**$81,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

Preliminary Engineering Report - Phase II and Phase III

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil							
Coordination with FAA/TKI	20	16					
Site Visit (4 People, 1 Trip)	8	8	16				
Kick-Off Meeting (On-Site)	4	4	8				
Internal Coordination Meetings (Weekly)	16	16	16			32	
Review Survey Data (First Mobilization)	4	6	16		20		40
Review Geotechnical Data (First Mobilization)		8			20		
Develop Project Management Plan	4	4	20				
Develop Quality Control Plan	8	4	20				
Construction Safety and Phasing Plan	4	8	16			20	
Existing Conditions Review	4	4	8		20	20	
Conduct Pavement Inspections			16		16		
Geometric Analysis			8		20	40	
Operational Impact Analysis			4		8		
Drainage Analysis	4	4	20		10	40	
Drainage Area Maps	2	4	10			20	
Pre-Development Flow Calculations	2	4	10			20	
Post-Development Flow Calculations	2	4	10			20	
Develop Fleet Mix		2	2		8		
Line of Sight Analysis			4		4	24	
Develop Quantities							
Preliminary Runway Safety Area Inventory Analysis	4	4	8		20		20
Construction Cost Analysis			4		4	20	
Schedule Analysis		2	4				
Prepare Exhibits for Appendices			2		20	20	
Develop Typical Sections			2		8		
Review Mass Grading Files	4	4	8		10	40	
Develop Preliminary Surface	4	4	10		10	40	
Base File Set Up	4	4	10		10	20	40
Develop Executive Summary	4	4	8			20	
Analyze Phase II Limits of Construction	4	4	8		20		
Pavement Markings	2		4		20		20
Evaluate Environmental Considerations	2	4	4			10	
Develop Geometric Layout			8		40		
Develop Cross Sections			4		20		
Draft Report		4	20		20	40	
Quality Control (QC) Review	32	24	40	24			
Address Revisions per QC Review		4	8		20	40	
Incorporate Review Comments and Submit Final Report		2	8		20		
Owner Review Meeting	4	2	2		2		
Incorporate Owner Review Comments	4	4	8		20	40	
Subtotal - Civil	**150**	**166**	**374**	**24**	**390**	**526**	**120**
2. Electrical							
Site Visit (1 People, 1 Trip)			4				
Kick-Off Meeting (On-Site)			4			4	
Internal Coordination Meetings (Weekly)	8		8			8	
Locate Existing Circuits			4			16	
Lighting and Signage Assessment			4			16	
CCR Load Calculations			2			4	
Impacts to FAA NAVAIDs Evaluation			4			16	
Electrical Vault Impacts			2			4	
ALCMS Coordination and Analysis			4			16	
Draft Report	2		4			20	
Quality Control (QC) Review	4		8				
Address Revisions per QC Review	1		8			20	
Incorporate Review Comments and Submit Final Report	1		8			20	
Owner Review Meeting	2		2			2	
Incorporate Owner Review Comments	2		4			20	
Subtotal - Electrical	**20**	**0**	**70**	**0**	**0**	**166**	**0**
Hours	**170**	**166**	**444**	**24**	**390**	**692**	**120**

SUBTOTAL - SALARIES:	**$492,638.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$250.00
Postage/Freight/Courier	$100.00
Office Supplies/Equipment	$196.00
Travel Costs	$316.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$862.00**
SUBTOTAL:	**$493,500.00**
SUBCONSULTANTS FEE:	**$0.00**
TOTAL FEE:	**$493,500.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

90% Design - Phase II

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Coordination with FAA	8	8	16		8		
Coordination with Airport (TKI)	8	8	16		8		
Internal Weekly Progress Meetings	16	16	16		16	32	
Design Kickoff Meeting	2	2	4		2	4	
Site Visit (5 people, 1 trip)	8	8	8		8	8	
Base Map Setup	2	4	4		8	16	
Establish Design Criteria and Parameters	1	1	4		8	8	
Review As-Built Drawings	1	1	6		8	24	
Develop Preliminary Construction Safety and Phasing Plan	1	1	6		8	16	
CSPP Submission to FAA Through OEAAA			4		4	8	
Develop Geometric Layout	1	1	6		16	16	
Develop Horizontal Alignments	1	2	4		16	24	
Develop Vertical Alignments	2	2	4		24	40	
Develop Assemblies	2	2	4		8	12	
Develop Corridor Model	2	4	4		16	40	
Develop Fleet Mix using available data (TFMSC, 5010, etc.)	1	2	2		4	8	
Develop Pavement Design	4	4	6		16		
Drainage Basin Development	4	4	8		16	24	
Pre-Development Flow Calculations	2	4	4		16	24	
Post-Development Flow Calculations	2	4	6		16	24	
Drainage Structural Design Calculations	2	4	8		16		
FAA Design Checklist	1	1	4		4		
Preliminary Plans							
Cover Sheet		1	4		8	16	
Sheet Index		1	4		8	8	
General Notes		2	4		8	16	
Project Layout Plan	1	2	4		16	24	
Survey Control Plan	1	2	4		4	8	
Construction Safety Plans	2	2	8		8	16	
Construction Safety Details	2	2	4		8	16	
Existing Conditions Plans	1	2	4		8	24	
Erosion Control Plans		2	4		8	16	
Erosion Control Details		2	4		2	16	
Demolition Plans	2	2	8		8	16	
Demolition Details		1	4		6	16	
Drainage Plans	2	2	16		16	24	
Drainage Details	2	2	4		16	24	
Utility Plans			4		12	16	
Utility Details	1	2	4			16	
Typical Sections	2	2	8		12	16	
Paving Plans	2	2	16		12	16	
Paving Details	2	4	6		8	12	
Grading Plans	4	4	16		16	32	
Grading Details	2	4	8		8		
Joint Layout Plans	2	2	8		16	24	
Joint Details		2	4		4	8	
Elevation Plans	2	2	8		12	32	
Elevation Details	1	2	4		8	8	
Pavement Marking Plans	1		8		16	24	
Pavement Marking Details	1	2	2		4	16	
Cross Sections	2	4	8		16	32	
Develop Preliminary Construction Contract Documents	1	1	4		8	16	
Develop Preliminary Technical Specifications	1	2	16		24	16	
Develop Preliminary Supplemental Specifications	1	2	8		24	16	
Develop Preliminary Quantities	2	2	8		24	24	
Develop Preliminary Opinions of Probable Construction Costs	2	2	8		16	24	
Pavement Life Cycle Cost Analysis	1	4	8		8	16	
Internal Quality Control (QC) Review	40	40	40	20			
Incorporate QC Review Comments	8	8	16		24	40	
Incorporate Preliminary (Owner/FAA/State) Review Comments	2	2	4		8	40	
Prepare and Submit Permanent Airspace Study			6		12	8	
Subtotal - Civil Engineering	**164**	**203**	**442**	**20**	**662**	**1020**	**0**
2. Electrical Engineering							
Review As-Built Drawings	2		8		16		16
Locate Existing Circuits	2		16		24		24
Lighting and Signage Assessment	2		8		16		24
CCR Load Calculations			8		8		
Develop One-Line Diagram	1		8		8		16
Vault Layout	2		4		4		
ALCMS Coordination and Analysis	1		8				
Preliminary Engineering Report	1		8		16		24

Preliminary Plans							
Electrical Notes	1		4		8		8
Lighting Removal Plans	2		4		16		32
Lighting Installation Plans	2		8		16		40
Lighting Details	1		4		8		16
Duct Bank Profiles	2		6		24		
Develop Preliminary Technical Specifications	4		16		24		
Develop Preliminary Supplemental Specifications	4		16		24		
Develop Preliminary Quantities	2		4		16		24
Develop Preliminary Opinions of Probable Construction Costs	2		4		16		
Internal Quality Control (QC) Review	16		16	12			
Incorporate QC Review Comments	4		4		24		32
Incorporate Preliminary (Owner/FAA/State) Review Comments	2		4		16		24
Subtotal - Electrical Engineering	**53**	**0**	**158**	**12**	**284**	**0**	**280**

Hours	**217**	**203**	**600**	**32**	**946**	**1020**	**280**

SUBTOTAL - SALARIES:	**$775,632.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$200.00
Postage/Freight/Courier	$150.00
Office Supplies/Equipment	$168.00
Travel Costs	$1,850.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$2,368.00**
SUBTOTAL:	**$778,000.00**
SUBCONSULTANTS FEE:	**$0.00**
TOTAL FEE:	**$778,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

100% Issued for Bid - Phase II

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Coordination with FAA	8	8	16		8		
Coordination with Airport (TKI)	8	8	16		8		
Internal Weekly Progress Meetings	8	8	8		8	16	
Design Kickoff Meeting	2	2	4		2	4	
Site Visit (5 people, 1 trip)	8	8	8		8	8	
Base Map Setup	2	4	4		8	20	
Establish Design Criteria and Parameters	1	1	4		8	8	
Review As-Built Drawings	1	1	6		8	24	
Develop Final Construction Safety and Phasing Plan	1	1	6		8	16	
Develop Final Geometric Layout	2	5	10		20	24	
Develop Final Horizontal Alignments	1	4	4		16	24	
Develop Final Vertical Alignments	2	2	4		24	40	
Develop Final Assemblies	1	2	4		8	12	
Develop Final Corridor Model	4	2	4		16	40	
Develop Final Fleet Mix using available data (TFMSC, 5010, etc.)	4	2	2		4	8	
Develop Final Pavement Design	4	4	6		16		
Final Drainage Basin Development	4	4	8		16	24	
Update Pre-Development Flow Calculations	4	4	8		16	24	
Update Post-Development Flow Calculations	4	4	6		16	24	
Update Drainage Structural Design Calculations	4	4	4		16		
FAA Design Checklist	1	1	4		4		
Final Plans							
Cover Sheet		1	2		2	8	
Sheet Index		1	2		2	8	
General Notes		1	2		2	4	
Project Layout Plan		1	2		2	8	
Survey Control Plan	1	1	2		2	8	
Construction Safety Plans	1	1	4		4	8	
Construction Safety Details	1	1	2		4	8	
Existing Conditions Plans		1	2		4	8	
Erosion Control Plans		2	4		4	8	
Erosion Control Details		1	2		4	8	
Demolition Plans	1	2	2		4	16	
Demolition Details		1	1		2	8	
Drainage Plans	1	1	2		4	8	
Drainage Details	1	1	1		2	8	
Utility Plans		2	2		2	8	
Utility Details		2	2		4	8	
Typical Sections		1	2		4	8	
Paving Plans	1	1	2		4	8	
Paving Details	1	1	2		4	8	
Grading Plans		2	2		4	8	
Grading Details	1	2	2		4	8	
Joint Layout Plans	2	2	4		16	8	
Joint Details	1	1	2		4	16	
Elevation Plans		1	2		4	16	
Elevation Details		1	1		4	8	
Pavement Marking Plans	1	1	1		4	4	
Pavement Marking Details	1		2		2	8	
Cross Sections	1	1	2		4	8	
Develop Final Construction Contract Documents	1		2		4	8	
Develop Final Technical Specifications	2	2	4		8		
Develop Final Supplemental Specifications	1	1	4		16	8	
Develop Final Quantities	2	2	4		16	8	
Develop Final Opinions of Probable Construction Costs	1	1	2		8	8	
Update Final Engineering Report	2	4	8		8	16	
Internal Quality Control (QC) Review	40	40	40	20			
Incorporate QC Review Comments	2	2	8		16	32	
Incorporate Final (Owner/FAA/State) Review Comments	2	2	4		8	8	
Subtotal - Civil Engineering	**142**	**167**	**270**	**20**	**428**	**644**	**0**
2. Electrical Engineering							
CCR Load Calculations	1	1	2		8		
Update One-Line Diagram	1	1	1		8		16
Vault Layout	2	2	2		8		24
ALCMS Coordination and Analysis	2	2	4				
Update Final Engineering Report	2	2	4		16		24

Final Plans							
Electrical Notes	1	1	4		4		8
Lighting Removal Plans	1	1	8		4		8
Lighting Installation Plans	2	2	8		8		24
Lighting Details	4		4		8		16
Duct Bank Profiles	4	2	8		16		24
Develop Final Technical Specifications	1	1	8		8		
Develop Final Supplemental Specifications	1	1	8		8		
Develop Final Quantities	2	2	4		8		16
Develop Final Opinions of Probable Construction Costs	2	2	4		32		24
Internal Quality Control (QC) Review	24	40	40	12			
Incorporate QC Review Comments	4	4	8		24		32
Incorporate Final (Owner/FAA/State) Review Comments	2	4	8		16		24
Subtotal - Electrical Engineering	**56**	**68**	**125**	**12**	**176**	**0**	**240**

Hours	**198**	**235**	**395**	**32**	**604**	**644**	**240**

SUBTOTAL - SALARIES: **$574,422.00**

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	$50.00
Postage/Freight/Courier	$15.00
Office Supplies/Equipment	$13.00
Travel Costs	$500.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: **$578.00**

SUBTOTAL: **$575,000.00**

SUBCONSULTANTS FEE: **$0.00**

TOTAL FEE: **$575,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

Bidding Services - Phase II

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Coordinate with FAA and TKI	4		4				
Dispense Plans and Specs to Prospective Bidders						2	
(RFI)	2		4			2	
Draft and Distribute Addendums			4			6	
Prepare for Pre-Bid Meeting			4			4	
Attend Pre-Bid Meeting (2 people, on-site)	2						
Bid Opening (2 people, on-site)	2						
Prepare Bid Tabulation			1			2	
Draft and Submit FAA Grant Application			4			4	
Assemble Grant Certifications			4			4	
Draft and Submit State Grant Application			4			4	
Award			2			2	
Prepare Contract Documents			2			4	
Prepare Issued for Construction Plans and Specifications			2			8	
Subtotal - Civil Engineering	**10**	**0**	**35**	**0**	**0**	**42**	**0**
2. Electrical Engineering							
Draft Addendums			4			8	
Prepare for Pre-Bid Meeting			2			4	
Attend Pre-Bid Meeting			2			2	
Evaluate Bids			2			2	
Prepare Issued for Construction Plans and Specifications			2			8	
Subtotal - Electrical Engineering	**0**	**0**	**12**	**0**	**0**	**24**	**0**
Hours	**10**	**0**	**47**	**0**	**0**	**66**	**0**

SUBTOTAL - SALARIES:	**$29,709.00**
DIRECT NON-LABOR EXPENSES	
Document Printing/Reproduction/Assembly	$41.00
Postage/Freight/Courier	$25.00
Office Supplies/Equipment	$25.00
Travel Costs	$200.00
SUBTOTAL - DIRECT NON-LABOR EXPENSES:	**$291.00**
SUBTOTAL:	**$30,000.00**
SUBCONSULTANTS FEE:	**$0.00**
TOTAL FEE:	**$30,000.00**

Exhibit B

McKinney National Airport (TKI)
Taxiway C Phase II and Phase III

90% Design - Phase III

WORK TASK DESCRIPTION	E-6	E-5	E-4	E-3	E-2	E-1	D-2
	hr	hr	hr	hr	hr	hr	hr
1. Civil Engineering							
Coordination with FAA	16	8	16		16	8	
Coordination with Airport (TKI)	16	8	16		8		
Internal Weekly Progress Meetings	16	8	8		8	16	
Design Kickoff Meeting	4	2	4		2	4	
Site Visit (5 people, 1 trip)	8	8	8		8	8	
Base Map Setup			4		24	40	
Establish Design Criteria and Parameters	1	1	4		8	8	
Review As-Built Drawings	2	2	16		16	24	
Develop Preliminary Construction Safety and Phasing Plan	2	2	16		16	16	
CSPP Submission to FAA Through OEAAA	1		4		4	8	
Develop Geometric Layout	1	2	16		24	24	
Develop Horizontal Alignments	2	4	4		24	24	
Develop Vertical Alignments	2	4	4		32	40	
Develop Assemblies		4	8		16	24	
Develop Corridor Model	2	4	16		24	60	
Develop Fleet Mix using available data (TFMSC, 5010, etc.)	1	2	2		8	8	
Develop Pavement Design	2	4	6		16		
Drainage Basin Development	2	4	16		24	40	
Pre-Development Flow Calculations	1	4	16		32	40	
Post-Development Flow Calculations	1	4	16		24	32	
Drainage Structural Design Calculations	2	2	8		16	8	
FAA Design Checklist	1	2	8		8		
Preliminary Plans							
Cover Sheet		1	4		8	16	
Sheet Index		1	4		8	8	
General Notes		1	4		8	16	
Project Layout Plan		2	4		16	24	
Survey Control Plan		2	4		4	8	
Construction Safety Plans	2	2	8		8	16	
Construction Safety Details	1	1	4		10	16	
Existing Conditions Plans	1	1	4		8	24	
Erosion Control Plans		1	4		8	16	
Erosion Control Details		1	4		2		
Demolition Plans	1	2	8		8	16	
Demolition Details	1	2	4		8	16	
Drainage Plans	2	2	16		16	24	
Drainage Details	2	1	4			8	
Utility Plans		1	4		12	16	
Utility Details		2	4			8	
Typical Sections	2	2	8		12	16	
Paving Plans	2	2	8		12	16	
Paving Details	2	4	8		12	24	
Grading Plans	2	4	8		16	32	
Grading Details	2	4	8		8	24	
Joint Layout Plans	2	4	6		12	24	
Joint Details		2	4		6	12	
Elevation Plans	2	2	8		12	32	
Elevation Details		2	4			8	
Pavement Marking Plans	1		8		16	24	
Pavement Marking Details		2	4			8	
Cross Sections	1	2	4		8	32	
Develop Preliminary Construction Contract Documents		1	4		8	16	
Develop Preliminary Technical Specifications	1	2	8		24	16	
Develop Preliminary Supplemental Specifications	1	2	8		24	16	
Develop Preliminary Quantities	1	2	8		24	24	
Develop Preliminary Opinions of Probable Construction Costs	1	2	8		16	24	
Pavement Life Cycle Cost Analysis	1	4	8		8	16	
Internal Quality Control (QC) Review	16	24	40	32			
Incorporate QC Review Comments	4	8	16		24	40	
Incorporate Preliminary (Owner/FAA/State) Review Comments	4	2	4		8	40	
Prepare and Submit Permanent Airspace Study	1		6		12	8	
Subtotal - Civil Engineering	**139**	**179**	**488**	**32**	**744**	**1116**	**0**
2. Electrical Engineering							
Review As-Built Drawings	2		8		16		24
Locate Existing Circuits	2		16		24		24
Lighting and Signage Assessment	2		8		16		24
CCR Load Calculations	1		8		16		
Develop One-Line Diagram	1		8		16		16
Vault Layout	2		4		8		16
ALCMS Coordination and Analysis	2		16		16		
Preliminary Engineering Report	2		8		16		24

Preliminary Plans							
Electrical Notes			4		8		16
Lighting Removal Plans	1		4		16		32
Lighting Installation Plans	1		8		16		40
Lighting Details	2		4		16		24
Duct Bank Profiles	2		8		24		24
Develop Preliminary Technical Specifications	1		16		24		
Develop Preliminary Supplemental Specifications	1		16		24		
Develop Preliminary Quantities	2		6		16		24
Develop Preliminary Opinions of Probable Construction Costs	2		6		16		
Internal Quality Control (QC) Review	16	16	24	24			
Incorporate QC Review Comments	2		4		24		32
Incorporate Preliminary (Owner/FAA/State) Review Comments			4		16		24
Subtotal - Electrical Engineering	**44**	**16**	**180**	**24**	**328**	**0**	**344**

Hours	**183**	**195**	**668**	**56**	**1072**	**1116**	**344**

SUBTOTAL - SALARIES: **$838,416.00**

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	$75.00
Postage/Freight/Courier	$37.00
Office Supplies/Equipment	$122.00
Travel Costs	$1,350.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: **$1,584.00**

SUBTOTAL: **$840,000.00**

SUBCONSULTANTS FEE: **$0.00**

TOTAL FEE: **$840,000.00**

EXHIBIT C

WHITE HAWK ENGINEERING

+469.342.6844

WhiteHawkEngineering.com

450 Century Parkway, Suite 190
Allen, TX 75013

7/2/2026

Garver, LLC
Attn: Greg Thomas, PE
3000 Internet Blvd., Suite 400
Frisco, TX 75034

RE: Request for Proposal – Surveying Services RFP for TKI -Taxiway C Phase II and III

Dear Mr. Thomas:

White Hawk Engineering is pleased to offer this revised proposal for survey services for TKI-Taxiway C Phase II and III in McKinney, TX. *Shown on exhibit B (attached to this proposal)*.

We propose providing the following Survey Scope of Work:

1) Project Control: As outlined in the attached RFP
2) Topographic Survey: ±195-acre site to as shown in the attached RFP.
   a) Excluding Runway Concrete Expansion joint and paint strips
   b) Include: Runway centerline, edges at 25' intervals, Runway Paint marking on the north end of the Runway only.
   c) The area hatched in black on the attached RFP will be surveyed at a later date to be determined after the existing construction project concludes as this is for as built purposes.
3) Deliverable: As outlined in the attached RFP.

We propose providing the above-stated work for a lump sum fee of $143,973.75. See attached cost estimate.

Thank you for this opportunity. If you have any questions or comments, please contact me.

Sincerely,

Jeremy J. Katerberg, RPLS, PS
Texas Survey Manager
WHITE HAWK ENGINEERING & DESIGN, LLC

Client: Garver
Project Name: Taxiway C Phase II and III
Location: McKinney National Airport, McKinneyTexas

Task	Task Description	Admin/ Clerical	RPLS Manager	Survey SIT	CADD Tech	2-Man Field Crew	3-Man Field Crew	Total Hours Per Task	Total Cost Per Task
	Labor Classification								
	Hourly Rates	$ 120.00	$ 250.00	$ 150.00	$ 120.00	$ 185.00	$ 250.00		
1	***Topographic Survey of Taxiway C Phase II and III (±195 Acres)***	2	60	140	160	420	40	822	$ 143,140.00
2								0	$ -
3								0	$ -
4								0	$ -
5								0	$ -
6								0	$ -
7								0	$ -
8								0	$ -
9								0	$ -
10								0	$ -
11								0	$ -
12								0	$ -
13								0	$ -
14								0	$ -
15								0	$ -
16								0	$ -
17								0	$ -
18								0	$ -
19								0	$ -
20								0	$ -
	Hours Per Labor Category	**2**	**60**	**140**	**160**	**420**	**40**	**Total Project Hours**	**Total Labor Cost**
	Cost Per Labor Category	**$ 240.00**	**$ 15,000.00**	**$ 21,000.00**	**$ 19,200.00**	**$ 77,700.00**	**$ 10,000.00**	**822**	**$ 143,140.00**

Direct Expenses	**Quantity**	**Unit**	**Rate**	**Total**
Mobilization	0		$ -	$ -
Mileage	1150	Mile	$ 0.725	$ 833.75
Lodging/Hotel	0	Day/Person	$ 183.00	$ -
Meals	0	Day/Person	$ 64.00	$ -
Deed Copies		Each	$ 0.75	$ -
Photo Copies		Each	$ 0.25	$ -
		Total Direct Expense		**$ 833.75**

Number of Miles per Trip	25
Number of Trips	46
Number of People	
Number of Days	

Total Project Fee	**$ 143,973.75**

GARVER
www.GarverUSA.com

June 17, 2026

Jeremy Katerberg
White Hawk Engineering & Design
12801 N Central Expressway, Suite 1250
Dallas, TX 75243

Re: Request for Proposal – Survey Services
Mckinney National Airport (TKI)
Taxiway C Phase II and III

Dear Mr. Katerberg:

Garver is requesting proposals for Survey Services for the Taxiway C Phase II and III project at Mckinney National Airport. A proposed scope of services with sketch of the project area has been enclosed for your use. Review the project information and anticipated scope of services detailed in this RFP. Please submit your proposal in accordance with the instructions provided in this RFP no later than June 19, 2026. Submit all proposals to Greg Thomas at GJThomas@GarverUSA.com. The proposal must remain valid at least one hundred twenty (120) days from the due date indicated herein. Each proposal shall include a summary of the proposed scope of work and a proposed timeline for completion of the work.

The proposal should include a lump sum fee for the topographic services. The lump sum fee amount shall cover all salaries; expenses such as supplies, travel, printing, reproduction, computer use, and equipment/vehicle use; taxes; fringe benefits; other overhead costs; subconsultant and subcontractor costs; and profit. Additional fee breakouts shall be provided for SUE as described in the Scope of Services.

Requests for clarification or other questions regarding this request may be directed to Greg Thomas at GJThomas@GarverUSA.com. The subconsultant agreement will be subject to the terms in the prime agreement. A standard professional services agreement for subconsultant professional services has been enclosed for your use in identification of general requirements, conditions, payment, insurance, responsibilities, etc. After receiving an acceptable proposal from you and an executed prime agreement, we will send you a contract incorporating the acceptable terms in your proposal and any requirements from the prime agreement.

Thank you for your time and consideration, and we look forward to hearing from you.

Respectfully,

GARVER

Gregory Thomas

Greg Thomas
Project Manager

EXHIBIT A
(SCOPE OF SERVICES)

1. **Project Overview**

   The City of Mckinney, Texas is planning improvements to the Mckinney National Airport. The proposed improvements include the extension of Taxiway C to the north end of the runway, The extension of a terminal area bypass taxiway, and the regrading of the RSA to bring it into compliance with FAA standards.

2. **Site Access and Work Hour Restrictions**

   Portions of the field work will be completed within the fenced perimeter of the airport facility as shown in Exhibit A. When working in this area, all vehicles must be escorted by airport personnel. A minimum of three (3) business days' notice is required prior to mobilizing equipment to the site..

Work Hour Restrictions

Area	Available Work Hours	Notes
Inside RSA	Nights, 2000 – 0500	Escort required. Radio monitoring required. Airfield pavement may remain open. Operations may be interrupted by aircraft traffic.
Inside TSA	7 Days / Week	Escort required. Work shall be performed on a pull back basis. Radio monitoring required.
Outside RSA / TSA	7 Days / Week	Escort required. Radio monitoring required.

An escort shall be provided by airport operations and coordination will be made between Surveyor and the McKinney National Airport. Please contact Airport Operations manager.

3. **Scope of Work**

   a. **Project Control**

      Establish Horizontal & Vertical Control utilizing the Primary & Secondary Airport Control stations. Provide a control statement describing how horizontal and vertical control is established. All control will be based on NAD83 (2011) horizontal datum and NAVD88 Geoid 12B vertical datum.

      i. Provide survey shots of the published runway end points/pins.

      ii. Establish a minimum of two horizontal control points and one vertical benchmark for each quarter mile or route survey or each 15 acres of site survey, unless otherwise specified.

      iii. Survey shall be provided in grid (Texas North Central Zone) coordinates with a CAF provided for ground conversion.

b. Topographic Survey

Subconsultant will provide a topographic design survey within the area generally defined in Exhibit B. The survey shall utilize the proper tool/method to meet the requirements of the scope as agreed upon.

At a minimum, the design survey shall provide field measurements at distances as appropriate for modeling the existing ground to one half foot (0.5') contour intervals, including locations of pertinent features and improvements, with a minimum grid of 50 feet. Items to be tied in include, but are not limited to:

i. Ditches & swales with flow line, top & toe of bank

ii. Electrical structures, edge lights (including center of light and foundation), signs (foundations), cable and duct markers.

iii. Storm Sewer Manholes and pipes with flow line and outfall data to the next drainage structure, even if located outside project limits, as well as pipe sizes.

1. Note invert flow directions based on N, S, E, W, or NW, SE, etc.
2. Pipe sizes, shape, and material.
3. For inlets, note the number and size of grates.

iv. Utilities (call One Call)

1. Existing visible aboveground utility structure and markers shall be located and referenced by name (i.e., Oncor, Verizon, AT&T, FAA, etc.)

v. Pavement centerlines, edges, joints, and lips. All survey limits shall end at the nearest existing pavement joint.

1. For concrete joints, capture the pavement surface elevation and not the joint elevation depressed below the surface.
2. All proposed pavement shall be surveyed with conventional survey methods.

vi. Other pavement features (gravel, asphalt roads, etc.) within limits.

vii. Pavement markings.

viii. Building finished floor elevations.

c. Subsurface Utility Engineering (SUE)

Provide Level A SUE investigation as defined in ASCE 38-02 at the locations shown in Exhibit B. Provide this broken out as a separate hourly task in your proposed fee. Prepare a Level D SUE CAD file.

4. Project Deliverables

The Surveyor shall process the survey data and provide the Engineer with the following:

a. Files suitable for AutoCAD Civil 3D provided in .dwg format.

i. Provide a 'LandXML' file of the final existing ground surface placed in appropriate units and coordinate system.

ii. Provide a base map of the processed survey (pavement, break lines, utilities, contours, etc.). These objects will be separated on different layers. The "Description" field shall be populated with a description of what each layer contains.

iii. Provide points base map containing all points used to complete survey. These points will be separated on different layers. The "Description" field shall be populated with a description of what each layer contains.

b. Electronic submittal containing all processed data files or ASCII files of the survey and drawing files. The XYZ files shall be formatted as Point Number; Northing; Easting; Elevation; and Description (PNEZD). Files will be submitted as .CSV unless otherwise approved.

i. Provide 1 file containing only control utilized for survey.

ii. Provide 1 file containing all other points used to complete the survey.

c. Provide a copy of the code list including descriptions utilized during survey.

d. Provide a report on how the control was established and datum used. (NGS monuments, GPS Static Session and OPUS Solution, or other methods). Provide information on Geoid used if RTK was utilized to set control.

e. Pictures of key surveyed locations, including all drainage structures, utility structures, above ground utilities, monuments, and runway end locations.

5. Schedule

The Subconsultant shall begin work under this Agreement within fourteen (14) days of a signed contract and shall complete the work and provide the deliverables above within thirty (30) calendar days.

6. Additional Requirements

The Subconsultant shall:

a. Arrange and be responsible for access to the project site.

b. Be responsible for all damage (including structures, pipelines, and utilities) caused by performance of your services and restoration of disturbed surfaces.

c. Provide traffic control, barricades, closure X's, signage, and traffic maintenance personnel as appropriate in accordance with the FAA Advisory Circular 150/5370-2G and MUTCD.

d. Comply with the Underground Facilities Damage Prevention Act.

AIRPORT DR.

WATTLEY WY.

INDUSTRIAL BLVD.

ATC TOWER

FBO TERMINAL

TL A

TW B

A6 A5 A4 B5 A3 B3 B2 A1

Survey Runway End Points

Survey Runway End Points

Hatched Blue Area:
Collect the following:
- Runway Centerline (each joint)
- Runway Edge (each joint)
- Only paint marking on the North End of the Runway extension only
- 25 x 25' grid for remaining grass RSA Area

Exclude:
-Runway concrete joints
-Runway Paint markings

B7 B6 B5 B4 B3 B2 B1

RUNWAY 36-18

C7 C6 C5 C4 C3 C2 C1

TAXIWAY C PHASE II

TAXIWAY C PHASE III

RSA

ENLOE RD.

F.M.546

DEICING PAD AND TERMINAL BYPASS TAXILANE

Approximate location of SSWR line. SUE Level A to be coordinated with Engineer after initial survey is provided.

Survey Limits = 195.7 Acres

BLACK HATCHED AREA = 2ND MOBILIZATION.
THIS MOBILIZATION WILL TAKE PLACE AFTER THE MASS GRADING PROJECT ON THE EAST SIDE OF THE AIRPORT IS COMPLETE.

RD. 722

0 150' 300' 600' 900'
(IN FEET)

EXHIBIT D

8901 John W. Carpenter Freeway
Dallas, Texas 75247
P (214) 630-1010
Terracon.com

June 24, 2026

Garver, LLC
3010 Gaylord Parkway, Suite 190
Frisco, Texas

Attn: Sara Andrews – Senior Project Manager
E: SCAndrews@GarverUSA.com

RE: Proposal for Geotechnical Engineering Services
Taxiway C Phase II and III
1508 Industrial Boulevard
McKinney, Texas
Terracon Proposal No. 1000020962

Dear Ms. Andrews:

We appreciate the opportunity to submit this proposal to Garver, LLC to provide Geotechnical Engineering services for the above referenced project. The following are exhibits to the attached Agreement for Services.

Exhibit A	Project Understanding
Exhibit B	Scope of Services
Exhibit C	Compensation and Project Schedule
Exhibit D	Site Location and Nearby Geotechnical Data
Exhibit E	Anticipated Exploration Plan

Our base fee to perform the Scope of Services described in this proposal is provided in Exhibit C which includes details of our fees and consideration of additional services as well as a general breakdown of our anticipated schedule. Your authorization for Terracon to proceed in accordance with this proposal can be issued by signing and returning a copy of the attached Master Services Agreement Task Order to our office. The Master Services Agreement Task Order refers to the previously signed Master Services Agreement between Terracon and Garver, LLC dated February 26, 2024.

Sincerely,
Terracon Consultants, Inc.
Registration No. F-3272

Blake R. Goben, P.E.
Senior Geotechnical Engineer

Aditya Rayudu, M.S., P.E.
Senior Associate

Reference Number: 1000020962

MASTER SERVICES AGREEMENT

TASK ORDER

This **TASK ORDER** is issued under the **MASTER SERVICES AGREEMENT** dated 02/26/2024 between Garver, LLC ("Client") and Terracon Consultants, Inc. ("Consultant") for Services to be provided by Consultant for Client on the Taxiway C Phase II and III-DAL-26-Proposal project ("Project"), as described in the Project Information section of the Consultant's Task Order Proposal dated 06/19/2026 ("Task Order Proposal") unless the Project is otherwise described below or in Exhibit A to this Task Order (which section or Exhibit are incorporated into this Task Order). This Task Order is incorporated into and part of the Master Services Agreement.

1. **Project Information**

   See Terracon Proposal 1000020962, dated June 24, 2026.

2. **Scope of Services** The scope of Services to be provided under this Task Order are described in the Scope of Services section of the Consultant's Task Order Proposal, unless Services are otherwise described below or in Exhibit B to this Task Order.

   See Terracon Proposal 1000020962, dated June 24, 2026.

3. **Compensation** Client shall pay compensation for the Services performed at the fees stated in the Task Order Proposal unless fees are otherwise stated below or in Exhibit C to this Task Order.

   See Terracon Proposal 1000020962, dated June 24, 2026.

All terms and conditions of the **Master Services Agreement** shall continue in full force and effect. This Task Order is accepted and Consultant is authorized to proceed.

Consultant:	**Terracon Consultants, Inc.**	Client:	**Garver, LLC**
By:	Date: **6/24/2026**	By:	Date:
Name/Title:	**Adi Rayudu / Senior Engineer**	Name/Title:	
Address:	**8901 John W Carpenter Fwy Ste 100**	Address:	
	Dallas, TX 75247		
Phone:	**(214) 630-1010** Fax:	Phone:	Fax:
Email:	**Aditya.Rayudu@terracon.com**	Email:	

Exhibit A – Project Understanding

Our Scope of Services is based on our understanding of the project as described by Garver, LLC and the expected subsurface conditions as described in this section. We have not visited the project site to confirm the information provided. Aspects of the project, undefined or assumed, are highlighted. We request Garver, LLC and/or the design team verify all information prior to our initiation of field exploration activities.

Planned Construction

Item	Description
Project Description	The project includes two phases: ▪ **Phase II:** 620-foot taxiway extension parallel to existing Taxiway 1,010-foot010 foot bypass apron. ▪ **Phase III:** 4,700-foot extension of existing taxiway C. An existing detention pond is planned to be backfilled along a portion of the taxiway extension which has depths of up to 40 feet.
Grading/Slopes	Approximately 40 feet of cut and/or fill will be required to develop final grade, excluding remedial grading requirements. Final slopes are planned with a maximum height of 20 feet and an inclination of 4H:1V (Horizontal: Vertical) or flatter.
Below-Grade Structures	None.
Retaining Walls	Site retaining walls are not expected to be constructed as part of site development to achieve final grades.
Airplane Pavements	▪ New concrete airfield pavements are planned at the proposed apron/taxiway improvements. ▪ Anticipated type of aircraft is not known at the time of this proposal, but we understand the aircraft will have gross weights exceeding 100,000 lbs. ▪ We understand pavement design will be performed by Garver and if required, chemical stabilization recommendations for the pavements will be provided by Terracon.

Site Location and Anticipated Conditions

Item	Description
Parcel Information	The project site is within the existing McKinney National Airport located at 1508 Industrial Boulevard in McKinney, Texas. Latitude / Longitude (approximate): 33.18076, -96.58793 See Exhibit D
Existing Improvements	Based on aerial photographs, the site appears to be occupied by existing airport taxiways/apron pavements, an access road, and detention pond/culverts.
Current Ground Cover	Mostly grass and exposed subgrade. Concrete pavements at existing airport pavements.
Existing Topography	Based on the survey information provided to us, the ground surface of the project site generally slopes down from about 575 feet in the south/Phase II towards about 540 feet in the north/Phase III within the existing detention pond.
Site Access	We expect the site and exploration locations are accessible with our truck/track-mounted drilling equipment and support vehicles when the site is dry and during normal business hours. We understand airport badging will be required for our crew. We anticipate access for the borings within the existing pond is possible from the shallower slope in the north with an ATV rig.
Expected Subsurface Conditions	Our experience near the vicinity of the proposed development and review of geologic maps indicates subsurface conditions consist of clays to depths of about 10 to 20 feet, overlying limestone bedrock.

Exhibit B - Scope of Services

Our proposed Scope of Services consists of field exploration, laboratory testing, and engineering/project delivery. These services are described in the following sections.

Field Exploration

Garver, LLC requested the following boring locations, depths were determined based on our understanding of the project and our experience with similar projects in the vicinity of the project site:

Number of Borings	Planned Boring Depth	Planned Location [1]
8	10 feet	Phase II: taxiway and apron extensions
8	10 feet	Phase III: taxiway extension
2	30 feet	Phase III: taxiway extension
15	15 feet	Phase III: taxiway extension

1. The planned boring locations are shown on the attached **Anticipated Exploration Plan**.

In addition, two bulk samples will be collected from depths of about 0.5 to 3 feet to perform standard Proctor and laboratory CBR tests.

Boring Layout and Elevations: We will use handheld GPS equipment to locate borings with an estimated horizontal accuracy of +/-20 feet. Field measurements from existing site features may be utilized. If available, approximate surface elevations will be obtained by interpolation from a site specific, surveyed topographic map. Otherwise, surface elevations will be interpolated from publicly available data (Google Earth, **www.dfwmaps.com**, etc.). If accurate boring layout and surface elevations are required, a survey of the boring locations should be provided by others.

Subsurface Exploration Procedures: We will advance the soil borings with truck or track mounted drill rig using continuous flight hollow stem augers and/or rotary-wash boring techniques as necessary depending on soil conditions. Four soil samples will be obtained in the upper 10 feet of each boring at 2.5-foot intervals and at intervals of 5 feet thereafter. Soil sampling is typically performed using push tube and/or split-barrel sampling procedures. In the push tube sampling procedure, a seamless steel tube with a sharp cutting edge will be pushed hydraulically into the soil to obtain a relatively undisturbed sample. In the split-spoon sampling procedure, a standard 2-inch outer diameter split-spoon sampler will be driven into the ground by an automatic hammer. The number of blows required to advance the sampling spoon the last 12 inches of a

normal 18-inch penetration is recorded as the Standard Penetration Test (SPT) resistance value. The load carrying capacity of bedrock (if encountered) will be evaluated in the field using the Texas Department of Transportation's (TxDOT) cone penetration test.

The samples will be placed in appropriate containers, taken to our soil laboratory for testing, and classified by a Geotechnical Engineer. In addition, we will observe and record groundwater levels during drilling and sampling.

Our exploration team will prepare field boring logs as part of standard drilling operations including sampling depths, penetration distances, and other relevant sampling information. Field logs include visual classifications of materials observed during drilling and our interpretation of subsurface conditions between samples. Final boring logs, prepared from field logs, represent the Geotechnical Engineer's interpretation and include modifications based on observations and laboratory tests.

Property Disturbance: Terracon will make reasonable efforts to reduce damage to the property; however, it should be understood that in the normal course of our work some disturbance could occur including rutting of the ground surface and damage to landscaping.

We will backfill borings with auger cuttings upon completion. Our services do not include repair of the site beyond backfilling our boreholes. Excess auger cuttings will be dispersed in the general vicinity of the borehole. Because backfill material often settles below the surface after a period, we recommend boreholes to be periodically checked and backfilled, if necessary. We can provide this service or grout the boreholes for additional fees at your request.

Safety

Terracon is not aware of environmental concerns at this project site that would create health or safety hazards associated with our exploration program; thus, our Scope considers standard OSHA Level D Personal Protection Equipment (PPE) appropriate. Our Scope of Services does not include environmental site assessment services, but identification of unusual or unnatural materials observed while drilling will be noted on our logs.

Exploration efforts require borings and/or test pit excavations into the subsurface, therefore Terracon will comply with local regulations to request a utility location service through Texas811.

Private utilities should be marked by the owner/client prior to commencement of field exploration. Terracon will not be responsible for damage to private utilities not disclosed

to us. Terracon proposes to subcontract with a private utility locating service company. Fees associated with this service are included in our Scope of Services.

The detection of underground utilities is dependent upon the composition and construction of the utility line; some utilities are comprised of non-electrically conductive materials and may not be readily detected. The use of a private utility locate service would not relieve the landowner/client of their responsibilities in identifying private underground utilities.

Site Access: Terracon must be granted access to the site by the property owner. Without information to the contrary, we consider acceptance of this proposal as authorization to access the property for conducting field exploration in accordance with the Scope of Services. Our proposed fees do not include time to negotiate and coordinate access with landowners or tenants. Terracon will conduct field services during normal business hours (Monday through Friday between 7:00am and 5:00pm). If our exploration must take place over a weekend or at night, please contact us so we can adjust our schedule and fee.

Laboratory Testing

The project engineer will review field data and assign laboratory tests to understand the engineering properties of various soil and rock strata. Exact types and number of tests cannot be defined until completion of fieldwork, but we anticipate the following laboratory testing may be performed:

- Water (moisture) content
- Liquid limit, plastic limit, and plasticity index
- Unconfined compressive strength of soil
- Absorption swell tests
- Material finer than 75-µm (No. 200) sieve
- Particle size analysis
- Corrosion Suite which includes Soluble sulfates and pH
- Moisture density relationship
- California bearing ratio
- Unit dry weight
- Organic content tests
- One-dimensional consolidation

Our laboratory testing program often includes examination of soil samples by an engineer. Based on the results of our field and laboratory programs, we will describe and classify soil samples in accordance with the Unified Soil Classification System (USCS).

Engineering and Project Delivery

The results of our field and laboratory programs will be evaluated, and a geotechnical engineering report will be prepared under the supervision of a licensed professional engineer. The geotechnical engineering report will provide the following:

- Boring logs with field and laboratory data
- Stratification based on visual soil (and rock) classification
- Groundwater levels observed during and after the completion of drilling
- Site Location and Exploration Plans
- Subsurface exploration procedures
- Description of subsurface conditions
- Slope stability and settlement analyses for embankment slopes and pond backfill
- Earthwork recommendations including site/subgrade preparation
- Recommended chemical stabilization depths for airport pavements and soil design parameters (CBR or k value)

In addition to an emailed report, your project will also be delivered using our client portal, **Compass**. Upon initiation, we provide you and your design team the necessary link and password to access the website (if not previously registered). Each project includes a calendar to track the schedule, an interactive site map, a listing of team members, access to the project documents as they are uploaded to the site, and a collaboration portal. We welcome the opportunity to have project kickoff conversations with the team to discuss key elements of the project and demonstrate features of **Compass**. The typical delivery process includes the following:

- Project Planning – Proposal information, schedule and anticipated exploration plan
- Site Characterization – Findings of the site exploration and laboratory results
- Geotechnical Engineering Report

When services are complete, we upload a printable version of our completed Geotechnical Engineering report, including the professional engineer's seal and signature, which documents our services. Previous submittals, collaboration, and the report are maintained in our system. This allows future reference and integration into subsequent aspects of our services as the project goes through final design and construction.

Additional Services

In addition to the previously noted services, the following are often associated with geotechnical engineering services. Fees for services previously noted do not include the following:

Perform Environmental Assessments: Our Scope for this project does not include, either specifically or by implication, an environmental assessment of the site intended to identify or quantify potential site contaminants. If the client/owner is concerned about the potential for such conditions, an environmental site assessment should be conducted. We can provide a proposal for an environmental assessment, if desired.

Review of Plans and Specifications: Our geotechnical report and associated verbal and written communications will be used by others in the design team to develop plans and specifications for construction. Review of project plans and specifications is a vital part of our geotechnical engineering services. This consists of review of project plans and specifications related to site preparation, foundation, and pavement construction. Our review will include a written statement conveying our opinions relating to the plans and specifications' consistency with our geotechnical engineering recommendations.

Observation and Testing of Pertinent Construction Materials: Development of our geotechnical engineering recommendations and report relies on an interpretation of soil conditions. Our assessment is based on widely spaced exploration locations and the assumption that construction methods will be performed in a manner sufficient to meet our expectations and consistent with recommendations made at the time the geotechnical engineering report is issued. We should be retained to conduct construction observations, and perform/document associated materials testing, for site preparation, foundation, and pavement construction. These services allow a more comprehensive understanding of subsurface conditions and necessary documentation of construction to confirm and/or modify (when necessary) the assumptions and recommendations made by our engineers.

Exhibit C - Compensation and Project Schedule

Compensation

Based upon our understanding of the site, the project as summarized in Exhibit A, and our planned Scope of Services outlined in Exhibit B, our base fee is shown in the following table:

Task	Lump Sum Fee [1, 2]
Subsurface Exploration (Drilling, soil logging and management)	$32,550
Private Utility Clearance Service (At Boring Locations Only)	$2,500
Laboratory Testing	$16,250
Geotechnical Consulting and Reporting	$10,200
Total	**$61,500**

1. Proposed fees are effective for 90 days from the date of the proposal.
2. Additional fees will be required if work is to be performed outside normal business hours.

Additional services that are not part of the base fee include the following:

Task	Fee	Initial for Authorization
Perform Environmental Assessments	TBD	
Meetings/Consulting	In accordance with applicable unit fees	
Review of Plans and Specifications	In accordance with applicable unit fees	
Observation and Testing of Pertinent Construction Materials	TBD	

Our Scope of Services does not include services associated with site clearing, wet ground conditions, tree or shrub clearing, or repair of/damage to existing landscape. If such services are desired by the owner/client, we should be notified so we can adjust our Scope of Services.

Unless instructed otherwise, we will submit our invoice(s) to the address shown at the beginning of this proposal. If conditions are encountered that require Scope of Services revisions and/or result in higher fees, we will contact you for approval, prior to initiating

services. A supplemental proposal stating the modified Scope of Services as well as its effect on our fee will be prepared. We will not proceed without your authorization.

Project Schedule

We developed a schedule to complete the Scope of Services based upon our existing availability and understanding of your project schedule; however, our schedule does not account for delays in field exploration beyond our control, such as weather conditions, delays resulting from utility clearance, permit delays, or lack of permission to access the boring locations. In the event the schedule provided is inconsistent with your needs, please contact us so we may consider alternatives.

Delivery on Compass	Completion Schedule [1, 2]
Field Exploration	15 to 20 workdays after notice to proceed (3 to 4 weeks)
Laboratory Testing	25 to 30 workdays after notice to proceed (5 to 6 weeks)
Geotechnical Engineering Report	35 to 40 workdays after notice to proceed (7 to 8 weeks)

1. Upon receipt of your notice to proceed we will activate the schedule component on **Compass** with specific, anticipated dates for the delivery points noted as well as other pertinent events.
2. Standard workdays are Monday through Friday and exclude holidays. We will maintain an activities calendar on **Compass**. The schedule will be updated to maintain a current awareness of our plans for delivery.

Exhibit D – Site Location

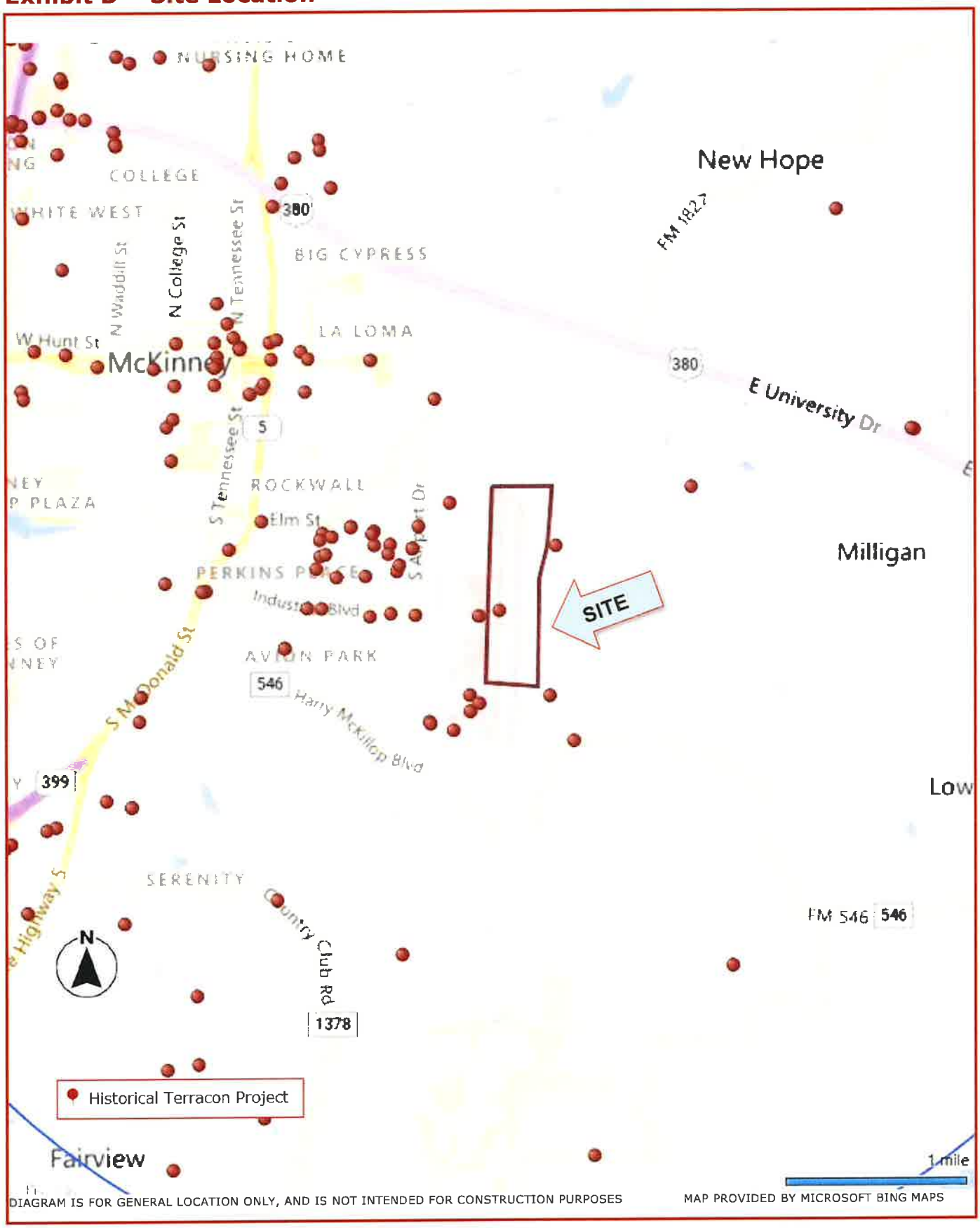

Exhibit E – Anticipated Exploration Plan

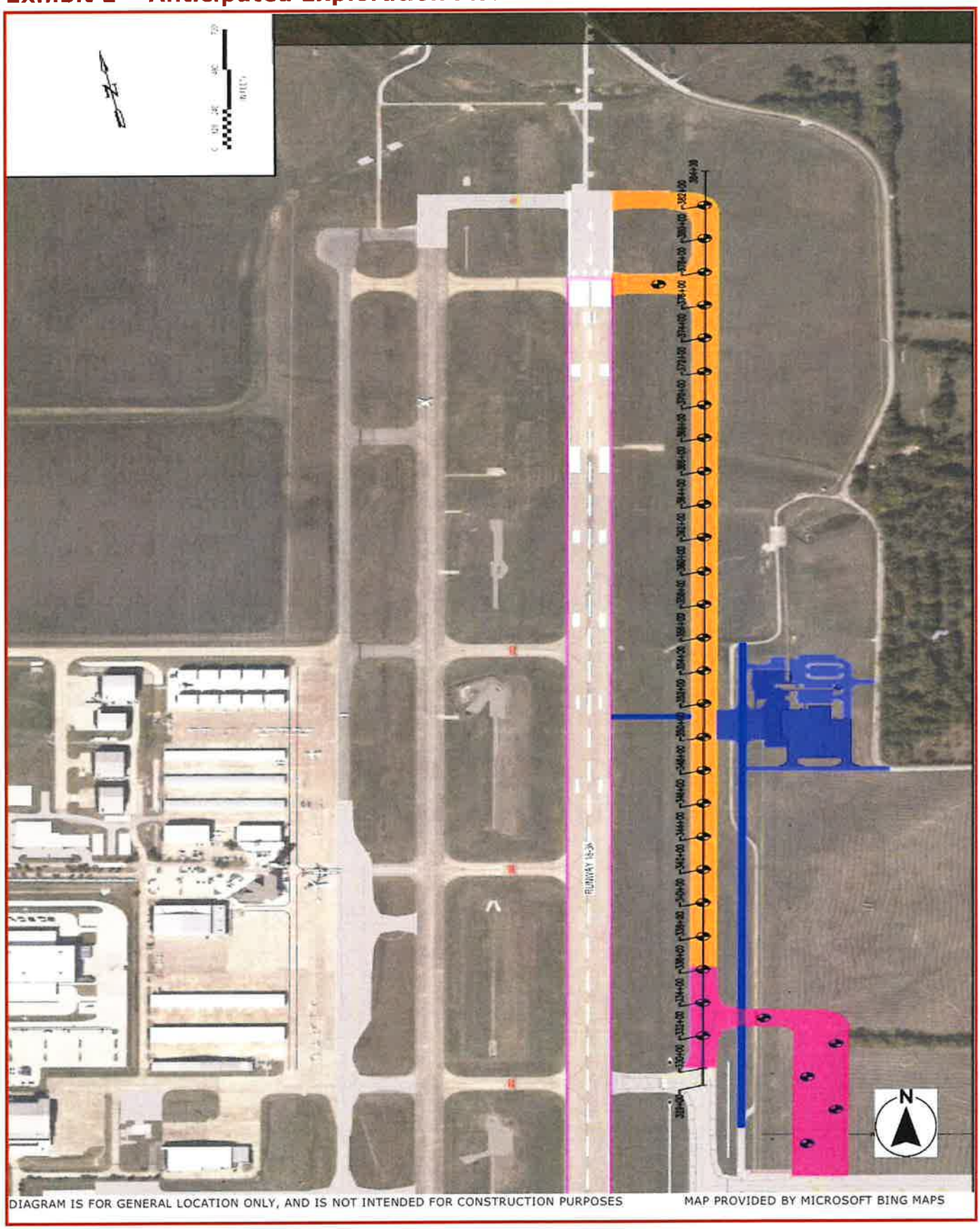

EXHIBIT E

ALDER
AIRFIELD SERVICES

2300 Valley View Ln. Suite 420 Irving, TX 75062

July 01, 2026

Mr. Jared Parr, PE
Aviation Leader
Garver USA
3000 Internet Blvd. #400
Frisco, TX 75034

RE: Proposal - Garver Project – TKI Airport – TKI Escort

Dear Mr. Parr,

Based on the scope of work provided and the allocated project timeline of 50 days, and additional 20 nights we are pleased to present the following proposal:

We anticipate an average of 10 hours of escort per shift over 70 days/nights for the TKI Taxiway C Phase 2 / Phase 3 Project.

- Total Hours: 700 hours.

For the services outlined above, we propose an hourly rate of $101. This rate factors in all expenses, such as insurance, vehicles, fuel, mileage, meals, lodging, computers, cell phones, badging, and any additional administrative support.

In summary, we propose a total of 700 Escort hours at $101 per hour, for a grand total of $70,700.00 for the project. Invoices will be submitted on a bi-weekly basis for services performed. Payment terms are Net 30 from the invoice date.

If you have any questions or need further information, please feel free to contact me. Thank you for allowing Alder Airfield Services the opportunity to submit this proposal for your RPR needs.

Sincerely,

432 559-9990
iamunzer@aldercm.com