



4520 Madison, Suite 100 • Kansas City, MO 64111
 Tel (816) 756-5700 • Fax (816) 756-5701

REC'D MAR 8 2007

LETTER OF TRANSMITTAL

DATE	3-6-07	DATE	
ATTENTION	John Hinkel		
RE:	FedEx Ground project - Superior, WI		

TO Twin Ports Tasting
1301 N. Third Street
Superior, WI 54880

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

- Shop drawings Prints Plans Samples Specifications
 Copy of letter Change order _____

COPIES	DATE	NO.	DESCRIPTION
1			Follow-up Excavation Report Executed by Nick Jones

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit _____ copies for approval
 For your use Approved as noted Submit _____ copies for distribution
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 For review and comment _____
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REMARKS _____

COPY TO File

SIGNED: Crystal Sawyer



FOLLOW-UP EXCAVATION REPORT JONES DEVELOPMENT PROJECT SUPERIOR, WISCONSIN

I. INTRODUCTION

The Jones Development project involves the construction of a new FedEx Ground trucking terminal on a vacated parcel which was acquired by the Jones Development company in 2006. Prior to ground-braking, a quantity of approximately 15,000 cubic yards of surface and near-surface soils at the site were judged to be unsuitable for the facility's design requirements and were slated for removal from the construction area's footprint. Due to preexisting petroleum contamination present in some of the soils, a Soil Management Work Plan was drafted by Twin Ports Testing, Inc. for the Jones Development company (TPT #05e-2150: 6/2/06). The plan, submitted to the Wisconsin DNR, the Atlantic Richfield company (former subject property owner), and the city of Superior, called for 7000 cubic yards of contaminated soil to be disposed of at the city's Moccasin Mike Landfill in Superior, 1630 yards of contaminated soil to be kept on site for use as landscaping material, and the remaining 6370 yards (classified as uncontaminated soil) to be disposed of as unregulated fill at a quarry located 12 miles south of Superior. All parties concerned granted approval of the plan.

The first phase of the excavation was conducted June 9th through June 16th, 2006, by Reuben Johnson and Son General Contracting, Inc. (Initial Excavation Report, TPT # 05e-2150: 7/12/06). An estimated 7326 cubic yards of contaminated soil was excavated and transferred to the city's Moccasin Mike Landfill for final disposal as planned. Following the completion of the excavation's first phase however, Reuben Johnson was replaced by J. R. Jenson and Son, Inc. as the general contractor, and the option of quarry disposal of the uncontaminated soil was, as a consequence, withdrawn. An adjustment to the original Soil Management Work Plan was then adopted: the excavation would be continued as needed, but all excavated soils were now to be stockpiled on site and later used for landscaping, with no more soils to leave the site. The plan's adjustment was applied in consideration of the primary concerns of the Wisconsin DNR and Atlantic Richfield regarding the removal of any soil from the property at any time, whatever the classification.

The following report summarizes the second phase of the project's excavation activities.

II. METHODS

The second phase of the excavation was conducted in October, 2006 by Ulland Brothers Construction, Inc., a subcontractor for J. R. Jenson and Son, Inc. The extended excavation boundaries were limited largely to the planned footprint of the FedEx Ground Terminal building (Figure 2). Top-soil was scraped from the surface on October 11th and 12th; sub-soils were excavated October 23rd through October 27th. The excavation was extended to similar depths as before, averaging 2 feet deep, with maximum depths of 4½ feet. Soils excavated were primarily brown clays with sod covering. Some of the soils are reported to have had minor petroleum odors. In addition to the soils, several concrete piping run and pump foundations, a circular concrete tank footing, several pieces of structural steel and some steel piping were encountered and removed during the excavation. The piping was observed to be free of liquid contents.

Excavated soils were partly redistributed to areas of the original excavation and partly stockpiled in two locations (indicated as stockpiles A and B on Figure 1) on the property's north side and along the property's western boundary.

Following completion of the excavation's second phase, approximately 30,000 cubic yards of granular fill were imported to the site and were spread as a base for construction.

Since the original stockpile depositions, approximately ¾ of stockpile B was moved closer to the property's northern boundary, creating a separate stockpile, designated as C. The total soil volume of the three piles (currently present on site) is estimated at approximately 2900 cubic yards. Presently, the FedEx Ground Terminal building's primary framing is completed (Figure 2).

Jones Development Company certifies that at no time during the second phase of the excavation was any of the site's soil removed from the site. Excavated materials other than soil (i.e. concrete and steel) have been disposed of locally as demolition debris and as scrap.

III. FUTURE TASKS

Construction of the FedEx Ground Terminal facility is scheduled for completion June 1st, 2007. Final distribution of the site's excavated soils will take place in May, with the main areas of deposition to be the property's north side and southeast quarter. Although some sod-laying is anticipated for areas near the building, most of the property's exposed soil will be seeded and mulched. Jones Development Company certifies that at no future time within its ownership of the subject property will any of the property's soil be removed without the prior notification and consent of the Wisconsin DNR and Atlantic Richfield.

IV. CONCLUSION

We believe that the actions of Jones Development and its associates on this project have been fully compliant with the requirements acknowledged and objectives agreed upon by Jones Development, Atlantic Richfield and the Wisconsin DNR at the project's commencement. We therefore believe that there remain no outstanding environmental issues associated with the project or the subject property other than a continuing compliance by Jones Development regarding the provisions included in the original Amoco Oil Co. purchase agreement.

V. SOURCES OF INFORMATION

Material in this report was collected by Twin Ports Testing through previous reports, TPT site observations and through interviews with the following personnel:

Mr. Rick Stanius, project architect
S.J.A. Architects
11 E. Superior Street
Duluth, Minnesota 55802
phone: 218-724-8578

Mr. Charlie Brown, construction foreman
J. R. Jensen & Son, Inc. Constructors and Engineers
814 21st Avenue E.
Superior, Wisconsin 54880
phone: 715-398-6626

Mr. Doug Montavon, site foreman
J. R. Jensen & Son, Inc. Constructors and Engineers
814 21st Avenue E.
Superior, Wisconsin 54880
phone: 715-398-6626

Mr. Brad Lund, excavation foreman
Ulland Brothers, Inc. contractors
1634 Highway 210
Carlton, Minnesota 55718
phone: 218-384-4266

This report was completed February 21st, 2007.

Twin Ports Testing, Inc.



Jon Hinkel, P.G.
Project Management Leader

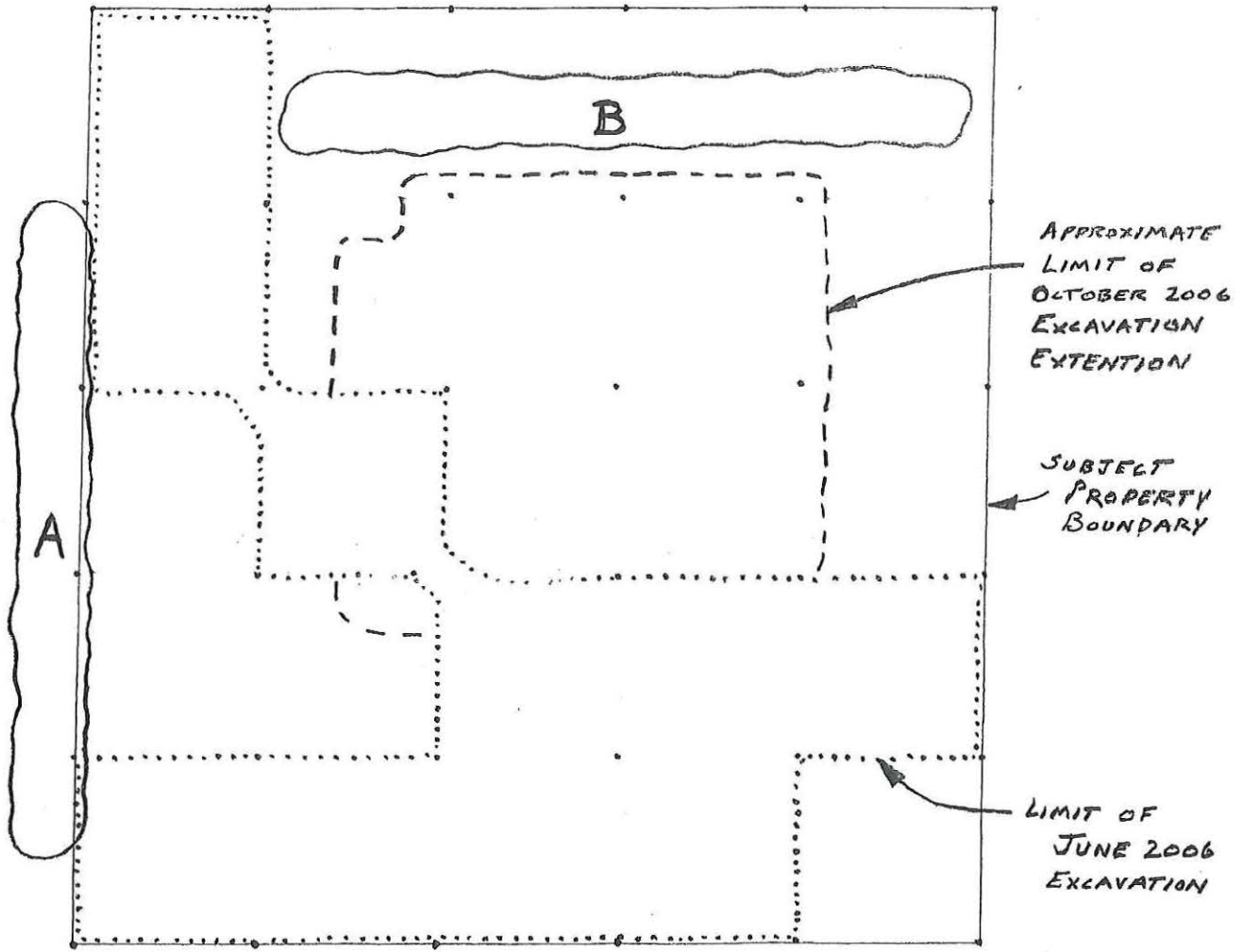
This report was reviewed and approved by Jones Development for distribution to the Wisconsin DNR, Atlantic Richfield and its assigned agents.



Nicholas C. Jones
Vice President
Jones Development Company, L.L.C.

3/1/2007
(date)

attachments: Figure 1: Diagram of Former Excavations
Figure 2: Site Diagram Showing Building Structure
and Present Day Stockpiles



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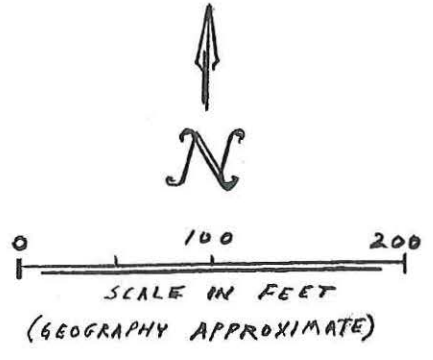
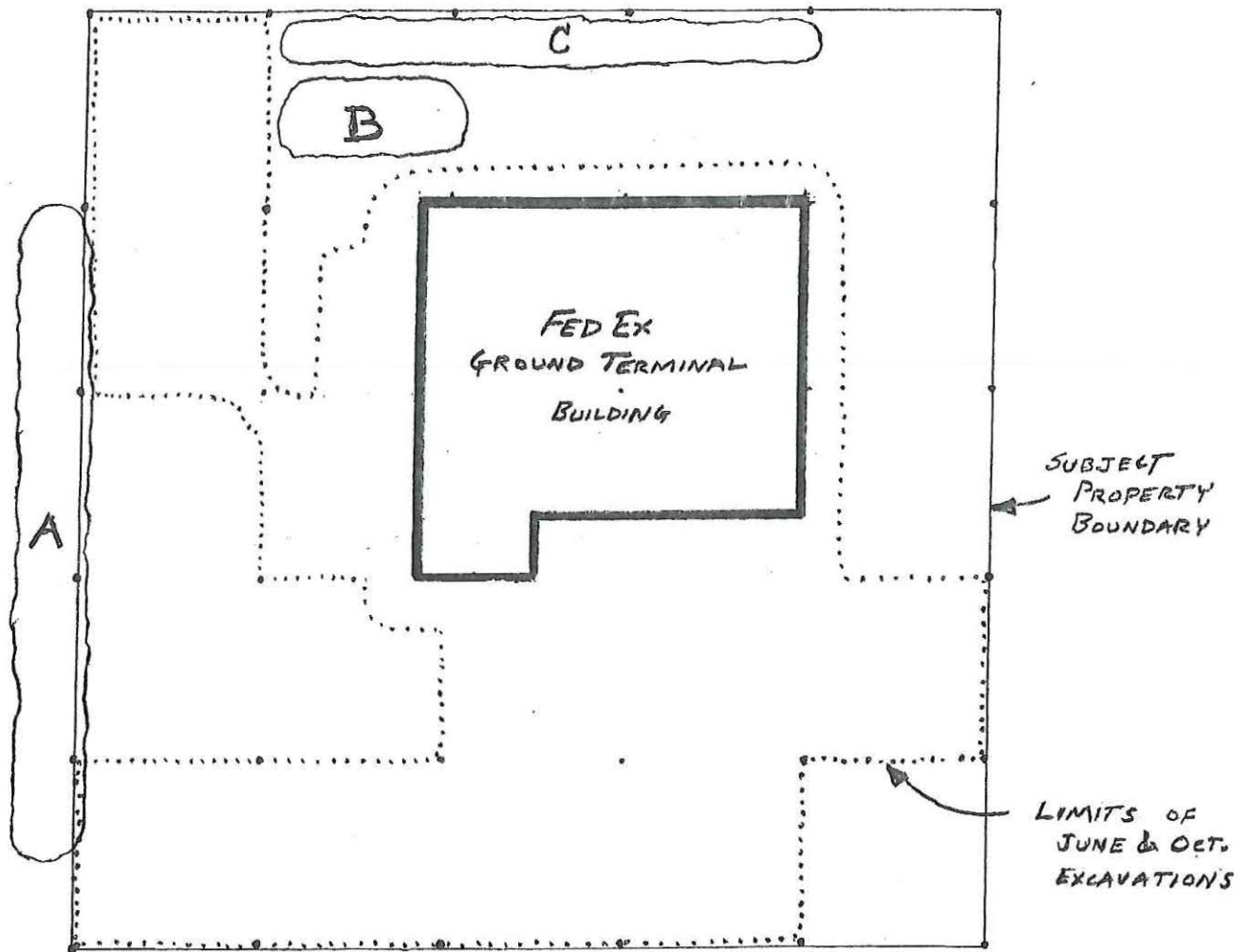
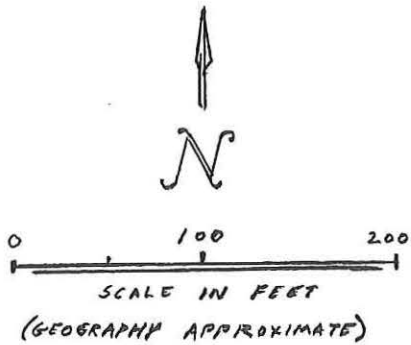


Figure 1
Diagram of Former Excavations
Jones Development Property
Superior, Wisconsin



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VOLUME ESTIMATES:

Stockpile A = 1500 cu yds
 Stockpile B = 830 cu yds
 Stockpile C = 570 cu yds

Figure 2
 Site Diagram Showing
 Building Structure and
 Present Day Stockpiles
 Jones Development Property
 Superior, Wisconsin