



P.O. BOX 850
COWETA, OK 74429
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www.cityofcoweta-ok.gov

**AGENDA - REGULAR MEETING
COWETA CITY COUNCIL
COWETA CITY HALL, 310 S. BROADWAY
MONDAY, MARCH 3, 2025 6:00 PM**

MEETING PROCEDURE: Comments on all scheduled agenda items will be heard immediately following the presentation by staff or the petitioner. Please wait until you are recognized by the Mayor and keep your comments as brief as possible. Individuals addressing the City Council must identify themselves by name prior to making any comments. The City Council will consider, discuss, and may take action on, approve, adopt, amend, reject, deny, table, or not take action on any item listed on this agenda after comments from staff and the City Council have been heard.

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Naomi Hogue _____ Harold Chance _____ Joe Cash _____ Caroline Martin _____ Randy
Woodward _____

IV. GENERAL CITY COUNCIL COMMENTS

(During the General City Council Comments section of the agenda, the City Council shall make no decision or take any action except as to request the City Manager to schedule the matter for Council discussion at a later date.)

V. CITY MANAGER REPORT

1. NEW HIRES:

Tabitha Jones: Dispatch/Communications Officer – 02/10/25

Christopher Lipe: PT Library Clerk – 02/12/2025

VI. CORRESPONDENCE

1. LETTER FROM EMILY SCHNEIDER WITH FEEDBACK ON THE SHOP COWETA PROGRAM

Julie Casteen, City Manager

VII. PRESENTATIONS

1. COWETA SOCCER CLUB

2. UPDATE ON COWETA'S STORM SIREN SYSTEM

VIII. CONSENT

(All matters under the "Consent Calendar" are considered by the City Council to be routine and will be enacted by one motion. Any Councilmember may, however, remove an item from consent by request.)

1. **MINUTES OF REGULAR MEETING**

Approval of the minutes of the Coweta City Council Regular Meeting held on February 3, 2025. (Marcy Kilgore, City Clerk/Treasurer)

2. **RESOLUTION 2025-06 REGARDING BUDGET AMENDMENTS**

Approval of Resolution 2025-06, a resolution of the City Council of the City of Coweta, Oklahoma; adopting amendments to the annual revenues and appropriations for the budget of the City of Coweta, Oklahoma, for fiscal year ending June 30, 2025; appropriating \$618,000.00 from fund balance in the City's General Fund into Account Number 01-5403-009 for the purchase of a Rescue Fire Truck for the Fire Department.

McKay Hale, Assistant City Manager

IX. CONSIDER, DISCUSS AND TAKE ACTION ON ITEMS REMOVED FROM CONSENT

X. ADMINISTRATION

1. **PURCHASE OF CUSTOM CAB RESCUE FIRE TRUCK**

Discuss and consider action on an award of bid to Platinum Apparatus, the lowest and only responsible bidder, for an amount not to exceed \$618,000 for the purchase of a custom cab rescue fire truck, funded in account number 01-5403-009, and authorization for the City Manager to execute a contract and any other documents related to the acquisition and services to be provided.

Brian Woodward, Fire Chief

2. **CZ 25-01 SUP - SPECIFIC USE PERMIT FOR CREMATORY**

Discuss and consider action on the requested approval of a Specific Use Permit, CZ 25-01 SUP, permitting a crematory use on property located in the SE/4 of the NW/4 of Section 1, T-17-N, R-15-E of the Indian Base and Meridan, Wagoner County, State of Oklahoma, at or near 27907 South State Highway 51.

Carolyn Back, Community Development Director

3. **TSW CONTRACT FOR PLANNING CONSULTANT SERVICES**

Discuss and consider approval to enter into a contractual agreement with TSW-Design to assist with Planning Services.

Carolyn Back, Community Development Director

4. **COWETA'S COMMUNITY GARDENS**

Discuss and consider action on the design and implementation of a Community Garden for the City of Coweta.

Carolyn Back, Community Development Director

5. **COWETA'S FOOD TRUCK PARK**

Discuss and consider action on the design and implementation of a Food Truck Park for the City of Coweta.

Carolyn Back, Community Development Director

6. THE M.E.T. RECYCLING PROGRAM

Discuss and reconsider continued participation in the Metropolitan Environmental Trust (M.e.t.) and continue to budget for fiscal 2026 assessment fees.

McKay Hale, Assistant City Manager

7. SPECIAL EVENT PERMITTING

Discuss and consider action on the creation of a Special Event Permit process.

Julie Casteen, City Manager

8. ORDINANCE 897 - BEER IN PARKS BY PERMIT

An Ordinance of the City of Coweta, Oklahoma; amending Section 9-4-4, titled "Prohibited Acts", Codified in Coweta City Code Title 9, "Public Ways and Property", Chapter 9-4, "Parks and Recreation Facilities"; providing that the possession of an alcoholic beverage within a public park shall be unlawful and an offense, except that the possession of a "beer" as defined 37A O.S. Section 1-103 shall be permitted within a public park only as specified in a permit approved by the Coweta City Council; providing for severability; and declaring an emergency.

Julie Casteen, City Manager

9. DECLARATION OF AN EMERGENCY ORDINANCE 897

Discuss and consider action to declare an emergency regarding Ordinance 897, making it effective immediately upon passage and approval.

Julie Casteen, City Manager

10. BID PROCESS FOR 121ST STREET BRIDGE

Discuss and consider action directing staff to begin the public bid process for the replacement of the 121st Street Bridge

Julie Casteen, City Manager

11. GENERAL FUND/PUBLIC WORKS REORGANIZATION

Discuss and consider action to approve an increase of two FTE positions for the General Fund.

Julie Casteen, City Manager

12. FY2025-2026 BUDGET CALENDAR

Discuss and consider approval of the FY2025-2026 Budget Calendar for the City of Coweta.

Julie Casteen, City Manager

XI. EXECUTIVE SESSION

1. EXECUTIVE SESSION

Consider a motion and vote to enter Executive Session to discuss the employment of the City Manager, Julie Casteen, and specifically to permit the City Council to conduct the annual evaluation as provided for in the City Manager's Employment Agreement and take

appropriate action in open session regarding her employment and contract as allowed for under 25 O.S. § 307(B)(1).

2. END EXECUTIVE SESSION

Exit the Executive Session to discuss and possibly take action to approve the amended and restated City Manager Employment Agreement.

XII. NEW BUSINESS

(Business which was not foreseen prior to the posting of the agenda.)

XIII. ADJOURNMENT

IF YOU REQUIRE A SPECIAL ACCOMMODATION PURSUANT TO THE AMERICANS WITH DISABILITIES ACT, PLEASE NOTIFY CITY HALL BY 9:00 A.M. ON THE DATE OF THE MEETING.

2/11/25

Dear Shop Coweta,

I am glad that you have gone ticketless to reduce costs + labor. Although, I wish we could get an entry per \$10 that we spend. It seems that the selfie entries overshadow the purchase entries, so I think my odds are lower as a non-selfie person. But, I'm glad that local shoppers have a chance to win and thank you to the volunteers who make Shop Coweta possible.

-Emily Schneider

P.S. I never heard of Shop Coweta until an employee at NSU-BA told me about it.



Coweta Soccer Club

2025 Board members:

Breland Speaks

405-426-5449

bspeaks88@gmail.com

President

Patrick Fowler

404-324-8992

patrickfowler@live.com

Vice President, over field and facility maintenance

Brittany Reynolds

Treasurer

Dana Funk

Registrar

Jerry Herring

Secretary

Norm Rosamond

Ref Assignor & Games Commissioner

(Role Vacant)

Public Relations

Coweta Soccer Club

cowetasoccerclub@gmail.com

Year in Review:

Spring 2025 Involvement: 272 registered players, 22 teams and 33 coaches

Fall 2024 involvement: 242 players on 23 teams, 87 games played at the complex

(Fall 2023: 208 Players, 34 Coaches)

employed 17 referees, brought on 2 first time referees and picked up 3 from BA.

Spring Club Improvements:

Practice Fields: We have rearranged fields, prepared measurement lines, and purchased nets for 4 practice fields that have not been utilized in the past. These additional fields will allow teams to have a better practice experience on busy days when they would have to share fields, they will cut down on use of our game fields to ensure turf lasts longer, and they will pave the way for future growth in the club.

Soccer Goal Anchors: We have put \$600 into soccer goal anchors, as regulations require for all field goals. We are putting them in place to ensure the safety of players.

Soccer Nets: We have spent \$2,000 on nets for goals this season to ensure every goal has a net in good condition.

Facility Maintenance: We have purchased supplies to paint fieldhouse floors, upgrade interior lighting, and repaint picnic tables.

Additional Resources for Coaches: We are working hard to improve the experience of both coaches and referees as they serve our community at the fields. We have stocked first aid kits, ice packs, and drinks to ensure they are available to coaches and their players every day they are at the fields, rather than only on game days. We have cones, whistles, balls, and other supplies available for coaches to use, free of charge, when they are needed.

Signage at the Fields: We added two semi-permanent 4x4 signs with field maps on them, so that first time families and visiting teams have clear guidance on where they were going for practices and games.

Adopted a Purchasing Policy and Money Management Practices:

All Transactions completed by card or check outside of the petty cash at the concession stand.

All transactions subject to review within 24 hours, and all bank statements reviewed by the board at every meeting. 2 accounts established (holding and operating) rollover of operating expenses.

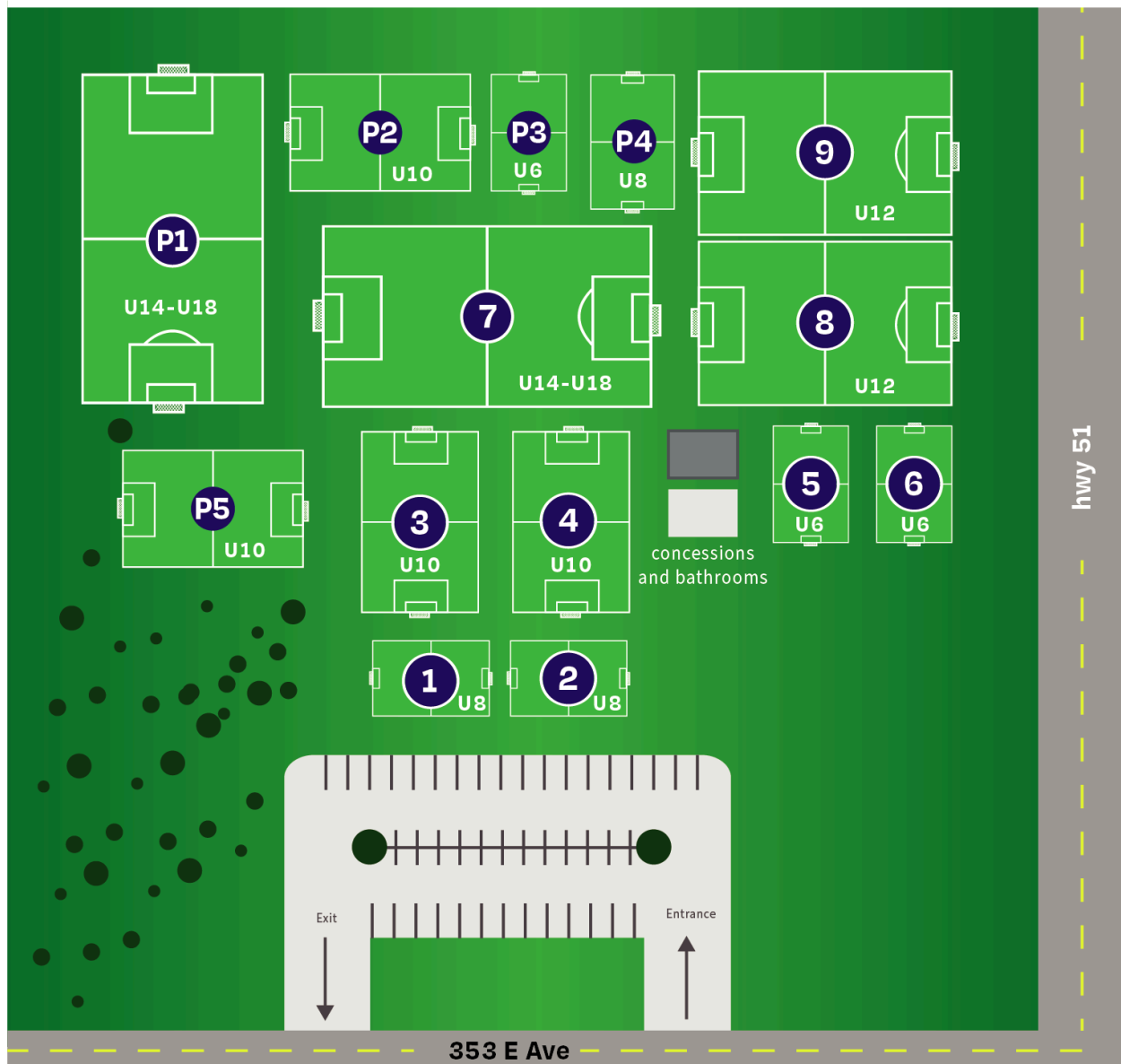
Fall Club Improvements: (new)

- Benches added (\$3,000 investment with concrete provided by the city - 18 benches on 8 fields)
- Parking lot expanded

- 2 Additional Goals added (estimated at \$1,000 each)
- Blue Paint invested by club after city supplied white. (\$
- Additional Practice Field and expanded fields: Due to a growing number of middle school age teams, we now have at least 2 fields for each age group.
- Added soil to several low spots on fields using heavy equipment, and eliminated some of our most severe water issues, allowing more games to take place.

COWETA SOCCER COMPLEX

35232 STATE HWY 51, COWETA, OK



2025 Club Plans:

Making Space for Everyone to Play:

Spread our practice schedule out and have more teams practice on Mondays, Wednesday, and Fridays. Tuesdays and Thursdays, our fields were all full, with many teams sharing fields, even with the new practice spaces.

Building Lights:

We are working to add safety to our facility and parking areas through the addition of some lighting options. Flood lighting to each side of the fieldhouse would provide light at the end of practices when the sun sets to allow teams to exit the fields safely.

Portable lights for late practices:

We have vetted battery lights for coaches so they can practice up to an hour after sundown if needed. Many coaches can't practice until after they get off work around 6pm, and the sun sets before 7pm in October-Feb at the fields. This will allow some flexibility.

Temporary Seating Area covers - We plan to add metal Framed Carport structures for picnic area, anchored into the concrete for a temporary shade structure over an area for the hot months this year.

Continued Dirtwork to allow water to run off fields and make them playable in wet weather.

Adding another U12 Practice Field - We have discussed this and made a plan with Jon to clear an area that the city will add to its mowing, so that the ground hardens and settles into a good soccer surface.

Adding Goals to fields: We need 1 more set of U10 goals, and 1 set of U12 goals for practice fields, so that those spaces recreate game conditions for teams at practice. Each goal will cost around \$1,000 if purchased new. We may be able to compensate a member to weld them at a lower cost.

Key Dates for Spring Season:

12/5-1/5 - Early Registration \$95

1/6-2/1 - Regular Registration \$105

2/2 - Late Registration - \$115

1/3 Friday - Board Meeting 5:30-8:30

1/25 Sat 10:00-3:00pm - Field Day #1

1/29 Registration Closes, Teams released to Coaches

1/30 - Thursday - Member & Coaches Meeting 6:00-8:00 - Mission Bell Church

2/1 Saturday 10:00-3:00pm - Field Day #2 - Family connection event

2/4 Practices begin at Coweta Fields

3/8 - Opening Weekend (games begin)

3/15 - Announce 3v3 tournament, begin taking registrations

May 12 - Nominations open for board positions: Vice President, Public Relations
Coordinator, Registrar, & Treasurer

May 19 - Season Ends

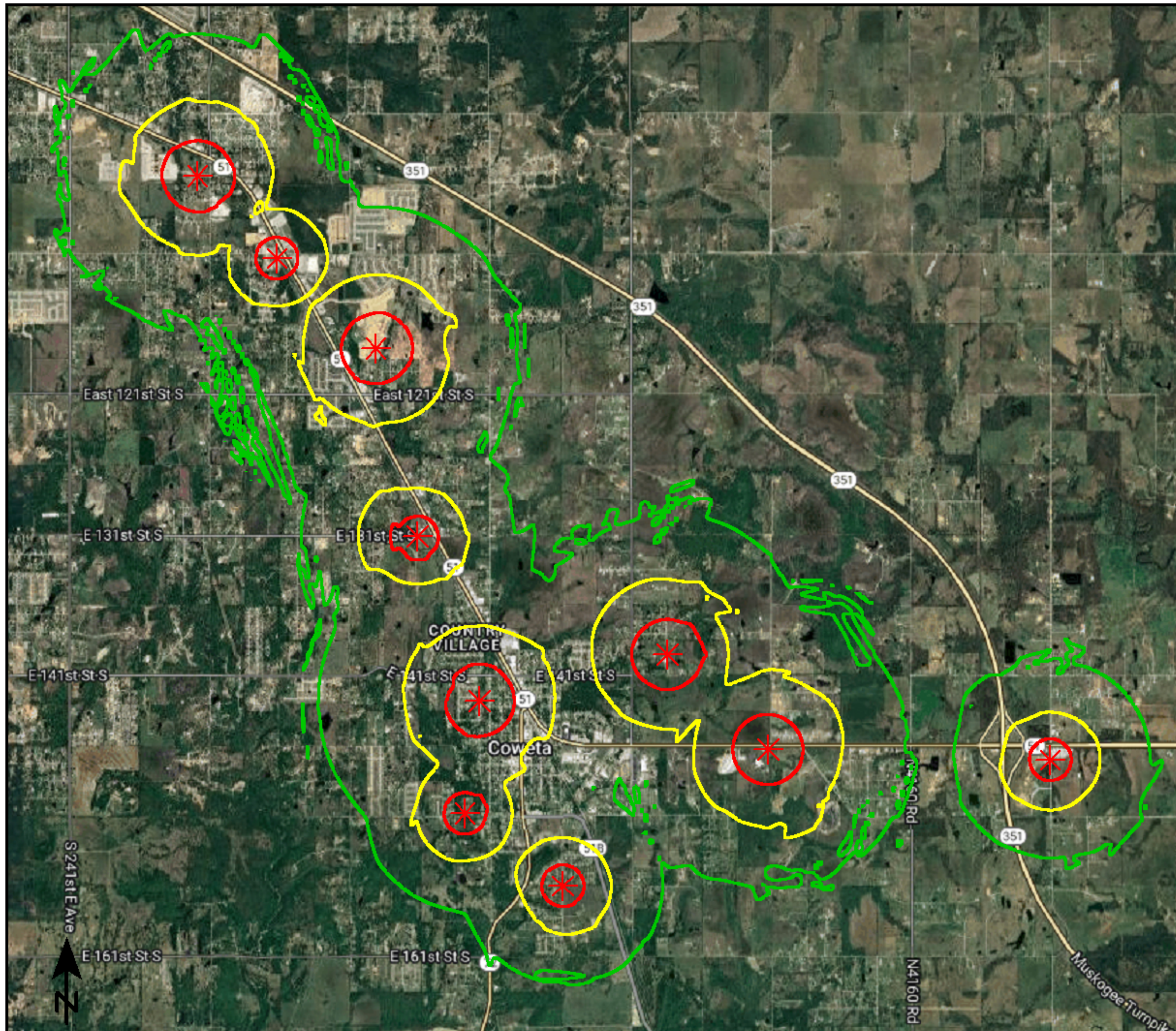
May 29 - End of Season Awards Banquet & Member Meeting

June 7-8 - 3v3 Tournament -

Spring 2024 Itemized Budget		
Beginning Balance		\$4,698.16
Income:		
Registration Fees		\$19,000.00
Concession		\$1,766.84
Total Income:		\$20,766.84
Expenses:		
Windstream		\$522.78
Gotsport/OSA Dues		\$595.00
Referee Dues		\$6,005.00
Concession Expenses		\$643.92
End of Season Banquet		\$668.16
End of Season Awards		\$860.46
Coach and Player Appreciation Expenses		\$1,704.39

Miscellaneous Field Expenses and Updates		\$1,173.04
Total Expenses:		\$12,172.75
Net Account Balance		\$13,292.25

Spring 2025 Projected Budget		
Beginning Balance		\$3,193.14
Income:		
Registration Fees		\$17,000.00
Concession		\$2,500.00
Total Income:		\$19,500.00
Expenses:		
Windstream		\$528.00
Gotsport/OSA Dues		\$2,500.00
Referee Dues		\$6,500.00
Concession/Field Painting Expenses		\$2,500.00
End of Season Banquet/Awards		\$2,000.00
Coach and Player Appreciation Expenses		\$2,000.00
Miscellaneous Field Expenses and Community Participation		\$2,500.00
Registration Scholarships		\$500.00
Total Expenses:		\$19,028.00
Net Account Balance		\$3,665.14



Coweta, Oklahoma

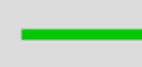
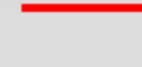
Temperature: 95°F
Humidity: 60%

(3) New Sirens Coweta
(2) New Sirens MCN
(2) Relocated Sirens Coweta

Signs and symbols

 Ground effects
 Warning Siren

Levels in dB(C)

 = 70
 = 80
 = 90

1 : 5491

0 0.2 0.4 0.8 1.2 1.6 miles



**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

The members of the Coweta City Council met in regular session on Monday, February 3, 2025, at 6:00 p.m. in the Coweta City Hall, 310 S Broadway, Coweta, Oklahoma.

COUNCILMEMBERS PRESENT: Naomi Hogue, Harold Chance, Joe Cash, Caroline Martin, Randy Woodward.

COUNCILMEMBERS ABSENT: None.

I. CALL TO ORDER

The meeting was called to order by Mayor Hogue.

II. Pledge of Allegiance given

III. ROLL CALL

Roll call taken. Councilmembers were present as shown above.

IV. GENERAL CITY COUNCIL COMMENTS

Vice Mayor Chance expressed may the weather tomorrow be like today. Mayor Hogue advised everyone to be prepared for the colder weather to come later this week.

V. CITY MANAGER REPORT

City Manager Julie Casteen updated Council members on current projects and upcoming work taking place throughout the city.

No action taken by Council.

VI. CONSENT

Motion by Harold Chance, second by Naomi Hogue to approve the consent calendar items:

1. Approval of the minutes of the Coweta City Council Regular meeting held on January 6, 2025.
2. Approval of the quarterly financial results and operational activities of the City of Coweta's 911 system for the quarter ending December 31, 2024, in accordance with 63 O.S. §2868 H).
3. Approval of the adoption of Resolution 2025-05, a Resolution of the City Council of the City of Coweta, Oklahoma; adopting amendments to the annual revenues and appropriations for the budget of the City of Coweta, Oklahoma, for fiscal year ending June 30, 2025.

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

VII. CONSIDER ITEMS REMOVED FROM CONSENT

No items removed.

VIII. ADMINISTRATION

**1. FISCAL YEAR 2023-2024 AUDITED FINANCIAL REPORT AND
OPERATING REPORT**

Assistant City Manager, McKay Hale with Anne Elfrink from Elfrink and Associates presented and discussed the annual audited Financial Report and Operating Reports for the Fiscal Year ending June 30, 2024, and possible action to acknowledge the receipt thereof.

Motion by Harold Chance, second by Naomi Hogue to acknowledge the receipt of the annual audited Financial Report and Operating Reports for the Fiscal Year ending June 30, 2024,

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

2. RESOLUTION 2025-02- CDBG SECTION 3 PLAN

Julie Casteen led discussion and requested possible action related to the adoption of Resolution 2025-02, a Resolution of the City Council of the City of Coweta, Oklahoma adopting the Community Development Block Grant Section 3 Plan as required by the Housing and Urban Development Act of 1968.

Motion by Harold Chance, second by Naomi Hogue to adopt Resolution 2025-02, a Resolution of the City Council of the City of Coweta, Oklahoma adopting the Community Development Block Grant Section 3 Plan as required by the Housing and Urban Development Act of 1968.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

Randy Woodward

3. RESOLUTION 2025-03- FAIR HOUSING MONTH

Julie Casteen led discussion and requested possible action related to the adoption of Resolution 2025-03, a Resolution of the City Council of the City of Coweta, Oklahoma proclaiming April as Fair Housing month.

Motion by Harold Chance, second by Naomi Hogue to adopt Resolution 2025-03, a Resolution of the City Council of the City of Coweta, Oklahoma proclaiming April as Fair Housing month.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

**4. ANTI-DISPLACEMENT AND RELOCATION ASSISTANCE PLAN FOR
19508 CDBG 24**

Julie Casteen led discussion and requested possible action related to the approval of the Anti-Displacement and Relocation Plan for 19508 CDBG 24 and authorizing the Mayor to execute documents related to the City of Coweta's Community Development Block Grant (19508 CDBG 24) for water system improvements.

Motion by Harold Chance, second by Naomi Hogue to approve the Anti-Displacement and Relocation Plan for 19508 CDBG 24 and authorizing the Mayor to execute documents related to the City of Coweta's Community Development Block Grant (19508 CDBG 24) for water system improvements.

5. ORDINANCE 896- ADOPTION OF INTERNATIONAL FIRE CODE

Fire Chief Brian Woodward, discussed and requested possible action related to the adoption of Ordinance 896, an Ordinance of the City of Coweta, Oklahoma; repealing the existing Section 6-5-1, titled "Fire Code", codified in the Coweta City Code Title 6, "Police and Public Safety", Chapter 6-5, "Fire Code Regulations", and enacting a new Section 6-5-1, titled "Adoption of the ICC International Fire Code, 2018 edition; adopting the International Code Council (ICC) International Fire Code (IFC), 2018 edition, as amended and revised by the Oklahoma Uniform Building Code Commission (OUBCC), including Appendices "B", "Fire-Flow Requirements for Buildings", "C", "Fire Hydrant Locations and Distribution", "D", "Fire Apparatus Access Roads", "I", "Fire Protection Systems-Noncompliant Condition"; providing for the protection of exiting rights and remedies; providing for severability; repealing all ordinances in conflict; and declaring an emergency.

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

Motion by Harold Chance, second by Naomi Hogue to adopt Ordinance 896, an Ordinance of the City of Coweta, Oklahoma; repealing the existing Section 6-5-1, titled “Fire Code”, codified in the Coweta City Code Title 6, “Police and Public Safety”, Chapter 6-5, “Fire Code Regulations”, and enacting a new Section 6-5-1, titled “Adoption of the ICC International Fire Code, 2018 edition; adopting the International Code Council (ICC) International Fire Code (IFC), 2018 edition, as amended and revised by the Oklahoma Uniform Building Code Commission (OUBCC), including Appendices “B”, “Fire-Flow Requirements for Buildings”, “C”, “Fire Hydrant Locations and Distribution, “D”, “Fire Apparatus Access Roads”, “T”, “Fire Protection Systems- Noncompliant Condition”; providing for the protection of exiting rights and remedies; providing for severability; repealing all ordinances in conflict; and declaring an emergency.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

6. CZ 25-01 SUP- SPECIFIC USE PERMIT FOR CREMATORY

Community Development Director Carolyn Back led discussion and requested possible action on a request Bell Land Use, LLC, agent for the applicant Schaudt Funeral Service, requesting a Specific Use Permit for a Crematory use in a CG zoning district. Location 27907 South State Highway 51, Section 1, Township 17 North, Range 15 East of the Indian Base and Meridian.

Caroline Martin recused herself from this item and left the meeting at 6:36 p.m.

Public comments were received from Bell Land Use, LLC, Brian Kelley, Shawn O’Dell, and Logan Brown.

Bell Land Use, LLC, agent for the applicant Schaudt Funeral Service spoke to Council and audience members explaining smells and smoke will not be an issue with the crematory. He explained inspections are regulated, and that chemicals would not be used in the cremation process.

Mr. Kelly voiced apprehensions about potential smells, chemicals being used at the crematory, and overall health concerns.

Mr. O’Dell expressed concerns about increased traffic in the area, potential creek flooding issues that could be caused by the construction of the crematory. He also asked if there

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

would be any specific restrictions imposed on the crematory for when burning would be allowed.

At the Mayor's request, Logan Brown, who was in the audience, stepped up to give his input on the proposed crematory. Mr. Brown stated Citizens will see a cloud of smoke coming from the building, that once its approved, its done and there will not be anything else citizens can do about it. Mr. Brown also stated that after the initial inspection of the crematory, there are no additional regulations requiring ongoing inspections to be done.

Motion by Harold Chance, second by Naomi Hogue, to table the item until the next Council meeting and gave instruction to the Community Development Director to gather more information on emissions, required inspections, life span of inspections, site visits, operating time restrictions, stop gap, contaminates, and allow surrounding community inputs.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Randy Woodward

No vote was given by Caroline Martin. She returned to the meeting at 6:50 p.m.

7. DECLARATION OF AN EMERGENCY ORDINANCE 896

Brian Woodward led discussion and requested possible action related to declaring an emergency regarding Ordinance 896 making it effective immediately upon passage and approval.

Motion by Harold Chance, second by Naomi Hogue to approve the declaration of an emergency regarding Ordinance 896 making it effective immediately upon passage and approval.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

8. REQUEST TO REVISE CITY CODE OF ORDINANCES TO ALLOW BEER CONSUMPTION AT THE CITY OF COWETA SPORTS COMPLEX

Julie Casteen led discussion and requested possible action related to a request from Tara Hatfield and Rayna Spurgeon to change the City Code of Ordinances to allow the

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

consumption of beer at the baseball fields in designated areas on the City of Coweta Sports Complex for adult league days.

Motion by Harold, second by Naomi Hogue to direct the City Attorney to draft an Ordinance amending the Coweta City Code Section 9-4-4 to allow consumption of beer within a public park subject to a permit approved by City Council.

Aye: Harold Chance
Naomi Hogue
Joe Cash

Nay: Caroline Martin
Randy Woodward

**9. RESOLUTION 2025-04 STATE HIGHWAY 72 PAVEMENT
REHABILITATION PROJECT**

Julie Casteen led discussion and requested possible action related to the adoption of Resolution 2025-04, a Resolution of the City Council of the City of Coweta, Oklahoma selecting a design alternative for the State Hwy 72 Pavement Project.

Motion by Harold Chance, second by Naomi Hogue to approve adoption of Resolution 2025-04, a Resolution of the City Council of the City of Coweta, Oklahoma selecting a design alternative for the State Hwy 72 Pavement Project.

Aye: Harold Chance
Naomi Hogue
Joe Cash
Caroline Martin
Randy Woodward

10. OMAG BOARD OF TRUSTEES NOMINEES

Julie Casteen led discussion and requested possible action related to naming one or more nominees for the OMAG Board of Trustees.

Motion by Harold Chance, second by Naomi Hogue to naming Julie Casteen as a nominee for the OMAG Board of Trustees.

IX. NEW BUSINESS

No new business.

**MINUTES OF THE COWETA CITY COUNCIL REGULAR MEETING
FEBRUARY 3, 2025, 6:00 P.M.**

X. ADJOURNMENT

Mayor Hogue adjourned the meeting at 7:40 p.m.

Naomi Hogue, Mayor

Marcy Kilgore, City Clerk



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Memorandum

To: Honorable Mayor and City Council

From: McKay Hale, Assistant City Manager

Re: **RESOLUTION 2025-06 REGARDING BUDGET AMENDMENTS**

Date: March 3, 2025

BACKGROUND

The Coweta Fire Department is in need of a Rescue Fire Truck. The department has completed the bid selection process and identified the need for an appropriation of funds not to exceed \$618,000.00 to facilitate the acquisition of the purchase for the department. Fund balance will be the recommended funding source for the appropriation.

STAFF RECOMMENDATION

Staff recommends the adoption of Resolution 2025-06

ATTACHMENTS

1. RESOLUTION 2025-06 SUPPLEMENTAL APPROPRIATIONS GOVT

**CITY OF COWETA, OKLAHOMA
RESOLUTION 2025-06**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COWETA,
OKLAHOMA; ADOPTING AMENDMENTS TO THE ANNUAL
APPROPRIATIONS FOR THE BUDGET OF THE CITY OF COWETA,
OKLAHOMA, FOR FISCAL YEAR ENDING JUNE 30, 2025.**

WHEREAS, the City of Coweta has received monies not anticipated that have not been appropriated in the budget for fiscal year 2024-2025; and

WHEREAS, the City of Coweta has need for unexpected expenditures that were not appropriated in the adopted budget for fiscal year 2024-2025; and

WHEREAS, 62 O.S. Section 310.5 provides that all fund balances reserved for unencumbered appropriations for the prior fiscal year on hand at the close of day September 30, may be appropriated by supplemental appropriation for the current fiscal year; and

WHEREAS, the City of Coweta, Oklahoma is required to make supplemental appropriations for revenue sources and expenditures not appropriated in the budget.

**NOW THEREFORE BE IT RESOLVED BY THE COWETA CITY COUNCIL THAT THE
FOLLOWING SUPPLEMENTAL APPROPRIATIONS BE MADE:**

SEE ATTACHED EXHIBIT A

ADOPTED by the Coweta City Council on MARCH 3, 2025.

Naomi Hogue, Mayor

Approved as to form:

Patrick Boulden, City Attorney

ATTEST:

Marcy Kilgore, City Clerk

**RESOLUTION 2025-06
EXHIBIT A**

FUND	ACCOUNT		AMOUNT	REASON FOR EXPENDITURE	FUNDING SOURCE	FUND	REVENUE	REVENUE
	NUMBER	DESCRIPTION				BALANCE AMOUNT	AMOUNT	ACCOUNT
General fund	01-5403.009	Vehicles	\$ 618,000	Rescue Fire Truck	Fund Balance	\$ 618,000	\$ -	
Total General Fund			<u>\$ 618,000</u>			<u>\$ 618,000</u>	<u>\$ -</u>	
TOTAL ALL GOVERNMENTAL FUNDS			<u><u>\$ 618,000</u></u>			<u><u>\$ 618,000</u></u>	<u><u>\$ -</u></u>	



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Memorandum

To: Honorable Mayor and City Council

From: Brian Woodward, Fire Chief

Re: **PURCHASE OF CUSTOM CAB RESCUE FIRE TRUCK**

Date: March 3, 2025

BACKGROUND

The Coweta Fire Department does not currently have a Rescue Fire Truck. City Council approved a Rescue Truck to be purchased in FY23, but that order unfortunately was canceled in 2024. Coweta Fire sold the Rescue Fire Truck to Haskell Fire in part to provide financial assistance to help purchase this apparatus. Since then, CFD has been using Engine 1 as an Engine and a Rescue to make sure certain tools are available to use during motor vehicle collisions. Although this approach works, it requires CFD staff to "stack" items in Engine 1 to fit needed tools in any available cabinets. This purchase would allow CFD to purchase a truck that is designed for the current and future needs of Coweta Fire by having all the appropriate rescue tools and items in one apparatus. Staff accepted bids on February 5, 2025. Only one bid was received from Platinum Apparatus in the amount of \$618,000.

STAFF RECOMMENDATION

Staff recommends a motion to approve the purchase of a custom cab rescue fire truck from Platinum Apparatus for a cost not to exceed \$618,000.00, and authorization for the City Manager to execute a contract and any other documents related to the acquisition and services to be provided.

ATTACHMENTS

1. 250205- Platinum Apparatus Bid

REQUEST FOR PROPOSAL
RFP FY2025-02, CUSTOM CAB FIRE RESCUE TRUCK
Due Date: February 5, 2025, 1:00 pm Central Time

Notice is hereby given that the City of Coweta will accept sealed proposals from interested and qualified bidders for furnishing a **CUSTOM CAB FIRE RESCUE TRUCK**. Proposals will be accepted at Coweta City Hall, 310 South Broadway, Coweta, OK, 74429, until 1:00 p.m., Wednesday, February 5, 2025, and at that time and place, the proposals will be publicly opened and read.

Bidders will submit their bid on the provided form in a sealed envelope, marked on the outside as follows: "SEALED PROPOSAL TO BE OPENED AT 1:00 P.M. ON FEBRUARY 5, 2025. CUSTOM CAB FIRE RESCUE TRUCK, ATTENTION CITY CLERK." to: City of Coweta, P.O. Box 850, 310 S. Broadway, Coweta, OK, 74429-0850.

All bids submitted must contain the following:

- 1. PROPOSAL FORM:** Complete and submit the **PROPOSAL FORM** found in **ATTACHMENT 1**.
- 2. SIGNATURE PAGE:** Complete and submit the **SIGNATURE PAGE** found in **ATTACHMENT 2**. The Signature Page must be signed by a person, or persons, authorized to bind the entity, or entities, submitting the proposal. Proposals signed by a person other than a representative of the company shall be accompanied by evidence of authority.
- 3. REFERENCES:** Complete and submit the **REFERENCES** page found in **ATTACHMENT 3**. Include the names and address of at least three entities that have purchased the products being proposed.
- 4. NON-COLLUSION AFFIDAVIT:** Complete the **NON-COLLUSION AFFIDAVIT** on **ATTACHMENT 4**.
- 5. ACKNOWLEDGMENT OF ADDENDUMS:** Contractors must acknowledge receipt of any addendums to the RFP by signing and returning the Addendum form with the Proposal, by identifying the addendum number and date in the space provided for this purpose on the addendum form to be provided in the event an addendum is issued.

Information for bidders may be obtained by downloading a proposal packet from the City of Coweta's website at <https://www.cityofcoweta-ok.gov/Bids.aspx>. See RFP No. FY2025-02. Contact the Coweta Fire Chief at (918) 279-7239 for further information. Any questions regarding the proposal must be directed to the City Clerk at cityclerk@cityofcoweta-ok.gov. See Bidding instructions for further information.

The City reserves the right to reject any and all bids and to waive any informality in proposing.

Dated at Coweta, Oklahoma on this 15th day of January 2025.

/s/ Marcy Kilgore, City Clerk

BIDDERS PROPOSAL/GENERAL CONTRACT TERMS AND CONDITIONS

- 1) **CONTRACTING ENTITY/AGENCY:** Shall mean the City of Coweta and/or the Coweta Public Works Authority.
- 2) **PROPOSAL ACCEPTANCE PERIOD:** Bids received after the opening date and time will not be considered.
- 3) **EXECUTION OF BID:** Bid must contain an original signature of authorized representative in the spaces provided. Bid must be typed or printed in ink. Use of erasable ink and penciled bids will not be accepted. ANY AND ALL CORRECTIONS MADE BY BIDDER TO HIS/HER BID MUST BE INITIALED.
- 4) **NO BID:** If not submitting a bid, respond by returning page 1, Request for Proposal, marking it "NO BID", Failure to respond three (3) times in succession without justification shall be cause for removal of the vendor's name from the bid mailing list. NOTE: To qualify as a respondent, bidder must submit a "NO BID" and it must be received no later than the stated bid opening date and time.
- 5) **OPENING:** Bids will be distributed to the requesting department for review and recommendation for award. It is the bidder's responsibility to assure that his/her bid is delivered at the proper time, date and place as specified in the documents. Bids, which for any reason are not so delivered, will not be considered. NOTE: Bid files may be examined during normal working hours by appointment. Bid tabulations will not be provided by fax or email. Individuals wishing to review a bid file may do so at the Office of the City Clerk during regular business hours.
- 6) **PRICES, TERMS AND PAYMENT:** Firm prices shall be bid F.O.B. requesting agency and include packing, handling and shipping charges fully prepaid by the vendor.
- 7) **BID PRICE/MISTAKES:** The bidder shall show in the proposal both the unit price and the total amount on items when indicated. In the event of discrepancy between the unit price and the extension, THE UNIT PRICE SHALL PREVAIL. Prices shall be extended in decimals.
- 8) **INVOICING AND PAYMENT:** The vendor shall be paid upon submission of proper certified invoices to the ordering agency at the prices stipulated on the contract. Invoices shall contain the purchase order number. THE VENDOR SHALL ACCEPT NO ORDER WITHOUT A PURCHASE ORDER NUMBER FROM THE CONTRACTING ENTITY.
- 9) **TAXES:** The purchases of certain items by the Contracting Entity are exempt from the payment of excise, transportation and sales tax imposed by the Federal, State and/or City governments. Such taxes must not be included in proposal prices. Upon request, applicable Federal Excise Exemption certificates will be furnished.
- 10) **AWARDS:** The Contracting Entity reserves the right to make award(s) by individual item, group of items, all or none, or any combination thereof; on a geographical base and/or on a statewide basis with one (1) or more suppliers; to reject any and all bids or waive any minor irregularity or

technicality in bids received. Bidders are cautioned to make no assumptions unless their bid has been evaluated as being responsive. The Contracting Entity reserves the right to delete any item from this contract when deemed to be in the best interest of the Contracting Entity.

- 11) **SERVICE AND WARRANTY:** Unless otherwise specified, the bidder shall define any warranty service and replacements that will be provided during and subsequent to this contract. Bidders must explain on an attached sheet to what extent warranty and service facilities are provided.
- 12) **SAMPLES:** Samples of items, when called for, must be furnished free of expense. Each individual sample must be labeled with bidder's name, manufacturers' brand name and number, contract number and item reference, or as specified in the attached special conditions.
- 13) **NONCONFORMANCE TO CONTRACT CONDITIONS:** Items may be tested for compliance with specifications by appropriate testing laboratories. The data derived from any tests for compliance with specifications are public records and open to examination thereto in accordance with Oklahoma Statutes. Items delivered not conforming to specifications may be rejected. Any violation of these stipulations may result in supplier's name being removed from the Contracting Entity vendor list.
- 14) **TESTING:** In cases when material fails to meet specifications the cost of testing shall be borne to the vendor, both on samples and delivered materials.
- 15) **PRICE ADJUSTMENTS:** Manufacturers' price increases, or other increases in the cost of doing business may not be passed on to the Contracting Entity unless so specified in the Invitation to Bid, nor may the vendor withdraw or cancel the contract, or any part of the contract for these reasons. Vendors may cancel contract only if a vendor cancellation clause is included as a part of the Invitation to Bid and then only if the contractual obligation has been fulfilled by the vendor in accordance with the terms stated in the Invitation to Bid. Any price decrease effectuated during the contract period by reason of market change shall be passed on to the Contracting Entity.
- 16) **LIABILITY:** The supplier shall hold and save the Contracting Entity, its officers, agents and employees harmless against the claims by third parties resulting from the supplier's breach of this contract or the supplier's negligence.
- 17) **THE SUCCESSFUL BIDDER(S) MUST PROVIDE:** Only the pertinent information or items you are bidding.
- 18) **WAVIER:** The Contracting Entity reserves the right to waive any General provisions, Special Provision, or minor specification deviation when considered to be in the best interest of the Contracting Entity.
- 19) **QUANTITIES:** Quantities of the commodities to be purchased are set forth in the specifications as specified numbers or estimates. Items of estimated quantity will be awarded on a "NO GUARANTEE" basis.
- 20) **TERMINATION FOR CONVENIENCE OF THE CONTRACTING ENTITY:** The performance of work and/or the delivery of ordered materials under this contract may be terminated by the Contracting Entity, in whole or in part, whenever it is determined to be in the best interest of the

Contracting Entity. Any such termination shall be affected by delivery to the vendor of a notice of termination specifying the extent to which performance of work and/or delivery of ordered materials is terminated, and the date upon which such termination becomes effective. After receipt of a notice of termination, the contractor shall stop work and/or place no further orders under the contract on the date and to the extent specified in the notice of termination.

Introduction

The City of Coweta is soliciting proposals for qualified Fire Truck apparatus vendors as noted below. The Provider will provide:

1. Turnkey Build of Custom Cab Rescue Firetruck

The Complete installation shall include all items mentioned below and for normal legal use of the Apparatus.

2. Timeline

The City of Coweta intends to finalize the vendor selection process according to the schedule below. The City reserves the right to change the schedule.

Date	Schedule
01/15/2025	RFP Issued
1/29/2025	Questions due to City Clerk @ 1:00 PM
02/5/2025	Proposals due @ 1:00 PM
02/6/2025	Bid Proposal review and negotiations
03/3/2025	Potential Award of contract

The Provider will comply with City insurance requirements.

PROJECT DESCRIPTION

The City of Coweta will select the lowest responsible bidder that can provide a complete "turnkey" Custom Cab Rescue Truck. Specifics below.

SCOPE OF WORK

Custom Cab Rescue Firetruck designed on Spartan FC-94 Chassis.

- ☐ Apparatus shall meet NFPA 1901
- ☐ The chassis shall have a vehicle identification number that reflects a 2024 or 2025 model year.
- ☐ The chassis wheelbase shall be 170.00 inches to 185.00 inches
- ☐ Body Length: 200.00 inches to 210.00 inches
- ☐ PTO pump model to meet NFPA 1901 rated performance.
- ☐ There shall be a crosslay hosebed capable of holding 200 feet of 1.75" hose installed above the pump found transversely.

- ☐ The pump panel shall be located on the drivers' side, 1st compartment. This panel shall have one (1) 2.5" intake and a Gated Appliance for 4" Storz connection. Two (2) 2.5" discharges located at this pump panel. One (1) Left Rear 2.5" discharges located at rear of apparatus, two (2) 2" Crosslays plumbed into hose tray located directly above pump panel and one hose reel located at rear of apparatus capable of flowing 100' of 1" booster line.
- ☐ The chassis shall include a carrying capacity of 300 gallons to 500 gallons of water.
- ☐ A water level indicator shall be installed on both the driver and passenger sides of the cab, below the drip rail.
- ☐ The front bumper shall be extended approximately 18.00 inches to 24.00 inches in front of the cab and have a watertight storage area located in middle.
- ☐ The chassis shall include a frame-mounted 2.00-inch diameter plumbed pipe intended for use as a discharge located on the front bumper.
- ☐ All seats in cab other than drivers shall have MSA SCBA G1 4500 psi mounting brackets installed.
- ☐ The crew area shall include seats forward facing.
- ☐ One (1) compartment mounted in the rear of the cab for EMS equipment storage.
- ☐ 12 volt continuous and 12 volt by ignition wiring ran to fuse block mounted in center console area between driver and passenger seat.
- ☐ Inverter that is mounted in cab and is powered when 12-volt ignition is turned on. A minimum of two (2) standard 120-volt receptacles mounted in rear area of cab. Inverter specifications are Input 12v DC, 300 amp with Output 120 Vac, 60Hz, 25-amp 3,000 watt. Pure Sine 3,000 watt continuous/6,000-watt surge capacity. One (1) 120 volt receptable shall be mounted on each side of apparatus near the rear wheels inside the compartment (total of two).
- ☐ Each compartment door shall include LED ground light mounted to the underside of the cab step below each door.
- ☐ The apparatus body shall consist of four (4) compartments on driver and passenger sides, two of which are transverse. Compartment 1 (nearest the cab) and compartment 4 (nearest the rear), shall have portions of which are transverse. One (1) rear opening compartment above rear bumper shall contain 100' of booster line.
- ☐ All compartment doors (except rear) shall be of the type that roll up on themselves.
- ☐ Tilt trays shall be installed in driver and passenger rear compartments to a total of four shelves.
- ☐ All tilt trays shall be constructed to hold a minimum of 200 pounds and be easily operated while fully loaded.

- ☐ A transverse storage compartment for horizontal storage of stokes basket stretcher and backboards shall be constructed along the ceiling, first compartment nearest the cab and roof line (above pump panel).
- ☐ On the rear of the unit shall be a series of four (4) or five (5) steps to allow access to the roof.
- ☐ Rear compartment (swing door) shall have a 100-foot, 1-inch redline mounted on electric reel installed in the compartment, with a standard pistol grip nozzle.
- ☐ There shall be a Kussmaul Auto Charge Super kit installed on the chassis.
- ☐ Emergency and scene lighting shall meet or exceed NFPA 1901.
- ☐ Airhorn activation shall be chain and steering wheel operated.
- ☐ The apparatus shall have a Federal Q siren that is foot control operated on both drivers and passenger front seats.
- ☐ Custom colored red, white and blue flag designed into grille of truck.
- ☐ Directional Bar mounted at rear of apparatus, controlled from driver's seat.
- ☐ Permanently mounted toolbox that is located in bottom of driver's side compartment # 2 (driver 2nd compartment) area that is at least four (4) drawers and is lockable to prevent drawers coming open on accident.
- ☐ Pac Trac or equivalent shall be mounted above the rear wheel wells in both the driver and passenger compartments as well as the middle and upper rear compartments on both sides.
- ☐ Transverse compartment above pump panel shall have two (2) horizontal pull out trays that can be accessed from either side
- ☐ Four (4) Winch Mounting locations. Front and Rear of apparatus under bumper and on both sides of apparatus. Winch mount shall be a standard 2-inch square hitch. All four locations shall have matching electrical connections with appropriate all-weather cover.

DELIVERY REQUIREMENTS

Bids must state the number of Days required for delivery under normal conditions.

Delivery Address: 214 N Broadway, Coweta, OK 74429.

INSTRUCTIONS

Anyone submitting proposals shall be responsible for familiarizing themselves and complying with the following instructions.

1. Sealed Proposals will be accepted until 1:00 p.m., local time, February 5th, 2025. Fax and email proposals will not be accepted.
2. Proposals submitted without proper identification, incomplete or late may be rejected.
3. Proposals may be withdrawn at any time prior to 1:00 p.m., local time, February 5th, 2025, by written request from a person authorized to represent the proposer.
4. Any questions must be submitted to the City Clerk at cityclerk@cityofcoweta-ok.gov by 1:00 p.m., local time, January 29th, 2025.
5. Proposers shall not be permitted to use to their advantage any omission or error in the specifications, requirements or contract documents, and the City reserves the right to issue new instructions as if originally specified.
6. The right to reject any and/or all proposals, to accept or reject all or any part of a proposal, and to waive any technicalities in the bid proposal or accept the one that, in the sole judgment of the City, will be in the best interest and/or most advantageous to the City, is hereby expressly reserved by the City.

SELECTION AND CRITERIA FOR EVALUATION

Selection of a vendor will be made at the discretion of the City of Coweta, which reserves the right to accept or reject any and all proposals. All submissions or parts thereof become property of the City of Coweta.

The following items will be considered in making a selection of the vendor, though they may not be equally weighed in the review process:

1. Experience, skill and qualifications.
2. Timeline and proposed schedule.
3. Customer relations, responsiveness, and timeliness.
4. References and prior experience with similar work.

**ATTACHMENT 1
PROPOSAL FORM**

**PROPOSAL INVALID IF BID AMOUNT IS NOT SUBMITTED ON THIS FORM
WITH WARRANTY INFORMATION TO BE PROVIDED**

Bidder's Legal Name: Platinum apparatus
(Must be Bidder's company name as reflected on its organizational documents filed with the state in which Bidder is organized)

Delivery: If your bid is accepted, state the number of days you need to deliver the equipment:

365-410 Days

You must be able to deliver the equipment as specified in your bid. Failure to do so may result in City terminating the Agreement and seeking any other damages to which it may be entitled in law or in equity.

Bid Amount \$ 618,000⁰⁰

Warranty Information (provide a copy of warranty or warranties with the proposal form):

ATTACHMENT 2 SIGNATURE PAGE

PROPOSAL INVALID IF SIGNATURES NOT SUBMITTED WITH BID

"✓" Check box that indicates business structure of Contractor

- ☐ Individual or Proprietorship
- ☐ Partnership or Joint Venture
- ☒ Limited Liability Company
- ☐ Corporation

The undersigned certifies that (s)he is (title) of the Contractor entity named below; that (s)he is designated to sign this Proposal Form (if a Corporation then by resolution with Certified Copy of resolution attached) for and on behalf of the entity named below, and that (s)he is authorized to execute same for and on behalf of and bind said entity to the terms and conditions provided for in the Proposal as required by this RFP, and has the requisite authority to execute an Agreement on behalf of Contractor, if awarded.

Contractor Organization Name (DBA also required if Individual or Proprietorship)

By:

Printed Name:

Troy D. Pries

Title:

President

By:

(If Contractor is a Joint Venture, an authorized signature from a representative of each party is required)

Printed Name: _____

Title: _____

By signature above, Contractor agrees to the following:

1. If awarded a contract in response to this RFP, Contractor will be able and willing to comply with the insurance requirements set out in this RFP.
2. If awarded a contract in response to this RFP, Contractor will be able and willing to comply with all representations made by Contractor in Contractor's Proposal and during Proposal process.

ATTACHMENT 3
REFERENCES
PROPOSAL INVALID IF REFERENCES NOT SUBMITTED WITH BID

Provide THREE (3) references including primary contact name, title, address and phone number.

Reference No.1

Name: _____

Title: _____

Address: _____

Phone: _____

Email: _____

Reference No.2

Name: _____

Title: _____

Address: _____

Phone: _____

Email: _____

Reference No.3

Name: _____

Title: _____

Address: _____

Phone: _____

Email: _____

See attached Reference Sheet's

11 Sheet's attached

**ATTACHMENT 4
NONCOLLUSION AFFIDAVIT**

PROPOSAL INVALID IF AFFIDAVIT NOT SIGNED AND NOTARIZED AND SUBMITTED WITH BID

State of Oklahoma

County of Tulsa

COMES NOW, Platinum Apparatus LLC, ("Affiant") of lawful age, and after being duly sworn upon his or her oath, states as follows:

1. That Affiant is duly authorized by the contractor identified below to submit the attached proposal and to make this Affidavit on behalf of the contractor. Affiant further states that the contractor has not been a party to any collusion among contractors in restraint of freedom of competition by agreement to submit a proposal at a fixed price or to refrain from bidding, nor has the contractor been a party to any collusion with any official or employee of the **City of Coweta and/or the Coweta Public Works Authority**, or in any discussions between contractors or any official or employee of the **City of Coweta and/or the Coweta Public Works Authority** concerning the exchange of money or other thing of value for special consideration in the letting of a contract.

2. That Affiant is fully aware of the facts and circumstances surrounding the making of the proposal and/or the procurement of the contract to which this statement is attached and has been personally and directly involved in the proceedings leading to the submission of such proposals.

Signature: Troy Pries Title: President

Subscribed and sworn before me this: 5 day of February, 2025

Notary Public: Paige Barnes My commission expires: 07/23/28



THE FOLLOWING IS A REPRESENTATION OF OUR CUSTOMERS

Alexandria Fire District
7951 Alexandria Pike
Alexandria, KY 41001
(859) 635-5991

Rescue

Anderson County Public Safety
213 Towers Street
Anderson, SC 29624
(864) 260-4932

HazMat Response Vehicle

Anderson Twp. Fire Dept.
7954 Beechmont Avenue
Cincinnati, OH 45255
(513) 474-5562

Refurb & 2 New Pumps

Batavia Fire Department
377 Main Street
Batavia, OH 45103
(513) 732-1040

Rescue & Refurb

Belleville Fire Company
4231 E. Main Street
Belleville, PA 17004
(717) 483-6824

Pumper/Tanker

Berlin Twp. Fire Dept.
15801 Akron-Canfield Rd.
Berlin Center, OH 44401-0182
(330) 547-4887

Light Rescue

Bondville Fire Department
5801 W. Springfield Ave.
Champaign, IL 61822
(217) 863-2585

Pumpers (2)

BP Refinery – Australia
Bulwer Island
Tingira Street
Pinkenba QLD Australia 4008

Industrial Fire Pumpers (2)

BP Toledo Refinery
4001 Cedar Point Road
Oregon, OH 43616
(419) 698-6310

Industrial Fire Pumper

Bromley Fire Department
226 Boone Street
Bromley, KY 41016
(859) 261-2492

Pumper

Brooksville Fire Department
Box 225, Route 1
Brooksville, KY 41004
(606) 735-2421

Rescue & Tanker

Brunnerville Fire Department
1229 Brunnerville Road
Lititz, PA 17543
(717) 626-2861

Rescue

Bryan Fire Department
304 W. High Street
Bryan, OH 43506
(419) 636-3455

Rescue & Refurb

Burlington Fire Department
6050 Fire House Drive
Burlington, KY 41005
(859) 586-6161

Tanker

Butler County Fire Department
2110 Lyth Road
Butler, PA 16001

Drop Frame HazMat

Butler Twp. Fire Department
8526 N. Dixie Drive
Dayton, OH 45414
(937) 890-2491

Pumper Rescues (2)

Cabin John Park Fire Dept.
8001 River Road
Bethesda, MD 20817
(301) 365-1271

Rescue, Pumper Tanker & Brush Truck

Calloway County Fire-Rescue
101 East Sycamore Street
Murray, KY 42071
(502) 753-6952

Pumper Tanker

Carlisle Fire Department
760 W. Central Avenue
Carlisle, OH 45005
(513) 746-0555

Refurb

Central Campbell Fire District
4113 Alexandria Pike
Cold Springs, KY 41076
(859) 441-7631

Refurb

Chagrin Falls, Village of
21 W. Washington St.
Chagrin Falls, OH 44022
(216) 247-6563

Refurb

City Of Columbus
Columbus Ohio 43215
Fleet Management
Fire Shop Supervisors
Eric Johnson & Jason Smith

Clinton-Warren Joint F.D.
82 Springhill Road
Clarksville, OH 45113
(937) 289-3427

Tanker, Brush Truck, Pumpers (2)

Clendenin V.F.D.
107 Maywood Avenue
Clendenin, WV 25045
(304) 548-6711

Drop Frame Rescue

Concord-Green Joint Fire
1325 Miami Trace Road
Washington, C.H., OH 43160
(740) 335-5506

Pumper Tanker & Brush Truck

Cottonwood Fire District
100 N. Canal Street
Carlsbad, NM 88221-1139

Pumper Tanker

Crescent Villa Fire Authority
777 Overlook Drive
Crescent Springs, KY 41017
(859) 341-3840

Pumper Rescue

Crosby Township
8910 Willey Road
Harrison, OH 45030
(513) 738-1440

Light Rescue

Crystal Fire Department
8475 Oak Street
Crystal, MI 48818

Tanker

Decatur Twp. Fire Dept.
5410 S. High School Road
Indianapolis, IN 46241
(317) 856-5400

Tanker & Drop Frame Rescue

Deer Park Fire Dept.
4250 Matson
Cincinnati, OH 45236
(513) 791-1242

Refurb

Delaware City Fire Dept.
99 S. Liberty Street
Deleaware, OH 43015
(740) 369-4418

Rescue/HazMat Vehicle

Denton Township
2565 S. Gladwin Road
Prudenville, MI 48651
(989) 366-5900

Heavy Rescue

Dept. Of The Army Ft. Benjamin
Harrison, IN 46216-5230
Chief Cordwell
(317) 542-2119

Refurb

Dover Fire Department
116 E. Third Street
Dover, OH 44622
(330) 343-5552

Pumper/Rescue

Dow Corning
US Highway 42
Carrollton, KY 41009
(502) 732-4371

Utility (3)

Eagle Fire Company
P.O. Box 122
Oldenburg, IN 47036-0122
(812) 934-6154

Brush Truck

Edgewood Fire/EMS
381 Dudley Road
Edgewood, KY 41017
(859) 341-2628

Mini-Pumper, Refurb & Pumper Rescue

Erie Fire Department
2048 Manhattan
Erie, PA 48133
(734) 848-3473

Tanker

Erlanger Fire/EMS
505 Commonwealth Avenue
Erlanger, KY 41018
(859) 727-7942

Drop Frame Rescues (2)

Fayetteville Fire Dept.
433 Hay Street
Fayetteville, NC 28302-1746
(910) 433-1783

HazMat

Felicity-Franklin Fire Dept.
P.O. Box 8
Felicity, OH 45120
(513) 876-2200

Tankers (2) & Drop Frame Rescue

Fern Creek Fire Dept.
6200 Bardstown Road
Fern Creek, KY 40291
(502) 239-7075

Air Truck/Rescue Tanker & Refurb

Fife Lake Township
134 Morgan Street
Fife Lake, MI 49633
(231) 879-3693

Pumper

Florence Fire Department
1152 Weaver Road
Florence, KY 41042
(859) 647-5660

Refurbs (2)

Ft. Wright Fire Department
409 Kyles Lane
Ft. Wright, KY 41011
(859) 331-2600

Drop Frame Rescue

Frederick County Fire/EMS
340 Montevue Lane
Frederick, MD 21702
(301) 694-1479

Air Truck

Geneva Fire Department
44 North Forest Street
Geneva, OH 44041
(216) 466-3321

Drop Frame Rescue

Ghent Fire Protection
P.O. Box 306
Ghent, KY 41045
(502) 732-0946

Tanker

Gorham-Fayette Fire Department
Box 279
Fayette, OH 43521
(419) 237-2918

Mini-Pumper

Gratis Fire Department
404 South Harrison Drive
Gratis, OH 45330
(513) 787-4592

Tanker

Green Township Fire & EMS
6303 Harrison Avenue
Cincinnati, OH 45247
(513) 574-0474
Chief Scott Souders
Pumpers (2)

Hanover Twp. V.F.D.
P.O. Box 307
Hanover, IN 47243
(812) 866-8154

Drop Frame Rescue

Harmony Twp. Fire Dept.
11000 E. National Road
South Vienna, OH 45369
(937) 568-4633

Drop Frame Rescue

Harrison Ohio Fire Dept.
200 Harrison Avenue
Harrison, OH 45030
(513) 367-3719

Drop Frame Rescue & Refurb

Harrison Twp. Fire Dept.
5945 North Dixie Drive
Dayton, OH 45414
(513) 274-8268

Drop Frame Rescue & Refurbs (2)

Harrods Creek Fire Dept.
8905 US 42
Prospect, KY 40059
(502) 228-1351

Drop Frame Rescue

Hebron Fire Department
P.O. Box 24
Hebron, KY 41048
(859) 586-9009

Drop Frame Rescue / Haz Mat

Henderson County
147 S. Broadway Street
Lexington, TN 38351
(731) 968-4153

Rescue, Mini Pumper

Henderson Fire Department
222 First Street
Henderson, KY 42428
(502) 831-1277

Drop Frame Rescue

Higginsport V.F.D.
Box 62
Higginsport, OH 45131
(513) 509-6231

Elliptical Tanker

Holland Fire District #1
49 N. Main Street
Holland, NY 14080
(716) 537-9568

Rescue

Houlton Fire Department
97 Military Street
Houlton, ME 04730
(207) 532-1320

Medium Duty Rescue

Jacksonville Volunteer Fire Co.
PO Box 471
Phoenix, MD 21131
(410) 887-7780

Brush Truck

Jessamine County Fire Dept.
200 West Oak
Nicholasville, KY 40356
(606) 885-9221

Tanker

Johnston Fire Department
1424 Greenville Road
Farmdale, OH 44417
(330) 924-2895

Tanker & Drop Frame Rescue

Kenton County Fiscal Court
303 Court St., Municipal Bldg.
Covington, KY 41011
(859) 491-2800

Air Truck / Tanker

Knoxville Rescue
5805 Marilyn Drive
Knoxville, TN 37914
(865) 933-5777

Rescue (2)

Leavenworth, City of
100 N. 5th Street
Leavenworth, KS 66048
(913) 682-9201

Rescue
Lebanon-Emerald Mound
312 W. St. Louis Street
Lebanon, IL 62254
(618) 779-9332

Rescue

Lexington Fire Department
219 E. Third Street
Lexington, KY 40508
(859) 231-5660

Air Truck & Refurb

Lincoln Twp. Fire Department
1327 Arbor Drive
Lake George, MI 48633

Pumper

Lockland Fire Department
219 E. Third Street
Lockland, OH 45215
(513) 761-2751

Walk-In Rescue

Lone Grove, City of
17817 US Highway 70
Lone Grove, OK 73443
(580) 657-4196

Mini Rescue

Madison-Jefferson Fire
195 Antioch Road
Oak Hill, OH 45656
(740) 682-7650

Rescue, Brush Truck & Pumper Tanker

Manchester Fire Department
10457 State Route 48
Aurora, IN 47001

Refurb & Brush Truck

Martin Marietta
P.O. Box 2004
Oak Ridge, TN 37831-2004

Drop Frame HazMat

Maumee Fire Department
202 E. William Street
Maumee, OH 43537
(419) 897-7055

Walk-In Rescue

McArthur, Village of
303 W. High Street
McArthur, OH 45651

Light Duty Rescue

Miami Twp. Fire Department
2700 Lyons Road
Miamisburg, OH 45342
(513) 433-4242

Rescue

Milford-Miami Twp. EMS
5888 McPickens Drive
Milford, OH 45150

Light Rescue

Miller York Fire Department
19415 State Route 1
Lawrenceburg, IN 47025
(812) 537-0321
Pumper, Tanker

Monroe Twp. Fire Department
4 ½ E. Main Street
Tipp City, OH 45371
(937) 667-3136

Tanker

Montgomery County Fire/Rescue
101 Monroe Street
Rockville, MD 20850-2589
(240) 777-2494

Brush Trucks (4)

Montgomery Fire Department
10150 Montgomery Road
Montgomery, OH 45242
Paul Wright
(513) 985-1633

Pumper Rescue

Montpelier Fire Department
211 N. Jonesville Street
Montpelier, OH 43543
(419) 485-5543

Walk-In Rescue

Moore's Hill Fire Department
14633 St. Rd. 350
Moore's Hill, IN 47032
(812) 744-4805

Tanker & Rescue

Morgan Township VFD
5664 Cincinnati Brookville Road
Okeana, OH 45053
(513) 738-8559

Light Duty Rescue

Mt. Aetna Rescue Co. #1
14 W. Tanner Street
Mt. Aetna, PA 19544

Heavy Rescue

Mt. Washington Fire Dept.
P.O. Box 545
Mt. Washington, KY 40047
(502) 452-7856

Pumper Tankers (2) & Pumper

Napoleon Fire Department
6520 E. Country Rd., 600 So.
Greensburg, IN 47240-8130
(812) 852-4076

Tanker

National Inst. Of Health
Chief Wm. Magers, Jr.
Bethesda, MD 20892
(301) 496-2372

Refurb

New Lebanon, Village of
198 So. Clayton Road
New Lebanon, OH 45345
(937) 687-1341

Drop Frame Rescue

North Kingston Fire Dept.
8150 Post Road
North Kingston, RI 02852
(401) 294-3346

Rescue

North Star Community F.D.
40 North Main Street
North Star, OH 45350
(419) 336-6272

Tanker

Ohio River Road V.F.D.
6521 Ohio River Road
Le Sage, WV 25537
(304) 736-1957

Heavy Rescue

Owensville Fire Department
115 W. Main Street
Owensville, OH 45160
(513) 732-1316

Refurb

Paris/West Township
505 E. Lincoln Way
Minerva, OH 44657

Tanker

Perry Clear Creek Fire Dept.
3953 South Kennedy Drive
Bloomington, IN 47401
(812) 334-7026

Brush Truck, Pumper Rescue & Tanker

Phillipsburg Fire Department
16 East Poplar
Phillipsburg, OH 45354
(513) 884-7620

Drop Frame Rescue / Pumper

Pike Township Trustees
8440 Troy Road
New Carlisle, OH 45344
(513) 964-8958

Drop Frame Rescue

Piner-Fiskburg Fire Department
1851 Bracht-Piner Road
Piner, KY 41063
(859) 356-6916

Tanker

Point Pleasant Fire Dept.
3444 Turfway Road
Erlanger, KY 41018
(859) 283-2798
Technical Response Vehicle &
Ventilation Unit

Prince Georges Fire Department
4200 A Forrestville Road
Forrestville, MD 20747
(301) 817-3761

Air Truck & Pumper Tanker

Rainelle V.F.D.
318 James River & Kanawha Turnpike
Rainelle, WV 25862
(304) 438-5222

Light Rescue

Reidland Farley Fire Department
120 Park Drive
Paducah, KY 42003
(502) 441-6757

Air Truck

Republic Township
118 Kloman Avenue
Republic, MI 49879
(906) 376-8827

Midi-Pumper

Roanoke, Town of
PO Box 328
Roanoke, IN 46783
(260) 615-2469

Pumper

Ross Twp. Fire Department
2565 Cinti-Brookville Road
Ross, OH 45061
(513) 738-2031

Refurb

Rutland Fire Department
Box 254
Rutland, OH 45775
(614) 742-2688

Tanker

Sardinia Fire Department
P.O. Box 461
Sardinia, OH 45171-0461
(937) 446-3152

Light Rescue

Savona Fire Department
P.O. Box 411
Savona, NY 14879
(607) 583-2124

Tanker

Schnellville Fire Department
8090 E. Schnellville Road
Schnellville, IN 47580
(812) 389-2815

Light Rescue

Scott County Fire Department
100 E. Penn Street
Georgetown, KY 40324
(502) 863-7850

Refurb

Sharonville Fire Dept.
11637 Chester Road
Sharonville, OH 45246
(513) 563-0252

Pumper Rescue & Refurb

Shepherd Tri-Twp. Fire Dept.
P.O. Box 59
Shepherd, MI 48883
(989) 828-5272

Brush Truck

Silver Spring V.F.D.
111 University Boulevard
East Silver Spring, MD 20907
(301) 593-1975

Air Truck & Refurb

Solon, City of
34200 Bainbridge Road
Solon, OH 44139-2955
(440) 248-1155

Drop Frame Rescue

Springfield Twp. Fire Dept.
325 Shelby Ontario Road
Ontario, OH 44862
(419) 529-4416

Walk-In Rescue

Stockbridge Fire Dept.
407 Wood Street
Stockbridge, MI 49285
(517) 851-7241

Pumper Tanker

Sunman Rural Fire Dept.
P.O. Box 396
Sunman, IN 47041
(614) 889-1005

Tanker

Sylvania Twp. Fire Dept.
6633 Monroe Street
Sylvania, OH 43560-1958
(419) 882-7676

Mini-Pumper

Tate Twp/Bethel Tate F.D.
149 N. East Street
Bethel, OH 45106
(513) 734-4444

Tanker

Tenmile Rural Fire District
158 Reston Road
Roseburg, OR 97470
(541) 672-6507

Mini Rescue

Tioga Fire District
PO Box 185
Tioga Center, NY 13845
(607) 687-4818

Tanker Pumper

Toyota Motor Mfg.
1001 Cherry Blossom Way
Georgetown, KY 40324
(502) 868-2165

Mini-Pumper

U.S. Forestry/Park Service
General Services Administration
Hubert Carter
(402) 221-3453

Brush Truck

Union Carbide Corporation
3200/3300 Kanawha Turnpike
So. Charleston, WV 25303
(304) 747-7536

Drop Frame Rescues (5)

Upper Township V.F.D.
3619 County Road
Ironton, OH 45638
(740) 533-7013

Pumper/Tanker

Van V.F.D.
45 Sidney Street
Van, WV 25206
(304) 245-8436

Utility Rescue

Van Buren Township
2130 So. Kirby Road
Bloomington, IN 47403
(812) 825-9500

Refurb & Rescue Pumper

Vandalia Fire Department
333 James E. Bohanan Mem. Dr.
Vandalia, OH 45377
(513) 898-2261

Tanker / Refurb

Vincennes Twp. Fire Dept.
926 Main Street
Vincennes, IN 47591
(812) 882-2600

Drop Frame Rescue

Violet Twp. Fire Department
12970 Rustic Drive NW
Pickerington, OH 43147
(614) 837-4123

Heavy Rescue (2)

Wagontown Fire Company
412 West Kings Highway
Wagontown, PA 19376
(610) 384-2770

Elliptical Tanker

Walker Fire Department
4243 Remembrance Road
Grand Rapids, MI 49544
(616) 791-6840

Pumper Tanker

Washington Township
2817 Highway 756
Moscow, OH 45153
(513) 866-2167

Tanker

Wayne Township F.D.
7899 Cherry Run Road, NW
Dundee, OH 44624
(330) 340-7788

Tanker

West Chester County
Dept. of Fire Service
Dana Road
Valhalla, NY 10595

Drop Frame Rescue

West Chilton County VFD
2678 Co. Rd. 42
Jemison, AL 35085
(205) 688-2918

Brush Truck

Westinghouse Mat'l. Co. of Ohio
7440 Willey Road
Fernald, OH 45030
(513) 738-6200

Tanker

Westport Fire District
P.O. Box 138
Westport, NY 12993
(518) 962-8211

Pumper Tanker

Windsor Charter Township
405 W. Jefferson
Dimondale, MI 48821
(517) 646-0772

Pumper Tanker

Worthington Fire Department
4700 Murphy Lane
Louisville, KY 40241
(502) 241-9366

Refurb

Worthington, City of
6500 N. High Street
Worthington, OH 43085
Mike Literal (740) 398-9893

Pumper Rescue

Wyoming, City of
800 Oak Street
Wyoming, OH 45215
(513) 821-4888

Drop Frame Rescue

Xenia Township
8 Brush Row Road
Xenia, OH 45385
(937) 372-0859

Drop Frame Rescue



Fire Apparatus
and Custom Fabricators

WARRANTY

SUMMIT FIRE APPARATUS TWENTY YEAR STRUCTURAL WARRANTY

SUMMIT FIRE APPARATUS Hereby warrants that each new fire apparatus body (exclusive of paint finish, hardware, moldings, windows and other appointments and accessories) is structurally sound and free of all structural defects of both material and workmanship and further warrants that it will maintain such structural integrity for period of TWENTY (20) YEARS from date of manufacture's certification plate attached thereto.

SUMMIT FIRE APPARATUS Further warrants that this structural integrity warranty may be transferred to a second purchaser providing the vehicle is inspected by SUMMIT FIRE APPARATUS or their authorized representative within thirty (30) days of owner ship transfer.

To maintain warranty coverage the proper ownership transfer papers must be on file at SUMMIT FIRE APPARATUS. This action is responsibility of the purchaser.

In the event of a chassis remount, this structural integrity warranty shall remain in effect providing the rechassis work is completed by SUMMIT FIRE APPARATUS or a facility approved by SUMMIT FIRE APPARATUS.

Should repairs become necessary under the terms of this warranty, the extent of that repair shall be determined solely by SUMMIT FIRE APPARATUS and shall be performed solely by SUMMIT FIRE APPARATUS or a repair facility designated by SUMMIT FIRE APPARATUS. The expense of any transportation to or from such repair facility shall be that of the purchaser and is not an item covered by this warranty.

This warranty is conditioned upon normal use and proper maintenance of such apparatus body. This will not include defect/s resulting from misuse, negligence, accident, overloading beyond applicable weight rating or unauthorized repairs or additions by customer or third parties. Prompt written notice of all warranted defects are to be submitted to SUMMIT FIRE APPARATUS or one of its area authorized dealers. If any of above conditions are not complied with, this warranty shall become void and unenforceable.

SUMMIT FIRE APPARATUS reserves the unrestricted right at any time to time to make changes in design of and / or improvements on its products without there by imposing any obligation on itself to make corresponding charge or improvements in or on its products therefore manufactured.

EXCLUSION AND LIMITATIONS: THIS MANUFACTURER'S WARRANTY IS PROVIDED IN PLACE OF ANY AND ALL OTHER REPRESENT OF EXPRESS OR IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE. NO PERSON IS AUTHORIZED TO MAKE ANY REPRESENTATION OR WARRANTY ON BEHALF OF SUMMIT FIRE APPARATUS OR ANY OF ITS DISTRIBUTORS OTHER THAN SET FORTH IN THIS MANUFACTURER'S WARRANTY. YOUR RIGHT TO SERVICE AND REPLACEMENT OF PARTS ON THE TERMS EXPRESSLY SET FORTH HEREIN ARE YOUR EXCLUSIVE REMEDIES AND NEITHER THE MANUFACTURER NOR ANY OF ITS DISTRIBUTORS SHALL BE LIABLE FOR DAMAGES WHETHER ORDINARY, INCIDENTAL OR CONSEQUENTIAL.

11 Spertl Dr. * P.O. Box 17128 * Edgewood, KY 41017 * Phone (606) 331-0360



Fire Apparatus
and Custom Fabricators

WARRANTY

SUMMIT FIRE APPARATUS TEN YEAR/100,000 MILE ELECTRICAL WARRANTY

SUMMIT FIRE APPARATUS warrants the integrity of the electrical system on each new apparatus manufactured by SUMMIT FIRE APPARATUS for a period of ten (10) years or 100,000 miles from the date of delivery to the retail purchaser by an authorized SUMMIT FIRE APPARATUS distributor or dealer to free from defects in material and workmanship under normal use and service. The obligation of SUMMIT FIRE APPARATUS under this warranty is limited to repairing or replacing, at its option, any part or parts thereof which within ten (10) years or 100,000 miles after delivery of such apparatus to the original retail purchaser, be returned with transportation charges pre-paid to an authorized SUMMIT FIRE APPARATUS distributor, and which examination shall disclose to have been defective.

Items specifically covered are:

- Electrical harnesses and harness installation
- Printed circuit board
- Switch, circuit breakers and relays

Items excluded are:

- Chassis electrical system and components installed by chassis manufacturer.
- Separately manufactured items installed by SUMMIT FIRE APPARATUS including, but not limited to ; batteries, siren, battery chargers, inverters, light bars and similar equipment. These are covered by warranties by the manufacturer of the components.
- Periodic tightening and cleaning of connection terminals as this is considered routine maintenance.
- Normal wear, abuse, accident, negligence or non approved alteration of original parts.

Should repairs become necessary under the terms of this warranty, the extent of that repair shall be determined solely by SUMMIT FIRE APPARATUS and shall be performed solely by SUMMIT FIRE APPARATUS or repair facility designated by SUMMIT FIRE APPARATUS. The expense of any transportation to or from such repair facility shall be that of the purchaser and not an item covered by this warranty.

SUMMIT FIRE APPARATUS reserves the unrestricted right at any time and from time to time make changes in design of and / of improvements on its products without thereby imposing any obligation on itself to make corresponding or improvements in or on its products therefore manufactured.

EXCLUSION AND LIMITATIONS: THIS MANUFACTURER'S WARRANTY IS PROVIDED IN PLACE OF ANY AND ALL OTHER REPRESENT OF EXPRESS OR IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE. NO PERSON IS AUTHORIZED TO MAKE ANY REPRESENTATION OR WARRANTY ON BEHALF OF SUMMIT FIRE APPARATUS OR ANY OF ITS DISTRIBUTORS OTHER THAN SET FORTH IN THIS MANUFACTURER'S WARRANTY. YOUR RIGHT TO SERVICE AND REPLACEMENT OF PARTS ON THE TERMS EXPRESSLY SET FORTH HEREIN ARE YOUR EXCLUSIVE REMEDIES AND NEITHER THE MANUFACTURER NOR ANY OF ITS DISTRIBUTORS SHALL BE LIABLE FOR DAMAGES WHETHER ORDINARY, INCIDENTAL OR CONSEQUENTIAL.

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Fire Apparatus
and Custom Fabricators

WARRANTY

SUMMIT FIRE APPARATUS PAINT WARRANTY

Summit Fire Apparatus warrants each new apparatus finished with PPG Fleet Finishes for a period of SEVEN years or 84,000 miles (whichever occurs first) from date of manufacturers certification. Backed by superior DELTRON, DELTRON 2000, CONCEPT, DELTA, DURETHANE and related products PPG Finishes will guarantee in writing the durability of any paint work performed to PPG standards. The finished areas shall be covered for the following paint failures:

- * Peeling or delamination of the topcoat and/or other layers of paint.
- * Cracking or checking.
- * Loss of gloss caused by cracking, checking, and hazing.
- * Any paint failure caused by defective PPG Fleet Finishes which are covered by this guarantee

Exclusions:

- * Hazing, chalking, or loss of gloss caused by improper care, abrasive polishes, cleaning agents, heavy duty pressure washing, or aggressive mechanical wash systems
- * Paint deterioration caused by abuse, accidents, acid rain, chemical fallout or acts of nature.
- * Accidents, scratches, chips, bruises, and gloss reduction due to normal vehicle use and maintenance.
- * Custom finishes, exotic finishes or any other finish than standard refinish procedure.
- * Failures resulting from product misuse or abuse.
- * Repairs done to previously refinished areas unless stripped to bare metal or appropriate substrate.
- * Claims presented without proper guarantee documentation.
- * Failures on finishes performed by Non-PPG Certified Refinish Technicians
- * Failure on finishes performed by Non-PPG Certified Repair Centers

Should repairs become necessary under the terms of this warranty, the extent of that repair shall be determined solely by SUMMIT FIRE APPARATUS and shall be performed by SUMMIT FIRE APPARATUS or a repair facility designated by SUMMIT FIRE APPARATUS. The expense of any transportation to or from such repair facility shall be that of the purchaser and it is not an item covered by this warranty.

SUMMIT FIRE APPARATUS reserves the unrestricted right at any time and from time to time to make changes in design of and/or improvements on its products without thereby imposing any obligation on itself to make corresponding changes or improvements in or on its products therefore manufactured.

11 Sperti Dr. * P.O. Box 17128 * Edgewood, KY 41017 * Phone (606) 331-0360



Fire Apparatus
and Custom Fabricators

WARRANTY

SUMMIT FIRE APPARATUS PAINT WARRANTY

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- * Paint deterioration caused by abuse, accidents, acid rain, chemical fallout or acts of nature.
- * Accidents, scratches, chips, bruises, and gloss reduction due to normal vehicle use and maintenance.
- * Custom finishes, exotic finishes or any other finish than standard refinish procedure.
- * Failures resulting from product misuse or abuse.
- * Repairs done to previously refinished areas unless stripped to bare metal or appropriate substrate.
- * Claims presented without proper guarantee documentation.
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- * Failure on finishes performed by Non-PPG Certified Repair Centers

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Fire Apparatus
and Custom Fabricators

WARRANTY

SUMMIT FIRE APPARATUS LIMITED WARRANTY

SUMMIT FIRE APPARATUS warrants each new rescue manufactured by SUMMIT FIRE APPARATUS for a period of twelve (12) months or 12,000 miles from the date of delivery to the original retail purchaser by an authorized SUMMIT FIRE APPARATUS distributor or dealer to free from defects in materials workmanship under normal use and service. The obligation of SUMMIT FIRE APPARATUS under this warranty is limited to repairing or replacing, at its option, any part or parts thereof which shall, within twelve (12) months or 12,000 miles after delivery of such fire apparatus to the original retail purchaser, be returned with transportation charge pre-paid to an authorized SUMMIT FIRE APPARATUS distributor, and which examination shall disclose to have been defective, except as hereinafter provided. The following items are excluded by SUMMIT FIRE APPARATUS warranty.

- * Chassis or items supplied by chassis manufacturer
- * Tires, tire balancing, or wheel alignment
- * General tightening light bulbs or headlamp adjustment
- * Separately manufactured items installed by SUMMIT FIRE APPARATUS including, but not limited to; batteries, sirens, batteries charges, inverters, light bars and similar equipment. These are covered by warranties supplied by manufacturer of the components.
- * Normal wear, abuse, accident, negligence or non approved of original parts.

Should repairs become necessary under the terms of this warranty, the extent of that repair shall be determined solely SUMMIT FIRE APPARATUS and shall be performed solely by SUMMIT FIRE APPARATUS or a repair facility designated by SUMMIT FIRE APPARATUS. The expense of any transportation to or from such repair facility shall be purchaser and not an item covered by this warranty.

SUMMIT FIRE APPARATUS reserves the unrestricted right at any time to time to make changes in design of and / or improvements on its products without there by imposing any obligation on itself to make corresponding charge or improvements in or on its products therefore manufactured.

EXCLUSION AND LIMITATIONS: THIS MANUFACTURER'S WARRANTY IS PROVIDED IN PLACE OF ANY AND ALL OTHER REPRESENT OF EXPRESS OR IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE. NO PERSON IS AUTHORIZED TO MAKE ANY REPRESENTATION OR WARRANTY ON BEHALF OF SUMMIT FIRE APPARATUS OR ANY OF ITS DISTRIBUTORS OTHER THAN SET FORTH IN THIS MANUFACTURER'S WARRANTY. YOUR RIGHT TO SERVICE AND REPLACEMENT OF PARTS ON THE TERMS EXPRESSLY SET FORTH HEREIN ARE YOUR EXCLUSIVE REMEDIES AND NEITHER THE MANUFACTURER NOR ANY OF ITS DISTRIBUTORS SHALL BE LIABLE FOR DAMAGES WHETHER ORDINARY, INCIDENTAL OR CONSEQUENTIAL.

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OPTIONS

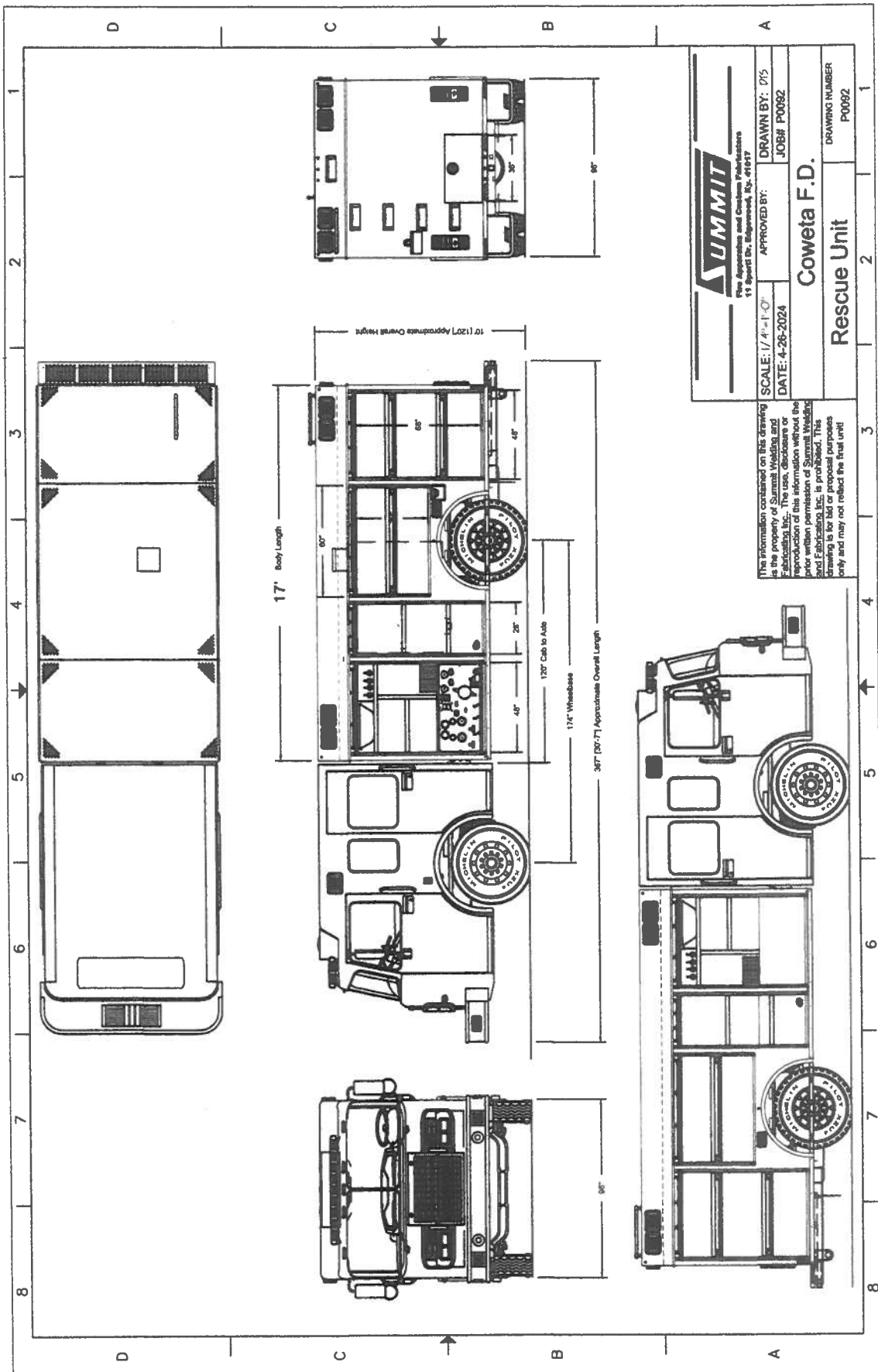
The following options are offered in addition or deletions to the proposed specifications.

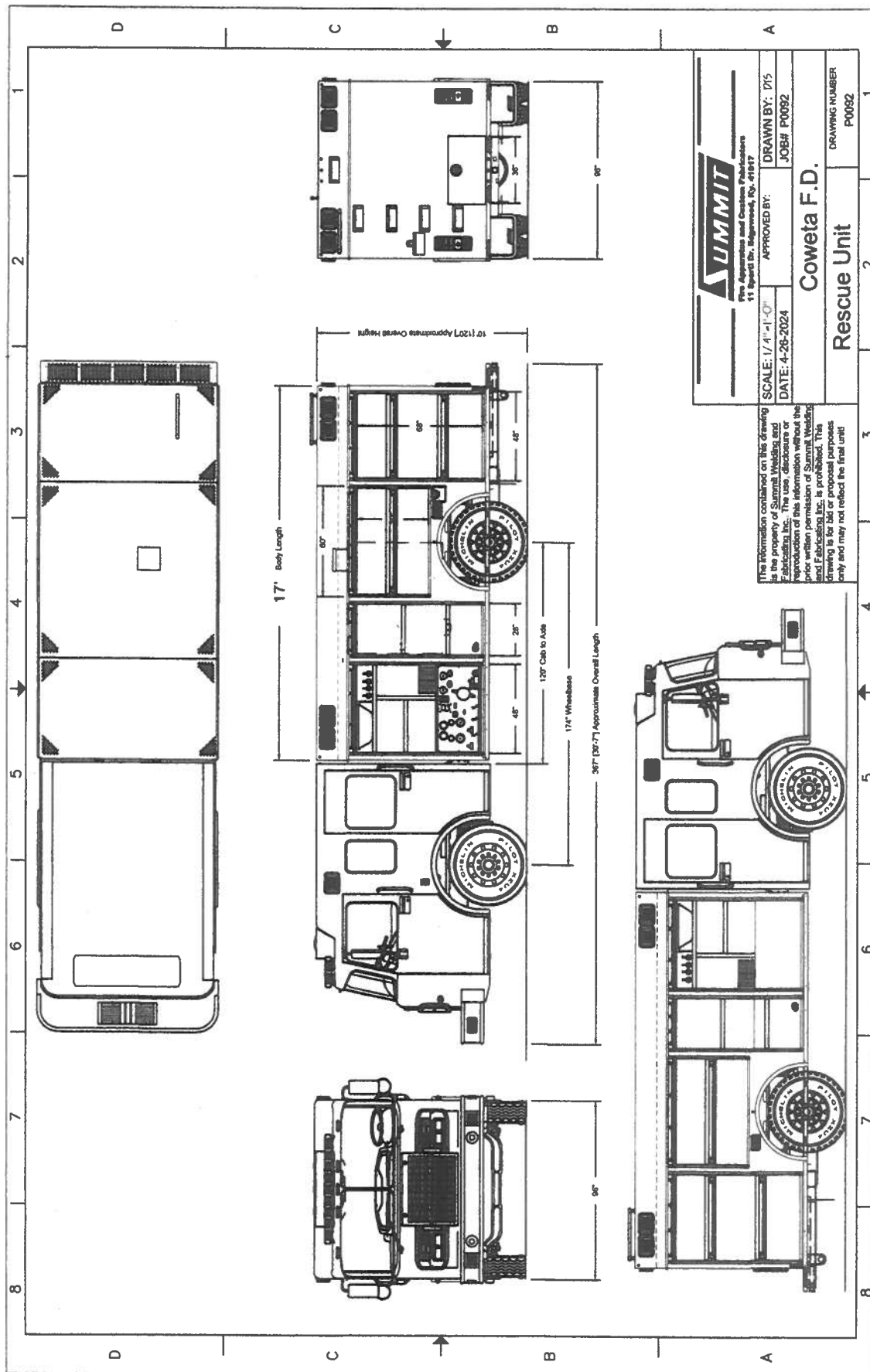
1. Hale DSD Split shaft pump in lieu of the Sidekick pumpADD.....\$55,100.00
 - Note the Stokes Storage and transverse storage space with adjustable shelf would be gone!
2. Delete 1.75" Crosslays in transvers compartment.....DEDUCT.....\$1,800.00
3. Full rear drop frame to give full height transverse compartment deleting rear swing door..... No CHARGE
 - Bottom of compartment between the frame rails will intrude in transverse area 10" to accommodate chassis fuel tank.
4. Full Height Rear compartment W/ roll door (no transverse L4/R4).....ADD.....\$1,302.00
 - This is in lieu of the transverse L4/R4!
5. Adjustable Shelves.....ADD/DEDUCT.....\$299.00
6. Adjustable Slide trays.....ADD/DEDUCT.....\$650.00
7. Adjustable Tool Board.....ADD/DEDUCT.....\$780.00

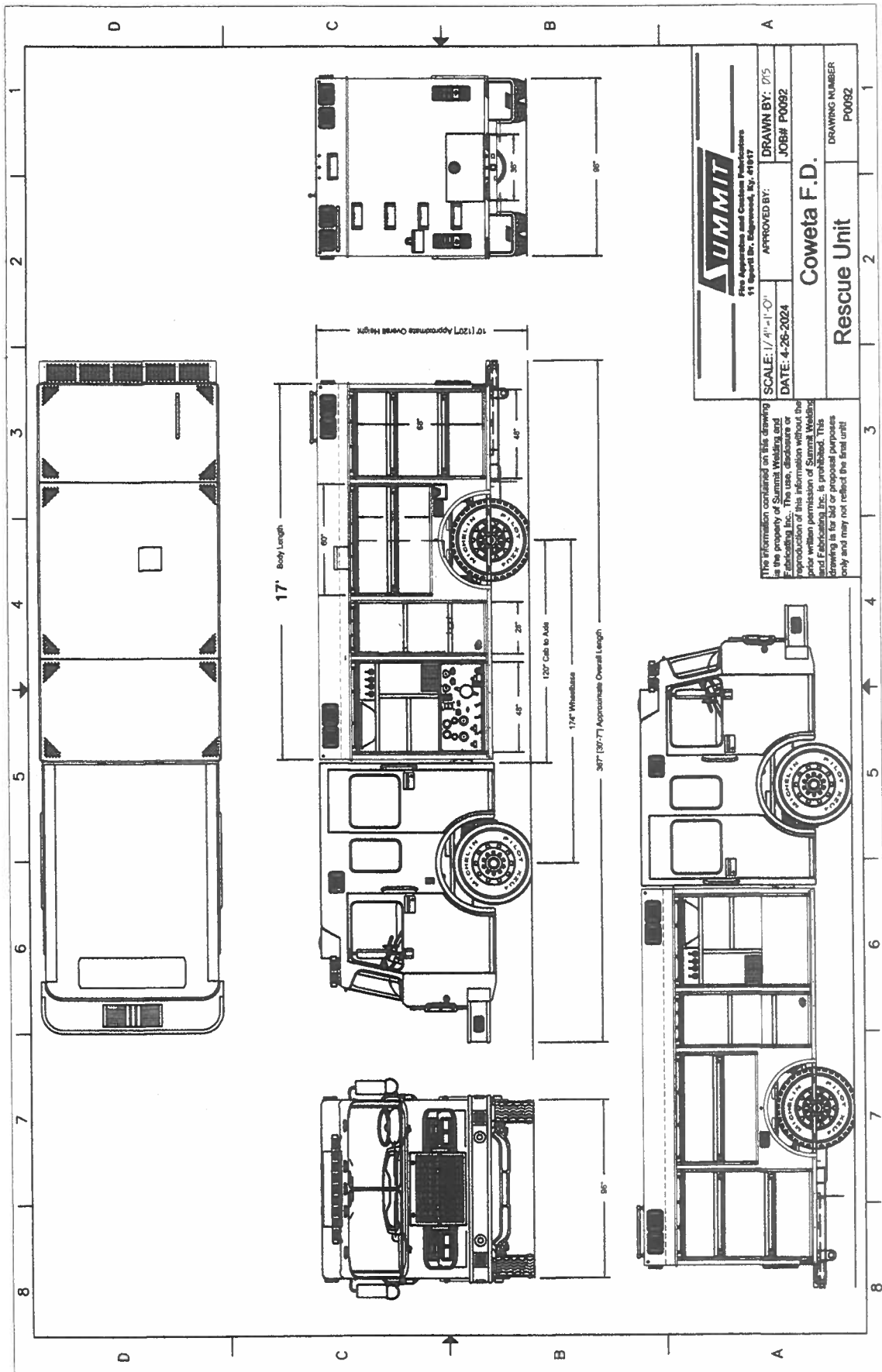
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The following options are offered in addition or deletions to the proposed specifications.

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7. Adjustable Tool Board.....ADD/DEDUCT.....\$780.00









FIRE APPARATUS AND CUSTOM FABRICATORS

**SPECIFICATIONS
ON A
RESCUE PUMPER
FOR THE
*COWETA FIRE DEPARTMENT***

BIDDING INFORMATION

INFORMATION FOR CONTRACTORS

Sealed bids are requested from reputable companies who construct fire apparatus vehicles. The contractor must have a facility that will house the apparatus in an enclosed building during the construction of the unit. All bids shall include all necessary labor, equipment and material for the fire apparatus and other equipment as outlined in the following specifications.

Bids will be addressed in accordance with the instructions provided above. The type of bid, the date and the bid opening time shall be stated on the front of the bid envelope.

It is the intent of these specifications to describe a Rescue-pumper unit in sufficient detail to enable to secure bids on comparable equipment. The equipment shall be new, unused, the manufacturers latest production and that which is furnished to fire department in general.

Only manufacturers, owned, operated including all holding and subsidiaries located within the continental United States with an accomplished background in Fire Apparatus building shall be considered. Satisfactory evidence of their ability to construct Fire Apparatus, and the apparatus specified shall be stated. The location of the factory where the apparatus is manufactured shall be identified. The manufacturer shall also state the number of years they have been building fire apparatus and similar vehicles. The factory location must be located within the continental United States. No Exceptions!

Contractors must construct the entire unit, less the chassis, but including the body within their own premises. The contractor must own the rights to the respective extrusions used in the construction of the body. Bodies manufactured by other body companies will not be acceptable and be cause for rejection of bid.

This is an engineer, design, construct and deliver type specification and is not the intention of this agency to write out vendors or manufacturers of similar or equal equipment of the types specified. It should be noted however, that this specification is written around specific needs of this department. With this intent to standardize certain components, therefore in numerous places we have named specific brands of components. This has been done to establish a certain standard of quality. Other brands will be accepted providing the vendor note in the bid that the particular brand meets or exceeds the quality of the actual brand that the specifications call for.

Submit only one (1) bid that meets or exceeds the minimum specifications herewith. No substitutes, stock units, or alternates will be permissible unless such units are requested later in the specifications. If this is done, then the bidder will be automatically disqualified.

This apparatus shall conform to the National Fire Protection Association (NFPA.) Pamphlet No.1901, 2016 edition.

The emergency vehicle, chassis, pump, module body, equipment, devices, and electronic equipment to be delivered under this contract shall be standard specification. The unit shall comply with all Federal Motor Vehicle Safety Standards (FMVSS), and Federal regulation applicable or specified for the year of manufacture. The chassis, components and optional items shall be represented in the manufacturers current technical data. Materials used in the construction shall be new and not less than the quality conforming to current engineering and manufacturing practices. Materials shall be free from defects and suitable for the services intended.

All bids must be signed. Failure to do so shall cause the bid to be "No-Responsive" and rejected.

The Fire Department reserves the right to reject any or all bids, and also the right to reject the bid or bidder who, in judgment of the buying authority is not in a position to perform the duties within the contract. The competency and responsibility of the bidder will be considered in making the award. These specifications, together with any other documents required herein, shall be included in the final contract. Each bidder shall also submit a copy of his proposed contract form.

It shall be the responsibility of the bidder to assure that their proposal arrives at the proper location by time and date indicated. Late proposals, telegrams, facsimile, or telephone bids will not be considered. Bids will not be considered from firms, individuals and or same owners of separate companies submitting more than one bid. If a vendor represents more than one fire apparatus manufacturer, they will only bid the top of the line apparatus that meets purchasers specifications.

Only prices that have been type written in numerals will be accepted by purchaser. Failure to submit a bid with type written numerals will be cause to reject the bid, deemed as irregular and disqualified from consideration.

THE PURCHASER WILL NOT ACCEPT ANY BIDS FROM WHICH DO NOT MEET THESE SPECIFICATIONS, AND WILL HAVE SOLE DISCRETION TO DEEM WHICH BID IS IN THE BEST INTEREST OF THE PURCHASER.

The fire apparatus and equipment to be furnished in meeting these specifications must be the product of an established and reputable fire apparatus manufacturer of twenty (20) years or more. A list of no less than five (5) delivered units (completed apparatus) which have been built by their company. This list shall include not only the companies latest produced units, but also some of its earliest units, to determine the manufacturers reliability, credibility, and its response to service (post delivery).

The general construction of the apparatus shall give due consideration to the nature and distribution of the load to be sustained and the general character of the service to which the apparatus is to be subjected when placed in service. The general design and construction shall be of the latest modern type, remaining fully modular for the ability of body transfer to another chassis, without cutting or welding.

Each bidder must submit a detailed proposal, which accurately specifies the construction method to be used in the apparatus. The purchaser will utilize this proposal to compare the unit proposed with their specifications. To facilitate comparison, all bid proposal specifications shall be submitted in the same sequence as the advertised specification.

Any Bidder who fails to submit a set of construction specifications or photocopies and submits another's specifications as their own construction details will not be considered.

These specifications are based on design and performance criteria, which have been developed by the fire department as a result of extensive research and careful analysis. Subsequently these specifications reflect the only type of fire apparatus that is acceptable at this time. Therefore, major exceptions to the specifications will not be accepted.

Deviations from specifications, no matter how slight, shall be clearly explained on a separate cover sheet entitled "EXCEPTIONS TO SPECIFICATIONS". Exceptions and variations (any and all) to these specifications must be set forth on separate sheets, indicating or referencing the page number(s) to the purchaser's specifications. These exceptions must be submitted with bid. Bids deemed as taking total exception to these published specifications shall result in immediate rejection of the bid.

Proposals that are found to have deviations from the specifications without listing them on an "EXCEPTIONS TO THE SPECIFICATIONS" sheet will be rejected. NO EXCEPTIONS!

No prototype apparatus will be considered, and all design, operational, and material features must fully comply with the State, and Federal Motor Vehicle Safety Standards.

Each bid shall be in strict compliance with the purchaser's specifications and shall be accompanied by a detailed description of the work to be performed. Minor details of construction regarding design and material, where not otherwise specified, are to be left to the discretion of the bidder and will be their sole responsibility. Bidder shall acknowledge receipt of all addendum with bid. The detailed specification section of the specifications shall be adhered to completely. Then it is to be certified by an officer of the manufacturing company and not a sales representative. NO EXCEPTIONS!

Organizations or individuals submitting bids must directly represent the company that will be providing the labor and materials for the construction.

All work performed by the contractor shall be guaranteed by the successful bidder to be fabricated and assembled in a first-class workman like manor, and of good quality material.

Bid prices should not include tax. We shall certify tax exemption required.

The apparatus, plating, paint and all items furnished on the apparatus shall be guaranteed by the contractor for a period of one year from acceptance. It shall warrant against defective workmanship

and materials at no cost to us. This covers all equipment except maintenance items such as tires, lamps, and filters.

Payment terms must be included with the proposal.

A contract will not be awarded until we have satisfied ourselves that the successful bidder is familiar with this class of equipment, meets the previously described criteria, has the necessary capital, facilities and tools to manufacture the same.

Information, which is incomplete, evasive or of general nature shall be considered as grounds for rejection of the bid.

In making the award of this contract, we shall consider both the prices offered and the qualifications of the bidder, all as indicated within the proposal.

We reserve the right to waive minor in formalities and reject any or all bids and/or to accept that proposal which in our opinion is deemed most advantageous from a standpoint of design, service and other special features and are not necessarily bound to accept the low bid.

Welding shall not be employed in the assembly of the apparatus in a manner that will prevent the removal of major component parts for service and/or repair. This includes, but is not limited to, individual body compartments, doors, pan braces, body subframe, body sides beavertails, etc.

To ensure full dealer support for the service after the sale, the selling dealer must be capable of providing factory service when required.

The successful bidder shall maintain an established service center and parts depot capable of satisfying the warranty service requirements and parts requirements of the vehicle being purchased. The successful bidder must have 24-hour in-house service capabilities to keep down time to a minimum.

The bidder must state location of its authorized service center. This service center must have a staff of factory-trained mechanics, well versed in all aspects of service for all major components of the apparatus. The service center must be within a reasonable distance of purchaser. The successful bidder will assume all costs of any services not within reasonable distance as determined by the fire chief. The successful bidder must also maintain a separate facility at the manufacturing site, in order to satisfy the need for possible major emergency service or repair / collision work.

All bidders responding to these specifications shall submit the proper Certificate of Insurance. The Certificate shall certify that the Manufacturer of the vehicle bid has, in force, Product Liability Insurance of a minimum of five million dollars (\$5,000,000.).

The bidder, if the bidder's proposal is accepted by the purchasing party, they shall defend against any and all suits, assume all liability for the use of any patented process, advice, or article forming a part of any apparatus of any appliance furnished under contract.

The successful bidder will be responsible for conducting all road tests as specified by the NFPA. The successful bidder shall also conduct a pump test on the completed unit and supply proper documentation upon delivery of unit. Copies of all testing records shall be forwarded to the fire department prior to the acceptance of the apparatus. The apparatus must pass all tests in order to be considered acceptable.

Upon acceptance, a factory-trained instructor shall instruct the fire department personnel on the operation and maintenance of the unit.

Two copies of a complete operation and maintenance manual, covering the completed apparatus as delivered, including, but not limited to the chassis, pump, wiring diagrams, lubrication charts, and firefighting equipment.

In the event that there are any questions concerning these specifications, the bidder is directed to contact, in writing.

NAME: _____

FIRE DEPARTMENT: _____

ADDRESS: _____

FAX: _____

EMAIL: _____

APPROVAL DRAWINGS

There shall be a complete set of drawings that are designed from the specifications and/or any change orders signed by the purchaser before construction begins. These drawings shall indicate the chassis make and model, location of lights, siren, horns, compartments and all major components of the unit. The signed drawings will become part of the contract documents.

DELIVERY

The completed unit shall be delivered to the Fire Department at a destination determined by the fire department.

WARRANTIES

LIMITED WARRANTY

The body manufacturer shall warrant the new apparatus for a period of twelve (12) months or 12,000 miles (whichever occurs first) from the date of delivery to the original retail purchaser. The warranty will ensure that the vehicle will be free from defects in material and workmanship that may appear under normal use and service within the warranty period.

PAINT WARRANTY

The body manufacturer shall warrant the new apparatus paint finish for a period of seven (7) years or 84,000 miles (whichever occurs first) from the date of delivery to the original retail purchaser. The warranty will ensure that the vehicle will be free from peeling, cracking, loss of gloss caused by cracking, and any paint failure caused by defective finishes as determined by the manufacturer under normal use and service within the warranty period.

ELECTRICAL WARRANTY

The body manufacturer shall warrant the new apparatus electrical system for a period of ten (10) years or 100,000 miles (whichever occurs first) from the date of delivery to the original retail purchaser. The warranty will ensure that the vehicle will be free from defects in the electrical harness and connections under normal use and service within the warranty period.

BODY STRUCTURAL WARRANTY

The body manufacturer shall warrant the new apparatus for structural integrity for a period of twenty (20) years from the date of delivery to the original retail purchaser. The warranty will ensure that the vehicle will be free from all structural defects of both material and workmanship that may appear under normal use and service within the warranty period.

A copy of the warranty shall be supplied with the bid.

CHASSIS

MODEL

The chassis shall be an FC-94 model. The cab and chassis shall include design considerations for multiple emergency vehicle applications, rapid transit and maneuverability. The chassis shall be manufactured for heavy duty service with the strength and capacity to support a fully laden apparatus, one hundred (100) percent of the time.

MODEL YEAR

The chassis shall have a vehicle identification number that reflects a 2025 model year.

COUNTRY OF SERVICE

The chassis shall be put in service in the country of United States of America (USA).

The chassis will meet applicable U.S.A. federal motor vehicle safety standards per CFR Title 49 Chapter V Part 571 as clarified in the incomplete vehicle book per CFR Title 49 Chapter V Part 568 Section 4 which accompanies each chassis. The chassis manufacturer is not responsible for compliance to state, regional, or local regulations. Dealers should identify those regulations and order any necessary optional equipment from the chassis manufacturer or their OEM needed to be in compliance with those regulations.

CAB AND CHASSIS LABELING LANGUAGE

The cab and chassis shall include the applicable caution, warning, and safety notice labels with text to be written in English.

APPARATUS TYPE

The apparatus shall be a pumper vehicle designed for emergency service use which shall be equipped with a permanently mounted fire pump which has a minimum rated capacity of 750 gallons per minute (3000 L/min). The apparatus shall include a water tank and hose body whose primary purpose is to combat structural and associated fires.

VEHICLE TYPE

The chassis shall be manufactured for use as a straight truck type vehicle and designed for the installation of a permanently mounted apparatus behind the cab. The apparatus of the vehicle shall be supplied and installed by the apparatus manufacturer.

VEHICLE ANGLE OF APPROACH PACKAGE

The angle of approach of the apparatus shall be a minimum of 8.00 degrees.

NFPA1901 Angle of Approach definition:

“To determine the angle of approach, place a thin steel strip against the front of the tires where they touch the ground or stretch a tight string from one front tire to the other at the front where they touch the ground. Determine the lowest point (component or equipment) on the vehicle forward of the front tire that would make the smallest angle of approach. Hang a plumb bob from the lowest point and mark the point on the ground where the point of the plumb bob touches. Measure the vertical distance from the ground to the point where the plumb bob was hung (distance V). Measure the horizontal distance from the plumb bob point to the steel strip or string running from front tire to front tire (distance H). Divide the vertical distance by the horizontal distance. The ratio of V/H is the tangent of the angle of approach. If the ratio is known, the angle of approach can be determined from a table of trigonometric functions of angles or from a math calculator. The standard requires a minimum angle of approach of 8.00 degrees: since the tangent of 8.00 degrees is 0.1405, if V divided by H is 0.1405 or larger, the angle of approach is 8.00 degrees or greater.”

AXLE CONFIGURATION

The chassis shall feature a 4 x 2 axle configuration consisting of a single rear drive axle with a single front steer axle.

GROSS AXLE WEIGHT RATINGS FRONT

The front gross axle weight rating (GAWR) of the chassis shall be 20,000 pounds.

This front gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

GROSS AXLE WEIGHT RATINGS REAR

The rear gross axle weight rating (GAWR) of the chassis shall be 27,000 pounds.

This rear gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

PUMP PROVISION

The chassis shall include provisions to mount a drive line pump in the middle of the chassis, behind the cab, more commonly known as the midship location. Chassis driveline pump provisions shall include an interlock feature for automatic setting of the park brake when the vehicle is shifted into pump mode while the transmission is in neutral and the transmission output speed translates to less than 1 mph.

When the conditions are met the driver side parking brake valve shall activate. Once shifted to road mode the condition for electric automatic brake engagement is no longer present and the driver's parking brake control valve shall function normally.

WATER & FOAM TANK CAPACITY

The chassis shall include a carrying capacity of 500 gallons (2839 liters). The water and/or foam tank(s) shall be supplied and installed by the apparatus manufacturer.

CAB STYLE

The cab shall be a custom, fully enclosed, MFD model with a 10.00 inch raised roof over the driver, officer, and crew area, designed and built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications. The cab shall be designed for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. This style of cab shall offer up to eight (8) seating positions.

The cab shall incorporate a fully enclosed design with side wall roof supports, allowing for a spacious cab area with no partition between the front and rear sections of the cab. To provide a superior finish by reducing welds that fatigue cab metal; the roof, the rear wall and side wall panels shall be assembled using a combination of welds and proven industrial adhesives designed specifically for aluminum fabrication for construction.

The cab shall be constructed using multiple aluminum extrusions in conjunction with aluminum plate, which shall provide proven strength and the truest, flattest body surfaces ensuring less expensive paint repairs if needed. All aluminum welding shall be completed to the American Welding Society and ANSI D1.2-96 requirements for structural welding of aluminum.

All interior and exterior seams shall be sealed for optimum noise reduction and to provide the most favorable efficiency for heating and cooling retention.

The cab shall be constructed of 5052-H32 corrosion resistant aluminum plate. The cab shall incorporate tongue and groove fitted 6061-T6 0.13 & 0.19 inch thick aluminum extrusions for extreme duty situations. A single formed, one (1) piece extrusion shall be used for the "A" pillar, adding strength and rigidity to the cab as well as additional roll-over protection. The cab side walls and lower roof skin shall be 0.13 inch thick; the rear wall and raised roof skins shall be 0.09 inch thick; the front cab structure shall be 0.19 inch thick.

The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches. The overall cab length shall be 131.10 inches with 54.00 inches from the centerline of the front of the axle to the back of the cab.

The cab interior shall be designed to afford the maximum usable interior space and attention to ergonomics with hip and legroom while seated which exceeds industry standards. The crew cab floor shall be flat across the entire walking area for ease of movement inside the cab.

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner in the non-raised roof area and a rear floor to headliner height of 65.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 51.88 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

The cab shall include a driver and officer area with two (2) cab doors large enough for personnel in full firefighting gear. The front doors shall offer a clear opening of 40.25 inches wide X 53.50 inches high, from the cab floor to the top of the door opening. The cab shall also include a crew area with up to two (2) cab doors, also large enough for personnel in full firefighting gear. The rear doors shall offer a clear opening of 32.25 inches wide X 61.00 inches high, from the cab floor to the top of the door opening.

The cab shall incorporate a progressive two (2) step configuration from the ground to the cab floor at each door opening. The progressive steps are vertically staggered and extend the full width of each step well allowing personnel in full firefighting gear to enter and exit the cab easily and safely.

The first step for the driver and officer area shall measure approximately 11.50 inches deep X 31.13 inches wide. The intermediate step shall measure approximately 8.50 inches deep X 32.50 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 11.00 inches.

The first step for the crew area shall measure approximately 11.50 inches deep X 20.44 inches wide. The intermediate step shall measure approximately 10.25 inches deep X 22.75 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 12.80 inches.

CAB FRONT FASCIA

The front cab fascia shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick plate which shall be an integral part of the cab.

The cab fascia will encompass the entire front of the aluminum cab structure from the bottom of the windshield to the bottom of the cab and shall be the "Classic" design.

The front cab fascia shall include two (2) modules on each side accommodating a total of up to four (4) Hi/Low beam headlights and two (2) turn signal lights or up to four (4) warning lights. Two (2) chrome plated bezels shall be provided on each side around each set of two lamps.

FRONT GRILLE

The front fascia shall include a 304 stainless steel front grille.

CAB UNDERCOAT

There shall be a rubberized undercoating applied to the underside of the cab that provides abrasion protection, sound deadening and corrosion protection.

CAB SIDE DRIP RAIL

There shall be a drip rail along the top radius of each cab side. The drip rails shall help prevent water from the cab roof running down the cab side.

CAB PAINT EXTERIOR

The cab exterior shall be painted a single color per customers specified paint color following the RFG-SR-001 paint standards.

CAB PAINT PROCESS/MANUFACTURER

The cab paint manufacturer shall be determined at a later date. The cab shall be painted prior to the installation of glass accessories and all other cab trim to ensure complete paint coverage and the maximum in corrosion protection of all metal surfaces.

All metal surfaces on the cab shall be mechanically etched by sanding disc to remove any surface oxidation or surface debris which may hinder the paint adhesion. Once all imperfections on the exterior surfaces are removed and sanded smooth, body fillers shall be applied to the cab on all surfaces that require a critically aesthetic finish and sanded smooth.

The entire cab shall then be coated with a high quality base primer that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be sanding the cab to a smooth finish followed by sealing the seams with an automotive seam sealer. The minimum thickness of the primer coat after sanding shall be 2.50 mils with a maximum thickness of 5.00 mils.

The cab shall then be painted the specific color(s) designated by the customer with an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on an emergency scene. The paint shall have a minimum thickness of 1.00 mils with a maximum of 4 mils, followed by a clear top coat with a minimum of 2.5 mils and a maximum of 3.5 mils. The entire cab shall then be baked to speed the curing process of the coatings.

CAB PAINT PRIMARY/LOWER COLOR

The primary/lower paint color shall be:

CAB PAINT WARRANTY

Purchaser shall receive a Paint and Finish (Exterior Clear coated) One (1) Year limited warranty in accordance with, and subject to, warranty certificate RFW0701. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CAB PAINT INTERIOR

The visible interior cab structure surfaces shall be painted with a multi-tone silver gray texture finish.

CAB ENTRY DOORS

The cab shall include four (4) entry doors, two (2) front doors and two (2) crew doors designed for ease of entering and egress when outfitted with an SCBA. The doors shall be constructed of extruded aluminum with a nominal thickness of 0.13 inch. The exterior skins shall be constructed of 0.13 inch aluminum plate.

The doors shall include a double rolled style automotive rubber seal around the perimeter of each door frame and door edge which ensures a weather tight fit.

All door hinges shall be hidden within flush mounted cab doors for a pleasing smooth appearance and perfect fit along each side of the cab. Each door hinge shall be piano style with a 0.38 inch pin and shall be constructed of stainless steel.

CAB ENTRY DOOR TYPE

All cab entry doors shall be barrier clear design resulting in exposed lower cab steps. The doors shall provide approximately 32.00 inches of clearance from the ground to the bottom of the door so cab doors may be opened un-hindered by most obstacles encountered, such as guard rails along interstate highways.

Entry doors shall include Pollak mechanical plunger style switches for electrical component activation.

CAB INSULATION

The cab ceiling and walls shall include a nonwoven polyester fiber insulation. The insulation shall act as a barrier absorbing noise as well as assisting in sustaining the desired climate within the cab interior.

CAB STRUCTURAL WARRANTY

Purchaser shall receive a Cab Structure (Aluminum) Five (5) Years limited warranty in accordance with, and subject to, warranty certificate RFW0601. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CAB TEST INFORMATION

The cab shall have successfully completed the preload side impact, static roof load application and frontal impact without encroachment to the occupant survival space when tested in accordance with Section 4 of SAE J2420 COE Frontal Strength Evaluation Dynamic Loading Heavy Trucks, Section 5 of SAE J2422 Cab Roof Strength Evaluation Quasi –Static Loading Heavy Trucks and ECE R29 Uniform Provisions Concerning the Approval of Vehicles with regard to the Protection of the Occupants of the Cab of a Commercial Vehicles Annex 3 Paragraph 5.

The above tests have been witnessed by and attested to by an independent third party. The test results were recorded using cameras, high speed imagers, accelerometers and strain gauges. Documentation of the testing shall be provided upon request.

ELECTRICAL SYSTEM

The chassis shall include a single starting electrical system which shall include a 12 volt direct current multiplexing system, suppressed per SAE J551. The wiring shall be appropriate gauge cross link with 311 degree Fahrenheit insulation. All SAE wires in the chassis shall be color coded and shall include the circuit number and function where possible. The wiring shall be protected by 275 degree Fahrenheit minimum high temperature flame retardant loom. All nodes and sealed Deutsch connectors shall be waterproof.

LOAD MANAGEMENT SYSTEM

The apparatus load management shall be performed by the included multiplex system. The multiplex system shall also feature the priority of sequences and shall shed electrical loads based on the priority list specifically programmed.

DATA RECORDING SYSTEM

The chassis shall have a Weldon Vehicle Data Recorder (VDR) system installed. The system shall be designed to meet NFPA 1901 and shall be integrated with the Weldon Multiplex electrical system. The following information shall be recorded:

Vehicle Speed
Acceleration
Deceleration
Engine Speed

Engine Throttle Position
ABS Event
Seat Occupied Status
Seat Belt Status
Master Optical Warning Device Switch Position
Time
Date

Each portion of the data shall be recorded at the specified intervals and stored for the specified length of time to meet NFPA 1901 guidelines and shall be retrievable by connecting a laptop computer to the VDR system. The laptop connection shall be a panel mounted female type B USB connection point, remotely mounted in the left side foot well.

ACCESSORY POWER

The electrical distribution panel shall include two (2) power studs. The studs shall be size #10 and each of the power studs shall be circuit protected with a fuse of the specified amperage. One (1) power stud shall be capable of carrying up to a 40 amp battery direct load. One (1) power stud shall be capable of carrying up to a 15 amp ignition switched load. The two (2) power studs shall share one (1) #10 ground stud. A 225 amp battery direct power and ground stud shall be provided and installed on the chassis near the left hand battery box for OEM body connections.

EXTERIOR ELECTRICAL TERMINAL COATING

All terminals exposed to the elements will be sprayed with a high visibility protective rubberized coating to prevent corrosion.

ELECTRICAL SYSTEM WARRANTY

Purchaser shall receive an Electrical System One (1) Year or 18,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0201. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

ENGINE

The chassis engine shall be a Cummins L9 engine. The L9 engine shall be an in-line six (6) cylinder, four-cycle diesel-powered engine. The engine shall offer a rating of 380 horsepower at 2200 RPM and shall be governed at 2200 RPM. The torque rating shall feature 1150-foot pounds of torque at 1200 RPM with 543 cubic inches (8.9 liters) of displacement.

The L9 engine shall feature a VGT™ Turbocharger, a high-pressure common rail fuel system, fully integrated electronic controls with an electronic governor, and shall be EPA certified to meet the 2021-

26 emissions standards using cooled exhaust gas recirculation and selective catalytic reduction technology.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. The engine shall include Citgo brand Citgard 500, or equivalent SAE 15W40 CK-4 low ash engine oil which shall be utilized for proper engine lubrication.

A wiring harness shall be supplied ending at the back of the cab. The harness shall include a connector which shall allow an optional harness for the pump panel. The included circuits shall be provided for a tachometer, oil pressure, engine temperature, hand throttle, high idle and a PSG system. A circuit for J1939 data link shall also be provided at the back of the cab.

If an L9 engine is NOT available or cannot be provided for that specific quote or build slot at time of production, you will automatically be upgraded and charged for an X12 (or the X10 engine) with all costs associated with the upgrade being passed on to the end user. No exceptions.

If a pre-2027 emission engine is NOT available at the time of build (starting production on January 1, 2026) your order will automatically be upgraded and charged for either the 2027 engine compliant Cummins X-10 or X-15, with all associated costs being passed on to the end user. No exceptions.

CAB ENGINE TUNNEL

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade, 0.19 of an inch thick aluminum. The tunnel shall be a maximum of 41.50 inches wide X 25.50 inches high.

DIESEL PARTICULATE FILTER CONTROLS

There shall be two (2) controls for the diesel particulate filter. One (1) control shall be for regeneration and one (1) control shall be for regeneration inhibit.

ENGINE PROGRAMMING HIGH IDLE SPEED

The engine high idle control shall maintain the engine idle at approximately 1250 RPM when engaged.

ENGINE HIGH IDLE CONTROL

The vehicle shall be equipped with an automatic high-idle speed control which shall be pre-set to operate the engine at a specified RPM to increase alternator output if the system voltage drops to 12.5 volts with multi-plex wired chassis and 12.8 volts using load manager with conventional wiring. This device shall automatically operate only when the engine is running, the transmission is in neutral, and with the parking brake set. The automatic high idle will stay engaged for a minimum of ten (10) minutes and until the system, voltage has reached 13.0 volts. Application of the service brake will

override the automatic high idle and reset timer. The vehicle shall be equipped with a high-idle speed rocker switch. It shall be pre-set so when activated, it will operate the engine at the specified RPM to increase alternator output. This device shall operate only when the engine is running, the transmission is in neutral, and with the parking brake set. When automatically engaged the high idle shall disengage when the operator depresses the brake pedal, or the transmission is placed in gear, and shall be available to manually or automatically re-engage when the brake pedal is released, or when the transmission is placed in neutral. Switch shall not override automatic high idle between voltage parameters during timed cycle.

ENGINE PROGRAMMING ROAD SPEED GOVERNOR

The engine shall include programming which will govern the top speed of the vehicle.

AUXILIARY ENGINE BRAKE

A compression brake, for the six (6) cylinder engine shall be provided. A cutout relay shall be installed to disable the compression brake when in pump mode or when an ABS event occurs. The engine compression brake shall activate upon 0% accelerator when in operation mode and actuate the vehicle's brake lights.

The engine shall utilize a variable geometry turbo (VGT) as an integrated auxiliary engine brake to offer a variable rate of exhaust flow, which when activated in conjunction with the compression brake shall enhance the engine's compression braking capabilities.

AUXILIARY ENGINE BRAKE CONTROL

An engine compression brake control device shall be included. The electronic control device shall monitor various conditions and shall activate the engine brake only if all of the following conditions are simultaneously detected:

A valid gear ratio is detected.

The driver has requested or enabled engine compression brake operation.

The throttle is at a minimum engine speed position.

The electronic controller is not presently attempting to execute an electronically controlled final drive gear shift.

The compression brake shall be controlled through an on/off switch and a low/medium/high selector switch.

ELECTRONIC ENGINE OIL LEVEL INDICATOR

The engine oil shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal. The warning shall activate in a low oil situation upon turning on the master battery and ignition switches without the engine running.

FLUID FILLS

The engine oil, coolant, transmission, and power steering fluid fills shall be located under the cab. The windshield washer fill shall be accessible through the front left side mid step.

ENGINE DRAIN PLUG

The engine shall include an original equipment manufacturer installed oil drain plug.

ENGINE WARRANTY

The Cummins engine shall be warranted for a period of five (5) years or 100,000 miles, whichever occurs first.

REMOTE THROTTLE HARNESS

An apparatus interface wiring harness for the engine and transmission pump interlocks shall be supplied with the chassis. The harness shall include a connector for connection to a chassis pump panel harness supplied by the body builder and shall terminate in the left frame rail behind the cab for connection by the body builder. The harness shall include circuits deemed for a pump panel and shall contain circuits for a hand throttle, and a multiplexed gauge. Separate circuits shall also be included for a pump control switch, "Pump Engaged" and "OK to Pump" indicator lights, open compartment ground, start signal, park brake ground, ignition signal, master power, clean power, customer ignition, air horn solenoid switch, high idle switch and high idle indicator light. The harness shall contain interlocks that will prevent shifting to road or pump mode unless the transmission output speed translates to less than 1 mph and the transmission is in neutral. The shift to pump mode shall also require the park brake be set.

ENGINE PROGRAMMING REMOTE THROTTLE

The engine ECM discreet wire remote throttle circuit will be turned on for use with a discreet wire based pump controller.

ENGINE PROGRAMMING IDLE SPEED

The engine low idle speed will be programmed at 700 rpm.

ENGINE AIR INTAKE

The engine air intake system shall include an ember separator. This ember separator shall be designed to protect the downstream air filter from embers using a combination of unique flat and crimped metal

screens packaged in a heavy duty galvanized steel frame. This multilayered screen shall trap embers and allow them to burn out before passing through the pack.

The engine air intake system shall also include an air cleaner mounted above the radiator. This air cleaner shall utilize a replaceable dry type filter element designed to prevent dust and debris from being ingested into the engine. A service cover shall be provided on the housing, reducing the chance of contaminating the air intake system during air filter service.

The air intake system shall include a restriction indicator light in the warning light cluster on the instrument panel, which shall activate when the air cleaner element requires replacement.

ENGINE FAN DRIVE

The engine cooling system fan shall incorporate a thermostatically controlled, Horton fully variable type fan drive with SmartClutch J-1939 CAN controller. The clutch fan shall override the thermostatic variable speed and function as full on automatically in pump mode.

The variable speed fan clutch only engages at the amount needed for proper cooling to facilitate improved vehicle performance, cab heating in cold climates, and fuel economy. The fan clutch design shall be fail-safe so that if the clutch drive fails the fan shall engage to prevent engine overheating due to the fan clutch failure. The fan speed shall include a J-1939 CAN clutch controller to receive signal from the engine control module to activate at variable rates of speed. Variable speeds shall be set through thermostatic and engine speed signals to run as efficiently and quietly as required to maintain temperature.

ENGINE COOLING SYSTEM

There shall be a heavy-duty aluminum cooling system designed to meet the demands of the emergency response industry. The cooling system shall have the capacity to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system shall be designed and tested to meet or exceed the requirements specified by the engine and transmission manufacturer and all EPA requirements. The complete cooling system shall be mounted to isolate the entire system from vibration or stress. The individual cores of the cooling system shall be mounted in a manner to allow expansion and contraction at various rates without inducing stress into the adjoining cores.

The cooling system shall be comprised of a charge air cooler to radiator serial flow package that provides the maximum cooling capacity for the specified engine as well as serviceability. The main components shall include a surge tank, a charge air cooler bolted to the front of the radiator, recirculation shields, a shroud, a fan, and required tubing.

The radiator shall be a down-flow design constructed with aluminum cores, plastic end tanks, and a steel frame. The radiator shall be equipped with a drain cock to drain the coolant for serviceability.

The cooling system shall include a one piece injected molded polymer fan with a three (3) piece fiberglass fan shroud.

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and rearward oriented sight glass to observe coolant in the system. A cold fill and observation line shall be included within the frame mounted translucent recovery bottle to monitor the level of the coolant. The surge tank shall have a dual seal cap that meets the engine manufacturer's pressure requirements and allows for expansion and recovery of coolant into a separate integral expansion chamber.

All radiator tubes shall be formed from aluminized steel tubing. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance.

The charge air cooler shall be a cross-flow design constructed completely of aluminum with cast tanks. All charge air cooler tubes shall be formed from aluminized steel tubing and installed with silicone hump hoses and stainless steel "constant torque" style clamps meeting the engine manufacturer's requirements.

The radiator and charge air cooler shall be removable through the bottom of the chassis.

ENGINE COOLING SYSTEM PROTECTION

The engine cooling system shall include a recirculation shield designed to act as a light duty skid plate below the radiator to provide additional protection for the engine cooling system from light impacts, stones, and road debris.

ENGINE COOLANT

The cooling package shall include Extended Life Coolant (ELC). The use of ELC provides longer intervals between coolant changes over standard coolants providing improved performance. The coolant shall contain a 50/50 mix of ethylene glycol and de-ionized water to keep the coolant from freezing to a temperature of -34 degrees Fahrenheit.

Proposals offering supplemental coolant additives (SCA) shall not be considered, as this is part of the extended life coolant makeup.

ELECTRONIC COOLANT LEVEL INDICATOR

The instrument panel shall feature a low engine coolant indicator light which shall be located in the center of the instrument panel. An audible tone alarm shall also be provided to warn of a low coolant incident.

COOLANT HOSES

The cooling systems hose shall be formed silicone hose and formed aluminized steel tubing and include stainless steel constant torque band clamps.

ENGINE COOLANT OVERFLOW BOTTLE

A remote engine coolant overflow expansion bottle shall be provided in the case of over filling the coolant system. The overflow bottle shall capture the expansion fluid or overfill rather than allow the fluid to drain on the ground.

ENGINE PUMP HEAT EXCHANGER

A single bundle type coolant to water heat exchanger shall be installed between the engine and the radiator. The heat exchanger shall be designed to prohibit water from the pump from coming in contact with the engine coolant. This shall allow the use of water from the discharge side of the pump to assist in cooling the engine.

ENGINE EXHAUST SYSTEM

The exhaust system shall include an end-in end-out horizontally mounted single module after treatment device, and downpipe from the charge air cooled turbo. The single module shall include four temperature sensors, diesel particulate filter (DPF), urea dosing module (UL2), and a selective catalytic reduction (SCR) catalyst to meet current EPA standards. The selective catalytic reduction catalyst utilizes a diesel exhaust fluid solution consisting of urea and purified water to convert NO_x into nitrogen, water, and trace amounts of carbon dioxide. The solution shall be mixed and injected into the system through the DPF and SCR.

The system shall utilize 0.07 inch thick stainless steel exhaust tubing between the engine turbo and the DPF. Zero leak clamps seal all system joints between the turbo and DPF.

The single module after treatment through the end of the tailpipe shall be connected with zero leak clamps. The discharge shall terminate horizontally on the right side of the vehicle ahead of the rear tires.

The exhaust system after treatment module shall be mounted below the frame in the outboard position.

DIESEL EXHAUST FLUID TANK

The exhaust system shall include a molded cross linked polyethylene tank for Diesel Exhaust Fluid (DEF). The tank shall have a capacity of six (6) usable gallons and shall be mounted on the left hand side of the chassis frame behind the batteries below the frame.

The DEF tank shall be designed with capacity for expansion in case of fluid freezing. Engine coolant, which shall be thermostatically controlled, shall be run through lines in the tank to help prevent the DEF from freezing and to provide a means of thawing the fluid if it should become frozen.

The tank fill tube shall be routed under the rear of the cab with the fill neck and splash guard accessible in the top rear step.

ENGINE EXHAUST ACCESSORIES

An exhaust temperature mitigation device shall be shipped loose for installation by the body manufacturer on the vehicle. The temperature mitigation device shall lower the temperature of the exhaust by combining ambient air with the exhaust gasses at the exhaust outlet.

ENGINE EXHAUST WRAP

The exhaust tubing between the engine turbo and the diesel particulate filter (DPF) shall be wrapped with a thermal cover in order to retain the necessary heat for DPF regeneration. The exhaust wrap shall also help protect surrounding components from radiant heat which can be transferred from the exhaust.

The exhaust flex joint shall not include the thermal exhaust wrap.

EMISSIONS SYSTEMS WARRANTY

Purchaser shall receive a Regulated Emissions Systems Five (5) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0140. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

TRANSMISSION

The drive train shall include an Allison model EVS 3000 torque converting, automatic transmission which shall include electronic controls. The transmission shall feature two (2) 10-bolt PTO pads located on the converter housing.

The transmission shall include two (2) internal oil filters which shall offer Allison formulated Castrol TranSynd™ synthetic transmission fluid which shall be utilized in the lubrication of the EVS transmission. An electronic oil level sensor shall be included with the readout located in the shift selector.

The transmission gear ratios shall be:

1st 3.49:1
2nd 1.86:1

3rd	1.41:1
4th	1.00:1
5th	0.75:1
6th	0.65:1 (if applicable)
Rev	5.03:1

TRANSMISSION MODE PROGRAMMING

The transmission, upon start-up, will select five (5) speeds of operation. The sixth speed over drive shall be available with the activation of the mode button on the shifting pad.

TRANSMISSION FEATURE PROGRAMMING

The Allison Gen V/VI-E transmission EVS group package number 127 shall contain the 198 vocational package in consideration of the duty of this apparatus as a pumper. This package shall incorporate an automatic neutral with selector override. This feature commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. This requires re-selecting drive range to shift out of neutral for the override.

This package shall be coupled with the use of a split shaft PTO and incorporate pumping circuits. These circuits shall be used allowing the vehicle to operate in the fourth range lockup while operating the pump mode due to the 1 to 1 ratio through the transmission, therefore the output speed of the engine is the input speed to the pump. The pump output can be easily calculated by using this input speed and the drive ratio of the pump itself to rate the gallons of water the pump can provide.

A transmission interface connector shall be provided in the cab. This package shall contain the following input/output circuits to the transmission control module. The Gen V/VI-E transmission shall include prognostic diagnostic capabilities. These capabilities shall include the monitoring of the fluid life, filter change indication, and transmission clutch maintenance.

Function ID	Description	Wire assignment
Inputs		
C	PTO Request	142
J	Fire Truck Pump Mode (4th Lockup)	122 / 123
Outputs		
C	Range Indicator	145 (4th)
G	PTO Enable Output	130
	Signal Return	103

TRANSMISSION SHIFT SELECTOR

An Allison pressure sensitive range selector touch pad shall be provided and located to the right of the driver within clear view and easy reach. The shift selector shall have a graphical Vacuum Florescent

Display (VFD) capable of displaying two lines of text. The shift selector shall provide mode indication and a prognostic indicator (wrench symbol) on the digital display. The prognostics monitor various operating parameters and shall alert you when a specific maintenance function is required.

ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR

The transmission fluid shall be monitored electronically.

TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE

When the auxiliary brake is engaged, the transmission shall automatically shift to second gear to decrease the rate of speed assisting the secondary braking system and slowing the vehicle.

TRANSMISSION COOLING SYSTEM

The transmission shall include a water to oil cooler system located in the cooling loop between the radiator and the engine. The transmission cooling system shall meet all transmission manufacturer requirements. The transmission cooling system shall feature continuous flow of engine bypass water to maintain uninterrupted transmission cooling.

TRANSMISSION DRAIN PLUG

The transmission shall include an original equipment manufacturer installed magnetic transmission fluid drain plug.

TRANSMISSION WARRANTY

The Allison EVS series transmission shall be warranted for a period of five (5) years with unlimited mileage. Parts and labor shall be included in the warranty.

LH PTO

A ten (10) bolt standard duty clutched drive PTO shall be provided by the chassis manufacturer and installed on the transmission. Installation shall include mounting of the PTO and wiring the unit with a control switch.

LH PTO MODEL

A ten (10) bolt Chelsea model 281-GSFJP-B8RK heavy duty transmission driven PTO shall be installed. The clutched shifted PTO is designed specifically for the Allison world transmission and provides an intermittent and continuous torque rating of 265 lb. ft.

PTO LOCATION

The transmission shall have two (2) power take off (PTO) mounting locations, one (1) in the 8:00 o'clock position and one (1) in the 4:00 o'clock position.

LH PTO CONTROL

The left hand power take off shall be controlled by the transmission. The power take off shall be activated by a locking on/off rocker switch which contains an integral light which shall illuminate upon a positive engagement of the power take off. This switch shall be located on dash.

Required operating conditions for enabling this function are:

Throttle position is low

Engine speed is within customer specified constant limits

Transmission output speed is within customer specified constant limits

Park brake set

DRIVELINE

All drivelines shall be heavy duty metal tube and equipped with MSI 1710 series universal joints. The shafts shall be dynamically balanced prior to installation to alleviate future vibration. In areas of the driveline where a slip shaft is required, the splined slip joint shall be coated with Glide Coat®. The drivelines shall include Meritor brand u-joints with thrust washers.

FUEL FILTER/WATER SEPARATOR

The fuel system shall have a Fleetguard FS20121 fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve.

A water in fuel sensor shall be provided and wired to an instrument panel lamp and audible alarm to indicate when water is present in the fuel/water separator.

A secondary fuel filter shall be included as approved by the engine manufacturer.

FUEL LINES

The fuel system supply and return lines installed from the fuel tank to the engine shall be reinforced nylon tubing rated for diesel fuel. The fuel lines shall be brown in color and connected with brass fittings.

ELECTRIC FUEL PRIMER

Integral to the engine assembly is an electric lift pump that serves the purpose of pre-filter fuel priming.

FUEL TANK

The fuel tank shall have a capacity of fifty (50) gallons and shall measure 35.00 inches in width X 15.00 inches in height X 24.00 inches in length.

The baffled tank shall have a vent port to facilitate venting to the top of the fill neck for rapid filling without "blow-back" and a roll over ball check vent for temperature related fuel expansion and draw.

The tank is designed with dual draw tubes and sender flanges. The tank shall have 2.00 inch NPT fill ports for right or left hand fill. A 0.50 inch NPT drain plug shall be centered in the bottom of the tank.

The fuel tank shall be mounted below the frame, behind the rear axle. Two (2) three-piece strap hanger assemblies with "U" straps bolted midway on the fuel tank front and rear shall be utilized to allow the tank to be easily lowered and removed for service purposes. Rubber isolating pads shall be provided between the tank and the upper tank mounting brackets. Strap mounting studs through the rail, hidden behind the body shall not be acceptable.

FUEL TANK MATERIAL AND FINISH

The fuel tank shall be constructed of 12 gauge aluminized steel. The exterior of the tank shall be powder coated black and then painted to match the frame components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 Method B, results to be 5B minimum. The pencil hardness test per ASTM D3363 shall have a final post-cured pencil hardness of H-2H. The direct impact resistance test per ASTM D2794, results to be 5B minimum.

Any proposals offering painted fuel tanks with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

FUEL TANK STRAP MATERIAL

The fuel tank straps shall be constructed of ASTM A-36 steel. The fuel tank straps shall be powder coated black and then painted to match the frame components if possible.

FUEL TANK FILL PORT

The fuel tank fill ports shall be offset with the left fill port located in the rearward position and the right fill port located in the middle position on the fuel tank.

FUEL TANK DRAIN PLUG

A 0.5 inch NPT magnetic drain plug shall be centered in the bottom of the fuel tank.

FRONT AXLE

The front axle shall be a Meritor Easy Steer Non drive front axle, model number MFS-20. The axle shall include a 3.74 inch drop and a 71.00 inch king pin intersection (KPI). The axle shall include a conventional style hub with a standard knuckle.

FRONT AXLE WARRANTY

The front axle shall be warranted by Meritor for five (5) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

FRONT WHEEL BEARING LUBRICATION

The front axle wheel bearings shall be lubricated with oil. The oil level can be visually checked via clear inspection windows in the front axle hubs.

FRONT SHOCK ABSORBERS

Two (2) Bilstein inert, nitrogen gas filled shock absorbers shall be provided and installed as part of the front suspension system. The shocks shall be a monotubular design and fabricated using a special extrusion method, utilizing a single blank of steel without a welded seam, achieving an extremely tight peak-to-valley tolerance and maintains consistent wall thickness. The monotubular design shall provide superior strength while maximizing heat dissipation and shock life.

The ride afforded through the use of a gas shock is more consistent and shall not deteriorate with heat, the same way a conventional oil filled hydraulic shock would.

The Bilstein front shocks shall include a digressive working piston assembly allowing independent tuning of the compression and rebound damping forces to provide optimum ride and comfort without compromise. The working piston design shall feature fewer parts than most conventional twin tube and "road sensing" shock designs and shall contribute to the durability and long life of the Bilstein shock absorbers.

Proposals offering the use of conventional twin tube or "road sensing" designed shocks shall not be considered.

FRONT SUSPENSION

The front suspension shall include a ten (10) leaf spring pack in which the longest leaf measures 54.00 inch long and 4.00 inches wide and shall include a military double wrapped front eye. Both spring eyes shall have a case hardened threaded bushing installed with lubrication counter bore and lubrication land off cross bore with grease fitting. The spring capacity shall be rated at 21,500 pounds.

STEERING COLUMN/ WHEEL

The cab shall include a Douglas Autotech steering column which shall include a seven (7) position tilt, a 2.25 inch telescopic adjustment, and an 18.00 inch, two (2) spoke steering wheel located at the driver's position. The steering wheel shall be covered with black polyurethane foam padding.

The steering column shall contain a horn button, self-canceling turn signal switch, four-way hazard switch and headlamp dimmer switch.

ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR

The power steering fluid shall be monitored electronically and shall send a signal to activate an audible alarm and visual warning in the instrument panel when fluid level falls below normal.

POWER STEERING PUMP

The hydraulic power steering pump shall be a TRW PS and shall be gear driven from the engine. The pump shall be a balanced, positive displacement, sliding vane type. The power steering system shall include an oil to air passive cooler.

FRONT AXLE CRAMP ANGLE

The chassis shall have a front axle cramp angle of 48-degrees to the left and 44-degrees to the right.

POWER STEERING GEAR

The power steering gear shall be a TRW model TAS 65 with an assist cylinder.

CHASSIS ALIGNMENT

The chassis frame rails shall be measured to insure the length is correct and cross checked to make sure they run parallel and are square to each other. The front and rear axles shall be laser aligned. The front tires and wheels shall be aligned and toe-in set on the front tires by the chassis manufacturer.

REAR AXLE

The rear axle shall be a Meritor model RS-25-160 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a fire service rated capacity of 27,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing with a standard wall thickness of 0.63 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

The axle shall have heavy-duty Hypoid gearing for longer life, greater strength and quieter operation. Industry-standard wheel ends for compatibility with both disc and drum brakes, and unitized oil seal technology to keep lubricant in and help prevent contaminant damage will be used.

REAR AXLE WARRANTY

The rear axle shall be warranted by Meritor for five (5) years with unlimited miles under the general service application. Details of the Meritor warranty are provided on the PDF document attached to this option.

REAR AXLE DIFFERENTIAL LUBRICATION

The rear axle differential shall be lubricated with oil.

REAR WHEEL BEARING LUBRICATION

The rear axle wheel bearings shall be lubricated with oil.

VEHICLE TOP SPEED

The top speed of the vehicle shall be approximately 65 MPH +/- 2 MPH at governed engine RPM.

REAR SUSPENSION

The single rear axle shall feature a Reyco 79KB vari-rate, self-leveling captive slipper type conventional multi-leaf spring suspension, with 57.50 inch X 3.00 inch springs. One (1) adjustable and one (1) fixed torque rod shall be provided.

The rear suspension capacity shall be rated from 21,000 to 31,500 pounds.

TIRE INTERMITTENT SERVICE RATING

The chassis shall be rated using Intermittent Service ratings provided to the emergency vehicle market by the tire manufacturers as the basis for determining the maximum vehicle load and speed.

FRONT TIRE

The front tires shall be Michelin 315/80R-22.5 20PR "L" tubeless radial XZUS 2 regional tread.

The front tire stamped load capacity shall be 20,000 pounds per axle with a nominal speed rating of 65 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 21,400 pounds per axle with a maximum speed of 65 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall be 20,000 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

REAR TIRE

The rear tires shall be Michelin 12R-22.5 16PR "H" tubeless radial XDN2 all-weather tread.

The rear tire stamped load capacity shall be 27,120 pounds per axle with a nominal speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 29,020 pounds per axle with a maximum speed of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall match the nominal speed rating.

The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

REAR AXLE RATIO

The rear axle ratio shall be 5.63:1.

TIRE PRESSURE INDICATOR

There shall be electronic chrome LED valve caps shipped loose for installation by the OEM which shall illuminate with a red LED when tire pressure drops 8psi provided. The valve caps are self-calibrating and set to the pressure of the tire upon installation.

FRONT WHEEL

The front wheels shall be Accuride hub piloted, 22.50 inch X 9.00 inch steel wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

WHEEL PAINT

The front steel wheels shall be pretreated in a zinc phosphate bath, coated with a cathode electro deposited white primer base coat (E-Coat). The E-Coat shall exceed 336 hours under industry standard ASTM salt spray testing.

The wheels shall then be finish painted the same as the primary/lower color of the cab by the chassis manufacturer.

REAR WHEEL

The rear wheels shall be Accuride hub piloted, heavy duty, 22.50 inch X 8.25 inch steel wheels. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

WHEEL PAINT

The rear steel wheels shall be pretreated in a zinc phosphate bath, coated with a cathode electro deposited white primer base coat (E-Coat). The E-Coat shall exceed 336 hours under industry standard ASTM salt spray testing.

The wheels shall then be finish painted the same as the primary/lower color of the cab by the chassis manufacturer.

BRAKE SYSTEM

A rapid build-up air brake system shall be provided. The air brakes shall include, at a minimum, a two (2) air tank, three (3) reservoir system with a total of 4152 cubic inch of air capacity. A floor mounted treadle valve shall be mounted inside the cab for graduated control of applying and releasing the brakes. An inversion valve shall be installed to provide a service brake application in the unlikely event of primary air supply loss. All air reservoirs provided on the chassis shall be labeled for identification.

The rear axle spring brakes shall automatically apply in any situation when the air pressure falls below 25 PSI and shall include a mechanical means for releasing the spring brakes when necessary. An audible alarm shall designate when the system air pressure is below 60 PSI.

A four (4) sensor, four (4) modulator anti-lock braking system (ABS) shall be installed on the front and rear axles in order to prevent the brakes from locking or skidding while braking during hard stops or on icy or wet surfaces. This in turn shall allow the driver to maintain steering control under heavy braking and in most instances, shorten the braking distance. The electronic monitoring system shall incorporate diagonal circuitry which shall monitor wheel speed during braking through a sensor and tone ring on each wheel. A dash mounted ABS lamp shall be provided to notify the driver of a system malfunction. The ABS system shall automatically disengage the auxiliary braking system device when required. The speedometer screen shall be capable of reporting all active defaults using PID/SID and FMI standards.

Additional safety shall be accommodated through Automatic Traction Control (ATC) which shall be installed on the single rear axle. The ATC system shall apply the ABS when the drive wheels lose traction. The system shall scale the electronic engine throttle back to prevent wheel spin while accelerating on ice or wet surfaces.

A momentary rocker style switch shall be provided and properly labeled "mud/snow". When the switch is pressed once, the system shall allow a momentary wheel slip to obtain traction under extreme mud and snow conditions. During this condition the ATC light and the light on the rocker switch shall blink continuously notifying the driver of activation. Pressing the switch again shall deactivate the mud/snow feature.

The Electronic Stability Control (ESC) unit is a functional extension of the electronic braking system. It is able to detect any skidding of the vehicle about its vertical axis as well as any rollover tendency. The control unit comprises an angular-speed sensor that measures the vehicle's motion about the vertical axis, caused, for instance, by cornering or by skidding on a slippery road surface. An acceleration sensor measures the vehicle's lateral acceleration. The Controller Area Network (CAN) bus provides information on the steering angle. On the basis of lateral acceleration and steering angle, an integrated microcontroller calculates a theoretical angular speed for the stable vehicle condition.

FRONT BRAKES

The front brakes shall be Meritor 16.50 inch x 6.00 inch S-cam drum type.

REAR BRAKES

The rear brakes shall be Meritor 16.50 inch X 8.63 inch S-cam drum type. The brakes shall feature a cast iron shoe.

PARK BRAKE

Upon application of the push-pull valve in the cab, the rear brakes will engage via mechanical spring force. This is accomplished by dual chamber rear brakes, satisfying the FMVSS parking brake requirements.

PARK BRAKE CONTROL

A Meritor-Wabco manual hand control push-pull style valve shall operate the parking brake.

The parking brake actuation valve shall be mounted to the left side of the engine tunnel integrated into the transmission shift pod console within easy access of the driver.

FRONT BRAKE SLACK ADJUSTERS

The front brakes shall include Meritor automatic slack adjusters installed on the chassis which features a simple, durable design offering reduced weight. The automatic slack adjusters shall feature a manual adjusting nut which cannot inadvertently be backed off and threaded grease fittings for easy serviceability.

REAR BRAKE SLACK ADJUSTERS

The rear brakes shall include Meritor automatic slack adjusters installed on the axle which features a simple, durable design offering reduced weight. The automatic slack adjusters shall feature a manual adjusting nut which cannot inadvertently be backed off and threaded grease fittings for easy serviceability.

AIR DRYER

The brake system shall include a Wabco System Saver 1200 air dryer with an integral 100 watt heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be located on the right hand frame rail forward of the front wheel behind the right hand cab step.

FRONT BRAKE CHAMBERS

The front brakes shall be provided with MGM type 30 brake chambers.

REAR BRAKE CHAMBERS

The rear axle shall include TSE 30/36 brake chambers which shall convert the energy of compressed air into mechanical force and motion. This shall actuate the brake camshaft, which in turn shall operate

the foundational brake mechanism forcing the brake shoes against the brake drum. The TSE Type 36 brake chamber has a 36.00 square inch effective area.

AIR COMPRESSOR

The air compressor provided for the engine shall be a Wabco® SS318 single cylinder pass-through drive type compressor which shall be capable of producing 18.7 CFM at 1200 engine RPMs. The air compressor shall feature a higher delivery efficiency translating to more air delivery per horsepower absorbed. The compressor shall include an aluminum cylinder head which shall improve cooling, reduce weight and decrease carbon formation. Superior piston and bore finishing technology shall reduce oil consumption and significantly increasing the system component life.

AIR GOVERNOR

An air governor shall be provided to control the cut-in and cut-out pressures of the engine mounted air compressor. The governor shall be calibrated to meet FMVSS requirements. The air governor shall be located on the air dryer bracket.

MOISTURE EJECTORS

Manual pet-cock type drain valves shall be installed on all reservoirs of the air supply system.

AIR SUPPLY LINES

The air system on the chassis shall be plumbed with color coded reinforced nylon tubing air lines. The primary (rear) brake line shall be green, the secondary (front) brake line red, the parking brake line orange and the auxiliary (outlet) will be blue.

Push to connect type fittings shall be used on the nylon tubing. All drop hoses shall include fiber reinforced neoprene covered hoses.

WHEELBASE

The chassis wheelbase shall be 176.00 inches.

REAR OVERHANG

The chassis rear overhang shall be 61.50 inches.

FRAME

The frame shall consist of double rails running parallel to each other with cross members forming a ladder style frame. The frame rails shall be formed in the shape of a "C" channel, with the outer rail

measuring 10.25 inches high X 3.50 inches deep upper and lower flanges X 0.38 inches thick with an inner channel of 9.44 inches high X 3.13 inches deep and 0.38 inches thick. Each rail shall be constructed of 110,000 psi minimum yield high strength low alloy steel. Each double rail section shall be rated by a Resistance Bending Moment (RBM) minimum of 3,213,100 inch pounds and have a minimum section modulus of 29.21 cubic inches. The frame shall measure 35.00 inches in width.

Proposals calculating the frame strength using the "box method" shall not be considered.

Proposals including heat treated rails shall not be considered. Heat treating frame rails produces rails that are not uniform in their mechanical properties throughout the length of the rail. Rails made of high strength, low alloy steel are already at the required yield strength prior to forming the rail.

A minimum of seven (7) fully gusseted 0.25 inch thick cross members shall be installed. The inclusion of the body mounting, or bumper mounting shall not be considered as a cross member. The cross members shall be attached using zinc coated grade 8 fasteners. The bolt heads shall be flanged type, held in place by distorted thread flanged lock nuts. Each cross member shall be mounted to the frame rails utilizing a minimum of 0.25 inch thick gusset reinforcement plates at all corners balancing the area of force throughout the entire frame.

Any proposals not including additional reinforcement for each cross member shall not be considered.

All relief areas shall be cut in with a minimum 2.00 inch radius at intersection points with the edges ground to a smooth finish to prevent a stress concentration point.

FRAME PAINT

The frame shall be powder coated black prior to any attachment of components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 shall not have a fail of more than ten (10) squares. The pencil hardness test per ASTM D3363 shall have a final post-cured pencil hardness of H-2H. The direct impact resistance test per ASTM D2794 shall have an impact resistance of 120.00 inches per pound at 2 mils.

Any proposals offering painted frame with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

FRAME ASSEMBLY STRUCTURAL

Purchaser shall receive a Frame Assembly Structural Five (5) Years limited warranty in accordance with, and subject to, warranty certificate RFW0301. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRAME RAIL CORROSION

Purchaser shall receive a Frame Rail Corrosion (Powder Coat) Three (3) Years or 48,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0311. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRAME COMPONENTS CORROSION

Purchaser shall receive a Frame Components Corrosion (Powder Coat) One (1) Year or 18,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0313. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

FRONT BUMPER

A one piece, two (2) rib wrap-around style, polished stainless steel front bumper shall be provided. The material shall be 10 gauge 304 stainless steel, 12.00 inches high and 99.00 inches wide.

FRONT BUMPER EXTENSION LENGTH

The front bumper shall be extended approximately 24.00 inches ahead of the cab.

FRONT BUMPER APRON

The 24.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

The apron shall be installed between the bumper and the front face of the cab affixed using stainless steel bolts attaching the apron to the top bumper flange.

FRONT BUMPER DISCHARGE

The chassis shall include frame mounted 2.00 inch diameter plumbed pipe intended for use as a discharge trash line. The discharge pipe shall be routed from the left hand front splay rail area behind the bumper to the area rear of the front axle, ahead of the battery box.

The discharge shall pipe shall be a, 2.00 inch stainless steel schedule 10 tube. The discharge shall include a Victaulic groove for connecting to the pump and discharge hose plumbing on each end of the tube.

The apparatus manufacturer shall plumb the discharge pipe to the pump and shall provide all valves as required.

FRONT BUMPER COMPARTMENT CENTER

The front bumper shall include a compartment in the bumper apron located in the center between the frame rails which may be used as a hose well. The compartment shall be constructed of 0.13 inch 5052-H32 grade aluminum and shall include drain holes in the bottom corners to allow excess moisture to escape. The compartment shall be the full size of available space in the apron from the cab fascia to the bumper and 38.00 inches wide X 12.00 inches deep. The clear opening shall be 37.75 inches wide. The front edge of the compartment shall include a rolled edge and angled deflector to prevent hose and couplings from catching along the front edge of the compartment. The compartment shall also include a cover constructed of 0.19 inch thick bright embossed aluminum tread plate.

FRONT BUMPER COMPARTMENT COVER HARDWARE

The front bumper compartment cover(s) shall include gas cylinder stays which shall hold the cover open. Each cover shall be held in the closed position via a D-ring style latch.

AIR HORN

The front bumper shall include two (2) Hadley brand E-Tone air horns which shall measure 21.00 inches long with a 6.00 inch round flare. The air horns shall be trumpet style with a chrome finish on the exterior and a painted finish deep inside the trumpet.

AIR HORN LOCATION

The air horns shall be recess mounted in the front bumper face, one (1) on the right side of the bumper in the inboard position relative to the right hand frame rail and one (1) on the left side of the bumper in the inboard position relative to the left hand frame rail.

AIR HORN RESERVOIR

One (1) air reservoir, with a 1200 cubic inch capacity, shall be installed on the chassis to act as a supply tank for operating air horns. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

FRONT BUMPER TOW HOOKS

Two (2) heavy duty tow hooks, painted to match the frame components, shall be installed in the rearward position out of the approach angle area, bolted directly to the side of each chassis frame rail with grade 8 bolts.

CAB TILT SYSTEM

The entire cab shall be capable of tilting approximately 45-degrees to allow for easy maintenance of the engine and transmission. The cab tilt pump assembly shall be located on the right side of the chassis above the battery box.

The electric-over-hydraulic lift system shall include an ignition interlock and red cab lock down indicator lamp on the tilt control which shall illuminate when holding the "Down" button to indicate safe road operation.

It shall be necessary to activate the master battery switch and set the parking brake in order to tilt the cab. As a third precaution the ignition switch must be turned off to complete the cab tilt interlock safety circuit.

Two (2) spring-loaded hydraulic hold down hooks located outboard of the frame shall be installed to hold the cab securely to the frame. Once the hold-down hooks are set in place, it shall take the application of pressure from the hydraulic cab tilt lift pump to release the hooks.

Two (2) cab tilt cylinders shall be provided with velocity fuses in each cylinder port. The cab tilt pivots shall be 1.90 inch ball and be anchored to frame brackets with 1.25 inch diameter studs.

A steel safety channel assembly, painted safety yellow shall be installed on the right side cab lift cylinder to prevent accidental cab lowering. The safety channel assembly shall fall over the lift cylinder when the cab is in the fully tilted position. A cable release system shall also be provided to retract the safety channel assembly from the lift cylinder to allow the lowering of the cab.

CAB TILT CONTROL RECEPTACLE

The cab tilt control cable shall include a receptacle which shall be temporarily located on the right hand chassis rail rear of the cab to provide a place to plug in the cab tilt remote control pendant. The tilt pump shall include 8.00 feet of cable with a six (6) pin Deutsch receptacle with a cap.

The remote control pendant shall include 20.00 feet of cable with a mating Deutsch connector. The remote control pendant shall be shipped loose with the chassis.

CAB TILT LOCK DOWN INDICATOR

The cab dash shall include a message located within the dual air pressure gauge which shall alert the driver when the cab is unlocked and ajar. The alert message shall cease to be displayed when the cab is in the fully lowered position and the hold down hooks are secured and locked to the cab mounts.

In addition to the alert message an audible alarm shall sound when the cab is unlocked and ajar with the parking brake released.

GLASS FRONT DOOR

The front cab doors shall include a window which is 27.00 inches in width X 26.00 inches in height. These windows shall have the capability to roll down completely into the door housing. This shall be accomplished manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

There shall be an irregular shaped fixed window which shall measure 2.50 inches wide at the top, 8.00 inches wide at the bottom X 26.00 inches in height, more commonly known as “cozy glass” ahead of the front door roll down windows.

The windows shall be mounted within the frame of the front doors trimmed with a black anodized ring on the exterior.

GLASS TINT FRONT DOOR

The windows located in the left and right front doors shall have a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS REAR DOOR RH

The rear right hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR RIGHT HAND

The window located in the right hand side rear door shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS REAR DOOR LH

The rear left hand side door shall include a window which is 27.00 inches in width X 26.00 inches in height. This window shall roll up and down manually utilizing a crank style handle on the inside of the door. A reinforced window regulator assembly shall be provided for severe duty use.

GLASS TINT REAR DOOR LEFT HAND

The window located in the left hand side rear door shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS TINT SIDE MID RIGHT HAND

The window located on the right hand side of the cab between the front and rear doors shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

GLASS TINT SIDE MID LEFT HAND

The window located on the left hand side of the cab between the front and rear doors shall include a standard green automotive tint which shall allow seventy-five percent (75%) light transmittance.

CABIN AIR FILTRATION SYSTEM

An Active Air Purification system will be installed in the cab. The system utilizes RGF's Photohydroionization® Cell (PHI-Cell®) technology which produces hydro-peroxides and hydroxide ions, reducing airborne mold, bacteria, viruses, and odors up to 99%.

The system shall include a stainless-steel housing approximately 7.50 inches high X 16.13 inches wide X 6.6 inches deep in a trapezoid shape and shall be located at the upper portion of the rear wall mounted in a horizontal orientation. The system shall be 12V DC and shall be active either when the ignition power is on, or when the shoreline is connected.

CLIMATE CONTROL

The cab shall include a 57,500 BTU @ 425 CFM front overhead heater/defroster which shall be provided and installed above the windshield between the sun visors.

The cab shall also include a combination heater air-conditioning unit mounted on the engine tunnel. This unit shall offer eight (8) adjustable louvers, four (4) forward facing and four (4) rearward facing, a temperature control valve and two (2) blowers offering three (3) speeds which shall be capable of circulating 550 cubic feet of air per minute. The unit shall be rated for 42,500 BTU/Hr of cooling and 36,000 BTU/Hr of heating.

All defrost/heating systems shall be plumbed with one (1) seasonal shut-off valve at the front corner on the right side of the cab.

The air conditioner lines shall be a mixture of custom bend zinc coated steel fittings and Aeroquip flexible hose with Aeroquip EZ clip fittings.

CLIMATE CONTROL DRAIN

The climate control system shall include a gravity drain for water management. The gravity drain shall remove condensation from the air conditioning system without additional mechanical assistance.

CLIMATE CONTROL ACTIVATION

The heating and defrosting controls shall be located on the front overhead climate control unit. There shall be additional heating and air conditioning controls located on the engine tunnel mounted climate control unit.

A/C CONDENSER LOCATION

A roof mounted A/C condenser shall be installed centered on the cab forward of the raised roof against the slope rise.

A/C COMPRESSOR

The air-conditioning compressor shall be a belt driven, engine mounted, open type compressor that shall be capable of producing a minimum of 32,000 BTU at 1500 engine RPMs. The compressor shall utilize R-134A refrigerant and PAG oil.

UNDER CAB INSULATION

The underside of the cab tunnel surrounding the engine shall be lined with multi-layer insulation, engineered for application inside diesel engine compartments.

The insulation shall act as a noise barrier, absorbing noise thus keeping the decibel level in the cab well within NFPA recommendations. As an additional benefit, the insulation shall assist in sustaining the desired temperature within the cab interior.

The engine tunnel insulation shall measure approximately 0.30 inch thick including a multi-layer foil faced glass cloth and polyester fiber layer. The foil surface acts as protection against heat, moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

The insulation shall be cut precisely to fit each section and sealed for additional heat and sound deflection. The insulation shall be held in place by acrylic pressure sensitive adhesive.

INTERIOR TRIM FLOOR

The floor of the cab shall be covered with a multi-layer mat consisting of 0.25 inch thick sound absorbing closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The covering shall be held in place by a pressure sensitive adhesive and an aluminum trim piece at each cab door opening. All exposed seams shall be sealed with silicone caulk matching the color of the floor mat to reduce the chance of moisture and debris retention.

INTERIOR TRIM

The cab interior shall include trim on the front ceiling, rear crew ceiling, and the cab walls. It shall be easily removable to assist in maintenance. The trim shall be constructed of insulated vinyl over a hard board backing.

REAR WALL INTERIOR TRIM

The rear wall of the cab shall be trimmed with vinyl.

HEADER TRIM

The cab interior shall feature header trim over the driver and officer dash constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum.

TRIM CENTER DASH

The main center dash area shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate. There shall be four (4) holes located on the top of the dash near each outer edge of the electrical access cover for ventilation.

TRIM LH DASH

The left hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate for a perfect fit around the instrument panel. For increased occupant protection the extreme duty left hand dash utilizes patent pending break away technology to reduce rigidity in the event of a frontal crash. The left hand dash shall offer lower vertical surface area to the left and right of the steering column to accommodate control panels.

TRIM RH DASH

The right hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate and shall include a glove compartment with a hinged door and a Mobile Data Terminal (MDT) provision. The glove compartment size will measure 14.00 inches wide X 6.38 inches high X 5.88 inches deep. The MDT provision shall be provided above the glove compartment.

ENGINE TUNNEL TRIM

The cab engine tunnel shall be covered with a multi-layer mat consisting of 0.25 inch closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The mat shall be held in place by pressure sensitive adhesive. The engine tunnel mat shall be trimmed with anodized aluminum stair nosing trim for an aesthetically pleasing appearance.

STEP TRIM

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of polished 5052 H32 aluminum Grip Strut® grating with angled outer corners. The grating shall allow water and other debris to flow through rather than becoming trapped within the stepping surface. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed in 0.08 inch thick 3003-H22 embossed aluminum tread plate.

UNDER CAB ACCESS DOOR

The cab shall include an access door in the left crew step riser constructed of DA finish aluminum with a push and turn latch. The under cab access door shall provide access to the diesel exhaust fluid fill.

INTERIOR DOOR TRIM

The interior trim on the doors of the cab shall consist of an aluminum panel constructed of Marine Grade 5052-H32 0.13 of an inch thick aluminum plate. The door panels shall include a painted finish.

CAB DOOR TRIM REFLECTIVE

In accordance with the current standards of NFPA, the body builder shall provide 96.00 square inches of reflective material on the interior of each cab door.

INTERIOR GRAB HANDLE "A" PILLAR

There shall be two (2) rubber covered 11.00 inch grab handles installed inside the cab, one on each "A" post at the left and right door openings. The left handle shall be located 7.88 inches above the bottom of the door window opening and the right handle shall be located 2.88 inches above the bottom of the door window opening. The handles shall assist personnel in entering and exiting the cab.

INTERIOR GRAB HANDLE FRONT DOOR

Each front door shall include one (1) ergonomically contoured 9.00 inch cast aluminum handle mounted horizontally on the interior door panels. The handles shall feature a textured black powder coat finish to assist personnel entering and exiting the cab.

INTERIOR GRAB HANDLE REAR DOOR

A black powder coated cast aluminum assist handle shall be provided on the inside of each rear crew door. A 30.00 inch long handle shall extend horizontally the width of the window just above the window sill. The handle shall assist personnel in exiting and entering the cab.

INTERIOR SOFT TRIM COLOR

The cab interior soft trim surfaces shall be gray in color.

INTERIOR TRIM SUNVISOR

The header shall include two (2) sun visors, one each side forward of the driver and officer seating positions above the windshield. Each sun visor shall be constructed of Masonite and covered with padded vinyl trim.

INTERIOR FLOOR MAT COLOR

The cab interior floor mat shall be gray in color.

CAB PAINT INTERIOR DOOR TRIM

The inner door panel surfaces shall be painted with multi-tone silver gray texture finish.

HEADER TRIM INTERIOR PAINT

The metal surfaces in the header area shall be coated with multi-tone silver gray texture finish.

TRIM CENTER DASH INTERIOR PAINT

The entire center dash shall be coated with multi-tone silver gray texture finish. Any accessory pods attached to the dash shall also be painted this color.

TRIM LH DASH INTERIOR PAINT

The left hand dash shall be painted with a multi-tone silver gray texture finish.

TRIM RIGHT HAND DASH INTERIOR PAINT

The right hand dash shall be painted with multi-tone silver gray texture finish.

DASH PANEL GROUP

The main center dash area shall include three (3) removable panels located one (1) to the right of the driver position, one (1) in the center of the dash and one (1) to the left of the officer position. The center panel shall be within comfortable reach of both the driver and officer.

SWITCHES CENTER PANEL

The center dash panel shall include twelve (12) rocker switch positons in a single row across the top of the panel.

A rocker switch with a blank legend installed directly above shall be provided for any position without a switch and legend designated by a specific option. The non-specified switches shall be two-position, black switches with a green indicator light. Each blank switch legend can be custom engraved by the body manufacturer. All switch legends shall have backlighting provided.

SWITCHES RIGHT PANEL

The right dash panel shall include no rocker switches or legends.

SEAT BELT WARNING

A Weldon seat belt warning system, integrated with the Vehicle Data Recorder system, shall be installed for each seat within the cab. The system shall activate a digital seat position indicator with a seat position legend and integrated audible alarm in the switch panel.

The warning system shall activate when any seat is occupied with a minimum of 60 pounds and the corresponding seat belt remains unfastened. The warning system shall also activate when any seat is occupied and the corresponding seat belt was fastened in an incorrect sequence. Once activated, the visual indicators and applicable audible alarm shall remain active until all occupied seats have the seat belts fastened.

SEAT MATERIAL

The Bostrom Firefighter seats shall include a covering of extra high strength, wear resistant fabric made of durable low seam Durawear Plus™ ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Durawear Plus™ meets or exceeds specification of the common trade name Imperial 1800. The material meets FMVSS 302 flammability requirements.

If applicable, Theatre style seats located in the cab shall be high strength, wear resistant fabric made of durable ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Common trade names for this material are Imperial 1200 and Durawear.

SEAT COLOR

All seats supplied with the chassis shall be gray in color. All seats shall include red seat belts.

SEAT BACK LOGO

The seat back shall include the "Spartan" logo. The logo shall be centered on the standard headrest of the seat back and on the left side of a split headrest.

SEAT DRIVER

The driver's seat shall be an H.O. Bostrom 400 Series Sierra model seat with air suspension. The four-way seat shall feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the left front corner of the bottom cushion. The seat shall also feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

This model of seat shall have successfully completed the static load tests set forth by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208.

The materials used in construction of the seat shall also have successfully completed testing with regard to the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which dictates the allowable burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK DRIVER

The driver's seat shall include a standard seat back incorporating the all belts to seat feature (ABTS). The seat back shall feature a contoured head rest.

SEAT MOUNTING DRIVER

The driver's seat shall be installed in an ergonomic position in relation to the cab dash.

SEAT OFFICER

The officer's seat shall be a H.O. Bostrom 300 Series Firefighter series. The seat shall feature a tapered and padded seat, and cushion. The seat shall be a non-adjustable type seat.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK OFFICER

The officer's seat shall feature a SecureAll™ SCBA locking system which shall be one bracket model and store most U.S. and International SCBA brands and sizes while in transit or for storage within the seat back. The bracket shall be easily adjustable for all SCBA brands and cylinder diameters. All adjustment points shall utilize similar hardware and adjustments shall be made with one tool.

The bracket shall be adjustable to compensate for different cylinder lengths without the use of tools. The adjustment shall be made by raising a lever and moving the top clamp vertically.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the SCBA tank in place for a safe and comfortable fit in the seat back cavity. The SCBA unit simply needs to be pushed against the pivot arm to engage the patented auto- locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll™ shall include a release handle which shall be integrated into the seat cushion for quick and easy release. This shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

The seat back shall include a removable padded cover which shall be provided over the SCBA cavity.

SEAT MOUNTING OFFICER

The officer's seat shall be installed in an ergonomic position in relation to the cab dash.

SEAT BELT ORIENTATION CREW

The crew position seat belts shall follow the standard orientation which extends from the outboard shoulder extending to the inboard hip.

SEAT FORWARD FACING CENTER LOCATION

The crew area shall include two (2) forward facing center crew seats with both located at the center of the rear wall.

SEAT CREW FORWARD FACING CENTER

The crew area shall include a seat in the forward facing center position which shall be a H.O. Bostrom 300 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat and cushion shall be hinged and compact in design for additional room and shall remain in the stored position until occupied.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

SEAT BACK FORWARD FACING CENTER

The forward facing center seat shall feature a SecureAll™ self contained breathing apparatus (SCBA) locking system which shall be one bracket model and store most U.S. and International SCBA brands and sizes while in transit or for storage within the seat back. The bracket shall be easily adjustable for all SCBA brands and cylinder diameters. All adjustment points shall utilize similar hardware and adjustments shall be made with one tool.

The bracket shall be adjustable to compensate for different cylinder lengths without the use of tools. The adjustment shall be made by raising a lever and moving the top clamp vertically.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the SCBA tank in place for a safe and comfortable fit in the seat back cavity. The SCBA unit simply needs to be pushed against the pivot arm to engage the patented auto- locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll™ shall include a release handle which shall be integrated into the seat cushion for quick and easy release. This shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

The seat back shall include a removable padded cover which shall be provided over the SCBA cavity.

SEAT FRAME FORWARD FACING

The forward facing seating position shall include two (2) channel type risers for each seat. The risers shall be constructed of 0.19 inch thick steel with 1.50 inch flanges. The risers shall be painted black.

SEAT MOUNTING FORWARD FACING CENTER

The forward facing center seats shall be installed facing the front of the cab.

WINDSHIELD WIPER SYSTEM

The cab shall include a triple arm linkage wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers; each shall be affixed to a radial arm. The wiper motor shall be activated by an intermittent wiper control located within easy reach of the driver's position.

ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR

The windshield washer fluid level shall be monitored electronically. When the washer fluid level becomes low the yellow "Check Message Center" indicator light on the instrument panel shall illuminate and the message center in the dual air pressure gauge shall display a "Check Washer Fluid Level" message.

CAB DOOR HARDWARE

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be made of a fiber reinforced plastic composite with a black matt finish.

The interior exit door handles shall be flush paddle type with a black finish, which are incorporated into the upper door panel.

All cab entry doors shall include locks which are keyed alike. The door locks shall be designed to prevent accidental lockout.

DOOR LOCKS

Each cab entry door shall include a manually operated door lock. Each door lock may be actuated from the inside of the cab by means of a red knob located on the paddle handle of the respective door or by using a TriMark key from the exterior. The door locks are designed to prevent accidental lock out.

GRAB HANDLES

The cab shall include one (1) 18.00 inch knurled, anti-slip, one-piece exterior assist handle behind each cab door. The grab handle shall be made of SAE 304 stainless steel and be 1.25 inch diameter to enable non-slip assistance with a gloved hand.

REARVIEW MIRRORS

Retrac Aerodynamic West Coast style dual vision mirror heads model 613295 shall be provided and installed on each of the front cab doors.

The mirrors shall be mounted via 1.00 inch diameter tubular stainless steel arms to provide a rigid mounting to reduce mirror vibration.

The mirrors shall measure 8.00 inches wide X 19.00 inches high and shall include integral convex mirrors installed in the mirror head below the flat glass to provide a wider field of vision. The flat and convex mirrors shall be motorized with remote horizontal and vertical adjustment. The control switches shall be mounted within easy reach of the driver.

The mirrors shall be constructed of a vacuum formed chrome plated ABS plastic housing that is corrosion resistant and shall include the finest quality non-glare glass.

CAB FENDER

Full width wheel well liners shall be installed on the extruded cab to limit road splash and enable easier cleaning. Fender shall consist of an inner liner 16.00 inches wide made of ABS composite and an outer fenderette 3.50 inches wide made of polished aluminum.

CAB EXTERIOR FRONT & SIDE EMBLEMS

The cab shall include one (1) Spartan emblem installed on the front grille.

CAB EXTERIOR MODEL NAMEPLATE

The cab shall include "FC-94" nameplates on the front driver and officer side doors.

IGNITION

A master battery system with a keyless start ignition system shall be provided. There shall be a three-position rocker switch with off, battery, and ignition positions as well as a stainless-steel etched engine start push-button. The engine start button shall include an illuminated LED halo ring. Both switches shall be mounted to the left of the steering wheel on the dash.

The engine start switch shall only operate when the master battery and ignition switch is in the "ignition" position.

BATTERY

The single start electrical system shall include three (3) Harris BCI 31 925 CCA batteries with a 210 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541.

BATTERY TRAY

The batteries shall be installed on a steel battery tray located on the left side of the chassis, securely bolted to the frame rails. The battery tray shall be coated with the same material as the frame.

The battery tray shall include drain holes in the bottom for sufficient drainage of water. A durable, non-conducting, interlocking mat made by Dri-Dek shall be installed in the bottom of the tray to allow for air flow and help prevent moisture build up. The batteries shall be held in place by non-conducting phenolic resin hold down boards.

BATTERY BOX COVER

The battery box shall include a steel cover which protects the top of the batteries on the left hand side of the vehicle. The cover shall include flush latches which shall keep the cover secure as well as a black powder coated handle for convenience when opening.

BATTERY CABLE

The starting system shall include cables which shall be protected by 275 degree F. minimum high temperature flame retardant loom, sealed at the ends with heat shrink and sealant.

The battery terminals shall not be utilized for auxiliary connections. The only acceptable auxiliary connections shall be for the cross over link from the left bank to the right bank, power for jumper studs and starter cables. All other auxiliary connections will use remote studs mounted in the battery box area. There shall be four (4) remote studs labeled as Common Power, Common Ground, Clean Power, and Clean Ground.

ALTERNATOR

The charging system shall include a 270 amp Leece Neville 12 volt alternator. The alternator shall include a self-excited integral regulator.

STARTER MOTOR

The single start electrical system shall include a Delco brand starter motor.

BATTERY CONDITIONER

A Kussmaul Auto Charge Chief 4012 battery conditioner shall be supplied. The battery conditioner shall provide a 40 amp output for the chassis batteries and a 20 amp output circuit for accessory loads. The battery conditioner shall be mounted in the cab in the LH rear facing outer seating position and shall include a battery temperature sensor.

BATTERY CONDITIONER DISPLAY

A Kussmaul battery conditioner display with a digital status center display shall be integrated into the electrical inlet.

ELECTRICAL INLET LOCATION

An electrical inlet shall be installed on the left hand side of cab over the wheel well.

ELECTRICAL INLET

A Kussmaul 20 amp super auto-eject electrical receptacle shall be supplied. It shall automatically eject the plug when the starter button is depressed.

A single item or an addition of multiple items must not exceed the rating of the electric inlet that it's connected to.

Amp Draw Reference List:

Kussmaul 40 LPC Charger - 5 Amps

Kussmaul 40/20 Charger - 8.5 Amps

Kussmaul 80 LPC Charger - 13 Amps

Kussmaul EV-40 - 6.2 Amps
Blue Sea P12 7532 - 7.5 Amps
Iota DLS-45/IQ4 - 11 Amps
1000W Engine Heater - 8.33 Amps
1500W Engine Heater - 12.5 Amps
120V Air Compressor - 4.2 Amps
120V Dometic HVAC - 15 Amps

ELECTRICAL INLET CONNECTION

The electrical inlet shall be connected to the battery conditioner.

ELECTRICAL INLET COLOR

The electrical inlet connection shall include a yellow cover.

HEADLIGHTS

The cab front shall include four (4) rectangular halogen headlamps with separate high and low beams mounted in bright chrome bezels.

FRONT TURN SIGNALS

The front fascia shall include two (2) Whelen model 600 4.00 inches X 6.00 inches programmable amber LED turn signals which shall be installed in an outboard position within the front fascia chrome bezel.

HEADLIGHT LOCATION

The headlights shall be located on the front fascia of the cab directly below the front warning lights.

SIDE TURN/MARKER LIGHTS

The sides of the cab shall include two (2) Tecniq S170 LED side marker lights which shall be provided just behind the front cab radius corners. The lights shall be amber with chrome bezels.

MARKER AND ICC LIGHTS

In accordance with FMVSS, there shall be five (5) Tecniq S170 LED cab marker lamps designating identification, center and clearance provided. These lights shall be installed on the face of the cab within full view of other vehicles from ground level. The lights shall be amber with chrome bezels.

HEADLIGHT AND MARKER LIGHT ACTIVATION

The headlights and marker lights shall be controlled through a rocker switch within easy reach of the driver. There shall be a dimmer switch within easy reach of the driver to adjust the brightness of the dash lights. The headlamps shall be equipped with the "Daytime Running" light feature, which shall illuminate the headlights when the ignition switch is in the "On" position and the parking brake is released.

INTERIOR OVERHEAD LIGHTS

The cab shall include a LED dome lamp located over each door. The lights shall include push switches on each lamp to activate both the clear and red portions of the light individually.

INTERIOR OVERHEAD LIGHTS ACTIVATION

The clear portion of each lamp shall be activated by opening the respective door.

LIGHTBAR PROVISION

There shall be a junction box located on the right hand side of the roof with electrical connections for a light bar. The light bar shall be provided and installed by the body manufacturer.

LIGHTBAR SWITCH

The light bar shall be controlled by a rocker switch located on the switch panel. This switch shall be clearly labeled for identification.

GROUND LIGHTS

Each door shall include a Tecniq T44 LED ground light mounted to the underside of the cab step below each door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life.

GROUND LIGHTS

The ground lighting shall be activated when the parking brake is set.

LOWER CAB STEP LIGHTS

The middle step located at each door shall include a Tecniq T44 LED light which shall activate with the opening of the respective door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life.

INTERMEDIATE STEP LIGHTS

The intermediate step well area at the front doors shall include a TecNiq D06 LED light within a chrome housing. The front egress step lights shall provide visibility to the step well area for the first step exiting the vehicle. The Egress step lights shall activate with entry step lighting.

ENGINE COMPARTMENT LIGHT

There shall be a LED NFPA compliant light mounted under the engine tunnel for area work lighting on the engine. The light shall activate automatically when the cab is tilted.

DO NOT MOVE APPARATUS LIGHT

The front headliner of the cab shall include a flashing red TecNiq K50 LED light clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.

The flashing red light shall be located centered left to right for greatest visibility.

The light and alarm shall be interlocked for activation when either a cab door is not firmly closed, or an apparatus compartment door is not closed, and the parking brake is released.

MASTER WARNING SWITCH

A master switch shall be included in the main rocker switch panel. The switch shall be a rocker type, red in color and labeled "Master" for identification. The switch shall feature control over all devices wired through it. Any warning device switch left in the "ON" position shall automatically power up when the master switch is activated.

INBOARD FRONT WARNING LIGHTS

The cab front fascia shall include two (2) TecNiq K60 series LED front warning lights in the left and right inboard positions. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the front fascia of the cab within a chrome bezel.

INBOARD FRONT WARNING LIGHTS COLOR

The warning lights mounted on the cab front fascia in the inboard positions shall be red.

FRONT WARNING SWITCH

The front warning lights shall be controlled via rocker switch on the panel. This switch shall be clearly labeled for identification.

STEERING WHEEL HORN BUTTON SELECTOR SWITCH

A rocker switch shall be installed in the switch panel between the driver and officer to allow control of either the electric horn or the air horn from the steering wheel horn button.

AUDIBLE WARNING LH FOOT SWITCH

A foot switch wired to actuate the air horn(s) shall be supplied for installation in the front section of the cab for driver actuation.

AIR HORN FOOT SWITCH LH

The air horn foot switch shall be a Linemaster model 491-S.

AIR HORN FOOT SWITCH LH LOCATION

The air horn foot switch shall be located on the left hand side accessible to the driver between the steering column and the door.

AIR HORN FOOT SWITCH LH POSITION

The air horn foot switch shall be positioned inboard of any other foot switch, if applicable.

AUDIBLE WARNING LH FOOT SWITCH BRACKET

A 30.00 degree angled foot switch bracket, wide enough to accommodate (2) foot switches, shall be installed outboard of the steering column for specified driver accessible foot switch activations.

BACK-UP ALARM

An ECCO model 575 backup alarm shall be installed at the rear of the chassis with an output level of 107 dB. The alarm shall automatically activate when the transmission is placed in reverse.

INSTRUMENTATION

An ergonomically designed instrument panel shall be provided. Each gauge shall be backlit with LED lamps. Stepper motor movements shall drive all gauges. The instrumentation system shall be multiplexed and shall receive ABS, engine, and transmission information over the J1939 data bus to reduce redundant sensors and wiring.

A twenty eight (28) icon lightbar message center with integral LCD odometer/trip odometer shall be included. The odometer shall display up to 999,999.9 miles. The trip odometer shall display 9,999.9 miles. The LCD message center screen shall be capable of custom configuration by the users for displaying certain vehicle status and diagnostic functions.

The instrument panel shall contain the following gauges:

One (1) three-movement gauge displaying vehicle speed, fuel level, and Diesel Exhaust Fluid (DEF) level. The primary scale on the speedometer shall read from 0 to 100 MPH, and the secondary scale on the speedometer shall read from 0 to 160 KM/H. The scale on the fuel and DEF level gauges shall read from empty to full as a fraction of full tank capacity. Red indicator lights in the gauge and an audible alarm shall indicate low fuel or low DEF at 1/8th tank level.

One (1) three-movement gauge displaying engine RPM, and primary and secondary air system pressures shall be included. The scale on the tachometer shall read from 0 to 3000 RPM. The scale on the air pressure gauges shall read from 0 to 150 pounds per square inch (PSI) with a red line zone indicating critical levels of air pressure. Red indicator lights in the gauge and an audible alarm shall indicate low air pressure.

One (1) four-movement gauge displaying engine oil pressure, coolant temperature, voltmeter, and transmission temperature shall be included. The scale on the engine oil pressure gauge shall read from 0 to 100 pounds PSI with a red line zone indicating critical levels of oil pressure. A red indicator light in the gauge and audible alarm shall indicate low engine oil pressure. The scale on the coolant temperature gauge shall read from 100 to 250 degrees Fahrenheit (°F) with a red line zone indicating critical coolant temperatures. A red indicator light in the gauge and audible alarm shall indicate high coolant temperature. The scale on the voltmeter shall read from 9 to 18 volts with a red line zone indicating critical levels of battery voltage. A red indicator light in the gauge and an audible alarm shall indicate high or low system voltage. The low voltage alarm shall indicate when the system voltage has dropped below 11.8 volts for more than 120 seconds in accordance with the requirements of NFPA 1901. The scale on the transmission temperature gauge shall read from 100 to 300 degrees °F with a red line zone indicating critical temperatures. A red indicator light in the gauge and an audible alarm shall indicate a high transmission temperature.

The light bar portion of the message center shall include twenty-eight (28) LED backlit indicators. The lightbar shall be split with fourteen (14) indicators on each side of the LCD message screen. The lightbar shall contain the following indicators and produce the following audible alarms when supplied in conjunction with applicable configurations:

RED INDICATORS

Stop Engine - indicates critical engine fault

Air Filter Restricted - indicates excessive engine air intake restriction

Park Brake - indicates parking brake is set
Seat Belt - indicates a seat is occupied and corresponding seat belt remains unfastened
Low Coolant - indicates critically low engine coolant
Cab Tilt Lock - indicates the cab tilt system locks are not engaged.

AMBER INDICATORS

Malfunction Indicator Lamp (MIL) - indicates an engine emission control system fault
Check Engine - indicates engine fault
Check Transmission - indicates transmission fault
Anti-Lock Brake System (ABS) - indicates anti-lock brake system fault
High exhaust system temperature – indicates elevated exhaust temperatures
Water in Fuel - indicates presence of water in fuel filter
Wait to Start - indicates active engine air preheat cycle
Windshield Washer Fluid – indicates washer fluid is low
DPF restriction - indicates a restriction of the diesel particulate filter
Regen Inhibit-indicates regeneration of the DPF has been inhibited by the operator
Range Inhibit - indicates a transmission operation is prevented and requested shift request may not occur.
SRS - indicates a problem in the supplemental restraint system
Check Message - indicates a vehicle status or diagnostic message on the LCD display requiring attention.

GREEN INDICATORS

Left and Right turn signal indicators
ATC - indicates low wheel traction for automatic traction control equipped vehicles, also indicates mud/snow mode is active for ATC system
High Idle - indicates engine high idle is active.
Cruise Control - indicates cruise control is enabled
OK to Pump - indicates the pump is engaged and conditions have been met for pump operations
Pump Engaged - indicates the pump transmission is currently in pump gear
Auxiliary Brake - indicates secondary braking device is active

BLUE INDICATORS

High Beam indicator

AUDIBLE ALARMS

Air Filter Restriction
Cab Tilt Lock
Check Engine
Check Transmission
Open Door/Compartment

High Coolant Temperature
High or Low System Voltage
High Transmission Temperature
Low Air Pressure
Low Coolant Level
Low DEF Level
Low Engine Oil Pressure
Low Fuel
Seatbelt Indicator
Stop Engine
Water in Fuel
Extended Left/Right Turn Signal On
ABS System Fault

BACKLIGHTING COLOR

The instrumentation gauges and the switch panel legends shall be backlit using red LED backlighting.

FIRE EXTINGUISHER

A 2.50 pound D.O.T approved fire extinguisher with BC rating shall be shipped loose with the cab.

DOOR KEYS

The cab and chassis shall include a total of four (4) door keys for the manual door locks.

WARRANTY

Purchaser shall receive a Custom Chassis One (1) Year or 18,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0101. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

CHASSIS OPERATION MANUAL

There shall be two (2) digital copies of the chassis operation manual provided with the chassis. The digital data shall include a parts list specific to the chassis model.

ENGINE AND TRANSMISSION OPERATION MANUALS

The following manuals specific to the engine and transmission models ordered will be included with the chassis in the ship loose items:

(1) Hard copy of the Engine Operation and Maintenance manual with digital copy

- (1) Digital copy of the Transmission Operator's manual
- (1) Digital copy of the Engine Owner's manual

CAB/CHASSIS AS BUILT WIRING DIAGRAMS

The cab and chassis shall include two (2) digital copies of wiring schematics and option wiring diagrams.

CHASSIS UPFITTING

FRONT BUMPER EXTENSION (SPARTAN)

The front bumper shall be extended 24" for installation of a front bumper discharge and hose storage well between the frame rails.

TIRE PRESSURE MONITORING SYSTEM

A tire pressure monitoring system shall be provided on the chassis. It shall monitor the tire pressure and provide a visual notification of low air pressure.

REAR BUMPER SUPPORT

A formed structural steel bumper support assembly reinforced with heavy wall steel tube shall be installed on the rear chassis frame to provide both a durable carrier for the rear tailboard but the foundation for securing the tow eyes and receiver hitch.

REAR TOW EYES

Through the rear body panel there shall be tow eye assemblies attached to frame rails of chassis to support. Mounted at rear center of apparatus it must be capable to withstand the requirements of towing (not lifting) the apparatus without damage.

STRAIGHT FRAME RAIL

The chassis frame rails shall remain straight and clear rails.

EXHAUST SYSTEM

The factory exhaust shall be kept.

REAR MUD FLAPS

There shall be a set of rear anti-spray black mud flaps shall be installed in the rear wheel well.

UNFINISHED WHEELS

The wheels on chassis shall remain the polished aluminum of the factory installed wheels as per request of the Fire Department.

FLUID IDENTIFICATION PLATE

A permanently engraved plate shall be installed in the cab specifying the quantity and type of fluids used in the apparatus.

FUEL TYPE PLATE

A permanently engraved plate shall be installed on or near the fuel fill to designate the chassis fuel type.

SEATING LABEL

There shall be a label located in the cab or in view of the driver, stating maximum seating capacity.

VEHICLE HEIGHT LABEL

There shall be a label located in the cab or in view of the driver, stating the overall height of the vehicle.

SEAT BELT WARNING LABEL

There shall be a label located at all seating areas, warning personnel that death or serious injury could result from not wearing seat belts while the vehicle is in motion.

HELMET WARNING LABEL

A label shall be provided in the cab made visible to everyone in the cab "warning" that "Helmets are not to be worn in cab and safely secured".

RIDING ON STEP WARNING LABEL

There shall be a label located at all exterior stepping surfaces, stating "Warning: Death or serious injury may result from riding on any stepping surface when the vehicle is in motion.

CRASH HAZARD WARNING LABEL

-IF REQUIRED- A label shall be provided in the cab visible to the operator "warning" that "CRASH HAZARD" and " This vehicle is equipped with Electronic Stability Control (ESC) and ESC does not eliminate the need to drive safely, failure to comply could result in injury or death."

CAB MOUNTING LABEL

There shall be a warning label provided and installed in the cab warning of the importance of securing all items located in the cab.

HAZARD WARNING LABEL

There shall be a label located at all exterior stepping surfaces, stating "WARNING: FALL HAZARD" and "NEVER RIDE ON THE VEHICLE WHILE IT IS IN MOTION" and "FALL FROM MOVING VEHICLE MAY INJURE OR KILL"

TIRE REQUIREMENTS LABEL

There shall be a label furnished warning of the requirement of fire-service grade tires. Label shall be installed where the driver can see it when entering the cab.

HOSE RESTRAINT SAFETY LABEL

-IF REQUIRED- A label warning of the need to properly secure the hose shall be provided and installed at each hose storage location.

HOT EXHAUST WARNING LABEL

A label shall be provided near the exhaust outlet "WARNING", "EXHAUST GETS EXTREMELY HOT WITHOUT WARNING" and "HOT METAL AND GASES MAY BURN SKIN AND/OR IGNITE FIRES"

PUMP TRAINING WARNING LABEL

-IF REQUIRED- There shall be a warning label installed on the pump operators panel expressing the need of training before operating the pump.

RECEIVER / ANCHOR WARNING LABEL

IF REQUIRED- There shall be a safety label stating the maximum straight line pull rating installed at each receiver/anchor location (if equipped).

CLIMBING METHOD LABEL

A warning label that cautions the safe method of climbing onto the apparatus. Labels shall be visible to all locations entering the cab and all specified climbing locations in and around the body.

ULTRA HIGH-PRESSURE DISCHARGE LABEL

-IF REQUIRED- A safety sign which warns of the hazards of ultra-high pressure, shall be located in a visible location adjacent to any discharge outlet.

OVERALL HEIGHT/LENGTH/WEIGHT LABEL

There shall be a label located in the cab or in view of the driver, stating the overall height, length and GVWR of the vehicle.

Label shall read:

"AT THE TIME OF MANUFACTURING, THIS VEHICLE WAS:

XX ft YY in. HIGH

XX ft YY in. LONG

ZZZZZ Lbs. GVWR

CHANGE IN HEIGHT SINCE THE APPARATUS WAS MANUFACTURED SHALL BE NOTED ON THIS LABEL BY THE FIRE DEPARTMENT.”

APPARATUS BODY CONSTRUCTION

The following specifications outlined herein shall be considered and interpreted as the minimum approved requirements developed for an apparatus designed and engaged in fire and emergency response and operations. Exceptions to these specifications shall be permitted only where there has not been an established requirement set forth in these specifications. Taking exception to those established areas will be grounds for immediate rejection by the purchaser. Exception where bidders deviate from these specifications shall include a submission of an exception and a thorough explanation of why the exception was taken and what is being substituted in its place. The purchaser reserves the right to further inquire to any exception and may request more detailed information or data from bidder.

Construction material shall be aluminum (body and subframe), fully welded, with no rivets. All body parts are to be welded for unitized construction to give maximum strength throughout the body. The use of adhesive as a structural fastening system is not acceptable. The overall body construction and shelf support shall be welded, NO RIVETS SHALL BE USED. No exceptions to this method of body construction will be accepted.

All welds whether seen or not shall be of good craftsmanship, pleasing appearance. All welding required in the assembly of the apparatus shall NOT prevent the ready removal of any component part from the chassis to facilitate service or repair. Welds, which are visible, shall be either ground smooth, cleaned or power wire brushed. All steel welding shall follow American Welding Society D1.1-2004 recommendations for structural steel welding. All aluminum welding shall follow American Welding Society and ANSI D1.2-2003 requirements for structural welding of aluminum. All sheet metal welding shall follow American Welding Society B2.1-2000 requirements for structural welding of sheet metal. All welding shall be overseen by an American Welding Society (AWS) certified welder. Certification shall be available upon request. No exceptions to this method of body construction will be accepted.

Because of the high thermal conductivity of various material and alloys, the use of laser, plasma or flame cut machines WILL NOT BE ACCEPTED. These machines create a Heat Affected Zone (HAZ), which is a hardening of the material around each machined or cut edge. This leads to change in the molecular composition of the material. In addition, these machines generate poisonous fumes, recasting, or warping of the material. Material shall be machined using waterjet cutting technology, which promotes a cleaner, greener, and safer alternative in machining. Waterjet machining maintains strength of the material, no discoloring, provides a cleaner cut surface, which reduces body work and promotes better weldability. Waterjet machining reduces energy use, and its waste materials are inert. No exceptions to this method of body construction will be accepted.

The entire body is to be modular in design and shall be fully capable of being removed and remounted on another chassis. The body shall be engineered to provide maximum storage, while maintaining maximum structural rigidity, and long-term integrity. The apparatus body structure shall be warranted for twenty (20) years.

The main body support crossmembers shall consist of aluminum 2" x 4 "tubular" extrusions with a web thickness of .250. The front compartment crossmember shall consist of a 4" aluminum "tubular extrusion" with a web thickness of .250. These crossmembers shall extend the width of the body to support the compartment framing.

The body corner and intermediate Mid-post compartment dividers shall be heavy formed wall .160 5052 aluminum welded as an integral part of the body. Each post shall be "multi-disciplined". Serving as a structural load bearing member, slotted to provide an internal seat from which header and compartment partitions can be secured, while also serving as a sturdy location to secure roll up door track.

The forward bulkhead outer wall shall be overlaid with .125 aluminum tread-brite; mechanically fastened to the corner post and header, 3004-H14 alloys.

All header walls and partitions dividing the compartments shall be of 5052-H32/H34 corrosion resistant aluminum in a double wall construction. This method will not only provide extra body strength, it serves several other unique functions. The partition walls are "multi-disciplined". They provide structural integrity that single wall construction cannot, plus provide a raceway for all wires required for door switches and compartment lighting, while also providing refuge for compartment lighting, receptacle boxes, etc....

The body sides shall be .190" aluminum sheet walls. The header walls, and partitions forming and dividing the compartments, plus the compartment floors shall be of a .160" aluminum of 5052-H34 alloy construction.

Roof or headrail sidewall panels shall be one piece. The roof rails shall be of .160" aluminum of 5052-H32/H34 alloys and shall be a continuous formed sheet to "square up" the top of the body to enhance looks and provide a flat mounting surface for lights. The roof rails shall extend up from the integral drip channel at the front, rear and sides. Rails shall be formed over to create a flange around the top to give rigidity to the sidewalls and secure seat for the welded roof.

The roof sheet shall be of .125" aluminum tread-brite welded around perimeter, 3004-H14 alloys. The roof shall support a two hundred fifty (250) pound person at any location without damage to the roof.

The body mounting system shall feature cross members at the front panel and at each end of the wheelbox for bolting directly to the steel frame, which straddles the frame rails using a series of U bolts (6 Minimum). Mounting should be isolated from the steel frame by other synthetic material.

There shall be minimal clearance between cab body and box. Consideration shall be given for the presence of pushup flood lights and any other equipment placed between the cab and body.

On all items that are bolted or fastened onto a painted surface there will be isolation strips installed between mating surfaces. This is to prevent problems associated with dissimilar metals and cutting the painted surface by sharp edge of installed items

This body channel support, shall be isolated with a .125" UHMW polyethylene type 819. The isolator shall lay the full length of both sides of frame rails.

All dissimilar metals shall have a barrier material between them to prevent electrolysis.

On all items that are bolted or fastened onto a painted surface there will be isolation strips installed between mating surfaces. This is to prevent problems associated with dissimilar metals and cutting the painted surface by sharp edge of installed items.

The entire rescue module will be undercoated.

CORROSION PROTECTION

The body and all of its components shall be comprehensively protected against corrosion and oxidation by contact between dissimilar metals. In an effort to provide the up most protection the use of gaskets, especially formulated compound and other corrosion resistant barriers shall be utilized wherever it is deemed necessary. The specially formulated compound shall be applied to all fasteners, accent plates and mounted accessories installed on the body in a fashion that will create a barrier between metals, seal out moisture and prevent paint blistering from electrolysis.

Nylon washers shall be used as spacers on fasteners to prevent contact with painted surfaces where applicable.

TAILBOARD

The rear tail board shall be constructed from impact resistant unitized steel, trimmed out in aluminum tread-brite and securely mounted to the unit's super structure. It shall be a minimum of 8" deep and approximately 20" from ground to the tail board. As specified in NFPA 1901 current edition sections 15.7.-15.8 the tail board shall be designed to sustain a minimum static load of 500lbs without deformation and shall have a NFPA slip resistant aluminum treadplate stepping surface.

It shall adequately support the stepping and standing of a firefighter in full turn out gear but not be used to transport firefighters.

RUBRAILS

Rub rails shall be constructed from aluminum 2" extrusion and mounted to the body using stainless steel fasteners. Rub rails shall be completely removable for replacement. Use of proprietary extrusions as rub rails will not be accepted!

WHEEL WELL LINER / FENDERETTES

There shall be full radius wheel liners installed. They shall extend from the springs to the outside of the body.

The rear wheel wells will have a polished stainless steel fenderette installed on them. A rubber welting will be provided between the body and fenderette to seal the seam and restrict moisture.

DIMENSIONS

The overall body width shall be 96" and overall body-only height of 110".

Body Length: 205" (17 feet)

Body Height: 86"

Body Width: 96"

Cab to Axle: 122"

Compartment dimensions of this rescue vehicle are as follows:

Driver Side #1: 48" wide x 68" high x Transverse upper / 25.95" deep lower

Driver Side #2: 28" wide x 68" high x Full Height 25.95" deep

Driver Side #3: 60" wide x 39" high x Full Height 25.95 deep

Driver Side #4: 48" wide x 68" high x Transverse upper / 25.95" deep upper

Passenger Side #1: 48" wide x 68" high x Transverse upper / 25.95" deep lower

Passenger Side #2: 28" wide x 68" high x Full Height Transverse

Passenger Side #3: 60" wide x 39" high x 25.95 deep

Passenger Side #4: 48" wide x 68" high x Transverse upper / 25.95" deep upper

Rear Compartment 36" wide x 20" high x 36" deep

DOORS

The compartment doors shall be of the type that roll up on themselves. The door shall have an adjustable tubular type counter balance which assures easy lifting and lowering of the compartment doors while eliminating the risk of accidental closing.

Doors shall be front roll up style to maximize upper compartment storage.

Guide channels shall be one-piece aluminum extrusions, which have no obstructions to bind the doors. Tracks shall have a replaceable side seal that shall inhibit water and dust from intruding into the compartments.

Guide channels on either side of door shall be provided with UV resistance rubber side seals with locking to provide maximum resistance to water ingress on either side of door.

Door slats shall have 1.3 inch face height and be of double walled extruded aluminum, 0.31 deep and 0.038 nominal wall thickness, and with a concave rear surface. Slat shall have interlocking joint knuckle to prevent intrusion or tampering by sharp objects.

Door slat joints shall include dual durometer extruded synthetic spacer seal to provide maximum water resistance to door face and the smoothest possible operation. Slat shall be aligned by interlocking end caps made of engineering plastic that shall prevent slats from wandering and binding in guide channels.

Bodies without integral drip rail construction each door shall feature an overhead drip rail with UV resistant top seal shall be provided to span top of door opening, seal shall be of single point contact wiper type or optional non-contact 2 piece design, per customer request.

Latch system to be either an extruded aluminum (C-2000 type) or optional ¾" dia. stainless steel handlebar, extending the full width of the door and operable by one hand.

Latch bar shall include anti slip feature in the form of ribbing on the underside of the extruded handle version, and a knurled section of the ¾" dia. bar on the stainless handlebar version.

Handlebar type latch shall have a hand clearance of 1.25 inches for use with heavy gloved hands.

A 2 in. wide shelf shall be provided to provide greatest possible gripping and leverage surface when lifting or lowering door. Shelf shall have anti slip ribbing to aid in closing the door.

Handlebar assembly shall have UV resistant rubber compression seal along bottom to provide maximum water resistance at bottom of door.

Door curtain shall have a clip and strap system connecting the curtain to the spring assist roller tube for maximum ease of installation / service.

Spring assist roller tube shall be 4 in. dia. aluminum tubing and internally lubricated, pre tensioned torsion spring, and shall assist in lifting the door, and retaining it in the open position.

Door curtain guide channels on both sides of door shall be of extruded aluminum with both side attaching and front cosmetic flanges incorporated into design.

Doors shall be available in brush finish.

Door Style: Hansen rollup doors

BODY UPFIT

FULL WIDTH ADJUSTABLE SHELF

Shelf dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

The heights of the dual direction shelves shall be easily adjustable by using P-1000 aluminum unistrut, welded permanently to the side bay walls, along with appropriate fasteners. The unistrut is to be continuous from the top to the bottom portion of the compartment.

Each shelf shall be capable of supporting a minimum weight of three hundred fifty (350) pounds, distributed.

Shelves are to be of 3/16" smooth aluminum with press formed flanges of 2" on all four sides with stiffeners added to the inside flange. The shelves shall have D.A. sanded finish.

ADJUSTABLE SHELF

Shelf dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

The heights of all shelves shall be easily adjustable by using P-1000 aluminum unistrut, welded permanently to the side bay walls, along with appropriate fasteners. The unistrut is to be continuous from the top to the bottom portion of the compartment.

Each shelf shall be capable of supporting a minimum weight of three hundred fifty (350) pounds.

All shelves are to be of 3/16" smooth aluminum with press formed flanges of 2" on all four sides and have D.A. sanded finish.

Shelf dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

ADJUSTABLE SLIDEOUT TRAY

The heights of all trays shall be easily adjustable by using P-1000 aluminum unistrut, welded permanently to the side bay walls, along with appropriate fasteners. The unistrut is to be continuous from the top to the bottom portion of the compartment.

Each tray shall be capable of supporting a minimum weight of three hundred and fifty (350) pounds, even when fully extended.

All trays are to be of 3/16" smooth aluminum with press formed flanges of 2" on all four sides.

All slide trays shall be on roller mechanisms which will allow them to extend beyond compartment by ninety percent (90%) of their overall length. An automatic latching system shall be provided to hold the slide trays in their fully retracted and extended positions. The latching system shall be deactivated or

unlatched, by simply pulling or pushing the slide tray with approximately 20 lbs. of force. No other latches shall be required to operate the slides, NO EXCEPTIONS.

Tray dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

HEAVY DUTY SLIDE TRAY (SLIDE MASTER)

All heavy-duty slide trays are to be of 3/16" smooth aluminum with press formed flanges of 2" on all four sides. Tray slides shall use heavy steel rail construction, and stainless-steel ball bearings.

Each tray shall extend outward of the compartment 70 percent of the tray length and shall be able to support up to a 1000 lbs. of distributed weight. Trays shall be securely mounted in the compartment using a press formed bracket mounted directly to the unistrut.

Tray dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

DUAL DIRECTION SLIDE TRAY

There shall be full compartment length slide out trays mounted in specified transverse compartments. Slide tray shall be accessible from either side of the apparatus.

Tray shall be constructed of 3/16" smooth aluminum with press formed flanges of 2" on all four sides. Tray dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

Tray slides shall use heavy steel rail construction, and stainless-steel ball bearings. Each tray shall extend outward of the compartment 70 percent of the tray length and shall be able to support up to a 1000 lbs. of distributed weight. Tray shall extend outward of the compartment 70 percent of the tray length in either direction with multi-positional lock on both sides. Tray shall be able to support up to a 1000 Lbs of distributed weight.

DUAL DIRECTION DUTY SLIDE TRAY TIE DOWN PROVISIONS

Each heavy-duty slide tray shall have multiple 3/4" (HOLES) tie down provisions integrated into the slide tray sides.

ARTICULATING SLIDE TRAY

The articulating tray shall provide easier access to the upper portion of the compartments by allowing the tray to roll outside the compartment and tilt the front of the tray forward and downward to a preset distance providing better visibility and access to the tray's contents.

They shall be capable of supporting a minimum weight of two hundred and fifty (250) pounds, even when fully extended.

The tray will be of 3/16" smooth aluminum with press formed flanges of 2" on all four sides. It shall be mounted on roller mechanisms which will allow them to extend out approximately half its length and shall tilt down approximately 30 degrees.

Tray dimensions shall vary to accommodate the specified compartment for which it is to be mounted.

STOKES / BACKBOARD STORAGE

A transverse storage compartment for horizontal storage of stokes basket stretcher and backboards shall be constructed along the ceiling of a specified L1/R1 compartment. The compartment shall extend transversely across the ceiling, extending into the opposite compartment. The items shall be accessible from either side of the vehicle by access of two swinging aluminum tread plate doors attached by full-length stainless-steel piano hinges. Doors shall be equipped with quick release latches for access.

ROOF ACCESS STEPS

On the rear of the unit shall be a series of 4 or 5 steps to allow access to the roof fill tower. Steps shall be Cast Product steps Sp2006B with LED light

GRAB HANDLE

Located on the roof of the apparatus shall be one 16" Hansen STKT Safetyklite Clear anodized aluminum back lit rail. The clear back lighting shall also serve as lighting when ascending or descending to and from the roof.

COMPARTMENTATION

L1 COMPARTMENT (FIRST COMPARTMENT BEHIND CAB, ROADSIDE)

This compartment shall contain the following:

Hale Side Kick 1250GPM PTO pump module

Transverse area above frame rail shall be extended out over the pump module to the roll up door and extended out to the door on the curbside giving a full transverse floor.

One (1) transverse Stokes basket / long storage compartment mounted to the ceiling and extending across the transverse into the R1 compartment with access from either side of apparatus.

One (1) transverse compartment divider that extends from transverse floor to the bottom of stokes basket storage.

Four (4) extruded aluminum tracks mounted for adjustable shelving in the forward transverse area.

One (1) adjustable transverse slide tray

Two (2) 1,75" crosslay hosebed shall be installed in the aft portion of the transverse compartment above the pump.

L2 COMPARTMENT (ROADSIDE COMPARTMENT AHEAD OF REAR WHEELS)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

Two (2) adjustable Shelves

500 Gallon Tank Extending from L3/R3 Transverse area

L3 COMPARTMENT (ROADSIDE COMPARTMENT OVER THE REAR WHEELS)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

500 Gallon Tank in the transverse area with tank extending into L2/R2 Transverse area

One (1) 24" deep articulating heavy duty slide tray.

L4 COMPARTMENT (ROADSIDE COMPARTMENT BEHIND REAR WHEELS)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

Transverse area above frame rail shall be extended out over frame towards the door opening and extended out to the door on the curbside giving a full transverse floor.

Two (2) Transverse mounted dual direction slide trays

R1 COMPARTMENT(FIRST COMPARTMENT BEHIND CAB, CURBSIDE)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

Transverse area above frame rail shall be extended out to the roll up door on the curbside giving a full transverse floor.

One (1) transverse Stokes basket / long storage compartment mounted to the ceiling and extending across the transverse into the L1 compartment with access from either side of apparatus.

One (1) transverse compartment divider that extends from transverse floor to the bottom of stokes basket storage.

Four (4) extruded aluminum tracks mounted for adjustable shelving in the forward transverse area.

One (1) adjustable transverse shelf

Two (2) 1,75" crosslay hosebed shall be installed in the aft portion of the transverse compartment above the pump.

R2 COMPARTMENT (CURBSIDE COMPARTMENT AHEAD OF REAR WHEELS)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

Two (2) Adjustable Shelves

500 Gallon Tank Extending from L3/R3 Transverse area

R3 COMPARTMENT (CURBSIDE COMPARTMENT ABOVE REAR WHEELS)

This compartment shall contain the following:

Four (4) extruded aluminum tracks mounted for adjustable shelving.

500 Gallon Tank in the transverse area with tank extending into L2/R2 Transverse area

One (1) 24" deep articulating heavy duty slide tray.

R4 COMPARTMENT (CURBSIDE COMPARTMENT BEHIND REAR WHEELS)

Four (4) extruded aluminum tracks mounted for adjustable shelving.

Transverse area above frame rail shall be extended out over frame towards the door opening and extended out to the door on the curbside giving a full transverse floor.

Two (2) Transverse mounted dual direction slide trays

REAR COMPARTMENT (SWING DOOR COMPARTMENT)

Open!

PUMP 1250 GPM MID MOUNT SIDE KICK

The pump shall be Hale single stage and of a size and design to mount on the chassis within the frame rails of commercial and custom truck chassis, and have the capacity of 1250 gallons per minute (U.S. GPM), NFPA 1901 rated performance.

The entire pump shall be cast, manufactured and tested at the pump manufacturer's factory.

The pump shall be driven by a power takeoff (PTO) mounted on the truck transmission. The engine shall provide sufficient horsepower and RPM to enable pump to meet and exceed its rated performance.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 500 PSI (34.5 BAR). The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA Standard 1902. Pump shall be free from objectionable pulsation and vibration.

The pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 PSI (2069 BAR). All moving parts in contact with water shall be of high quality bronze or stainless steel. Pump utilizing castings made of lower tensile strength cast iron not acceptable.

Pump body shall be vertically split, on a single plane, for easy removal of impeller assembly, including clearance rings.

Pump shaft to be rigidly supported by two bearings for minimum deflection. The bearings shall be heavy-duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

The pump shaft shall have only one mechanical seal. The mechanical seal shall be spring loaded, maintenance free and self-adjusting. (No exceptions.)

Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined, hand-ground and individually balanced. The vanes of the impeller intake eye shall be hand-ground and polished to a sharp edge, and be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower.

Impeller clearance rings shall be bronze, easily renewable without replacing impellers or pump volute body.

The pump shaft shall be electric furnace heat-treated corrosion resistant steel with a positive impeller lock. Pump shaft must be sealed with double lip oil seal to keep road dirt and water out of gearbox.

GEARBOX

The gearbox shall be cast, manufactured and tested at the pump manufacturer's factory.

Pump gearbox shall be of sufficient size to withstand the torque of the engine in pump operating conditions. The gearbox shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shaft shall be of heat-treated chromium steel and shall withstand the torque of the engine in pump operating conditions.

All gears shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated, crown-shaved and hardened, to give an extremely accurate gear for long life, smooth, quiet running and higher load carrying capability. An accurately cut spur design shall be provided. (No exceptions.)

The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine, transmission and power take-off selected.

The priming pump shall be a positive displacement vane type, electrically driven and conform to standards outlined in NFPA Standard 1901. One priming control shall both open the priming valve and start the priming motor. The primer shall be environmentally safe and self-lubricating.

PLUMBING

Discharges and suction intakes not incorporated into the pump shall be plumbed from the pump using stainless steel manifolds where applicable. High-pressure hose, rated for the fire industry along with stainless steel connections shall be utilized where necessary.

Victaulic or rubber couplings shall be used where necessary to allow flexing of plumbing, which will prevent damage or loosening of piping.

Pump and plumbing shall meet the standards of the latest NFPA requirements.

AUXILIARY ENGINE COOLER

An auxiliary cooler or heat exchanger shall be installed in the engine compartment between the engine and the chassis radiator. The cooler shall permit the use of water from the pump for cooling of water circulating through the engine cooling system. This cooling shall be done without mixing engine and pump water.

PUMP MODULE

Due to trying to keep the overall size of the vehicle to a minimum, the size of the pump, and pump house panels must be of important consideration. The entire pump and pump module must be located in front of the body compartments and cannot exceed 48" in overall width.

The pump module shall be a self-supported structure mounted independently from the body and chassis cab. The design shall allow normal frame deflection without imposing stress on the pump module structure of side running boards. The pump module shall be a welded framework utilizing structural components properly braced to withstand the rigors of chassis frame flex. The pump module shall be bolted to the frame rails at four points.

PUMP PANELS

The pump house side panel shall be constructed from stainless steel panel

The side operated controls for pump system will be accessible at the side mounted operators panel.

The upper portion of the operators panel will be formed to extend upward and have stainless steel hood returning forward, thus forming an illumination hood for panel lights. Under this hood there will be two (2) lights with switch located on the pump panel.

CONTROLS

The side mount valve controls will be T handle type. The valve control levers will extend through the side panels and be supplied with a twist lock device. The valve control levers will utilize direct linkage and will be uniformly grouped with each respective gauge.

All controls, discharge and suction gauges are to be identified at the gauge and discharge and suction points as well as open-closed positions with identification plates of color background and natural letters.

Pump discharge and suction inlets will extend through stainless steel panels at each side of the apparatus. The 3/4 drain valves for each of the 2-1/2 or larger side discharges will be supplied.

INSTRUMENT PANEL

The instrument panel must contain the following gauges and equipment. These are to be located according to N.F.P.A. 1901 applicable codes.

A -30-0-600 PSI 3-1/2 master suction and pressure gauge will be supplied along with 2-1/2 compound pressure gauge for each discharge 1-1/2 or larger unless otherwise specified. The specified pressure gauge will be located directly be of the liquid silicone filled type. Water pressures and suction gauges will be filled with liquid silicone solution to assure visual reading to with 1% accuracy and function accurately in sub-zero temperatures.

This liquid silicone gauges eliminates the need of snubber valves.

The throttle and pump in gear indicator will also be installed in the center of the pump operator's panel.

FIRE PUMP PRIMER SYSTEM – AIR OPERATED

A Trident air operated, 12-volt primer system shall be installed. The primer body assembly shall be of all brass construction, compact and super quiet (less than 70dBA) with a single barrel design. The system shall include one pump panel rocker switch with push to prime placard, a wiring harness, a discharge pressure sensor, and a separate primer with electric over air solenoid attached.

The primer shall be powered with air from the chassis air-brake system and shall not require any belts or lubricant reservoir. The system shall meet all requirements and applicable sections of NFPA standards. The unit shall require 10 cfm air supply and shall be environmentally safe.

PRESSURE GOVERNOR

Class 1 Total Pressure Governor (TPG) Plus pressure governor and monitoring display kit shall be installed. The kit shall include a control panel, intake pressure sensor, discharge pressure sensor, audible alarm buzzer, and cables. The control panel case shall be waterproof and have dimensions not to exceed 4 3/4" high by 9 3/4" wide by 2 3/4" deep. The panel shall have LEDs to indicate PSI mode, RPM mode, OK TO PUMP, and IDLE RPM.

The following continuous displays shall be provided:

- Pump discharge; shown with four daylight bright LED digits more than 1/2" high
- Pump Intake; shown with four daylight bright LED digits more than 1/2" high
- PSI/RPM setting; shown on an LED bar graph display
- Engine RPM; shown with four daylight bright LED digits more than 1/2" high, updated in 10 RPM increments
- Oil pressure; shown on an LED bar graph display
- Engine coolant temperature; shown on an LED bar graph display

-Battery voltage; shown on an LED bar graph display.

Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The intake pressure display shall show pressures from -30 in. Hg to 600 psi.

There shall be two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between pressure and RPM modes. When the pump engaged interlock, signal is recognized an OK TO PUMP LED will light to indicate throttle ready and the governor shall be in pressure mode with the engine RPM set to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi.

The program features shall be accessed via push buttons located on the front of the control panel. The program shall support manual control of pump discharge pressure and RPM settings, field programmable presets, and diagnostic capabilities. Safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

The pressure governor, monitoring and master pressure display shall be programmed to interface with a specific engine.

GAUGE PANEL

There shall be a 3-1/2" Class one gauge supplied for the master intake and discharge.

A Class One 2-1/2 compound pressure gauge shall be supplied for each discharge 1-1/2 or larger unless otherwise specified. The specified pressure gauge will be located directly be of the liquid silicone filled type. Water pressures and suction gauges will be filled with liquid silicone solution to assure visual reading to with 1% accuracy and function accurately in sub-zero temperatures.

This liquid silicone gauges eliminates the need of snubber valves.

The engine oil pressure, engine water temperature, tachometer, audible and visual warning devices shall be performed by an all in one instrument panel.

The Governor shall feature an "All In One" instrument panel / module shall eliminate the use of multiple gauges, alarms and warnings to simplify the pump operator's panel. The unit provides a large display for the engine RPM, battery voltage, and display engine oil pressure and coolant temperature. Plus provides visual and external audible warning such as, horn or a bell to identify any monitored failure. Unit also, accumulates and displays engine hours, pump operating hours and incident times.

The pump in gear indicator will also be installed in the center of the pump operator's panel.

The following instruments and controls will be supplied at the operator's panel:

One (1) -30 x 600 PSI chrome 3 -1/2 main pressure gauge.

One (1) -30 x 600 PSI chrome 3 -1/2 main suction gauge

One (1) 0 x 600 PSI chrome 2-1/2 individual pressure gauges for each 1-1/2 or larger discharge.

One (1) Class One TPG

One (1) Class One Tank lighted level water gauge.

One (1) engine cooler control.

One (1) tank fill control.

One (1) pump to tank control.

Pump cooling controls.

Pump discharge controls.

Primer control

U.L. test plug panel.

Hour Meter

LABELS

Each control and gauge will be clearly marked by a color-coded nameplate, permanently affixed to the operator's panel.

All discharge and suction gauges are to be identified at the gauge and discharge and suction points as well as open-closed positions with identification plates of black background and natural letters.

VALVES

The valves shall be Hale brand quarter turn.

TANK TO PUMP

The tank to pump valve shall be a 3" inline, installed between the water tank and the pump. Controls for the valve shall be provided on the operators control panel.

TANK FILL

One (1) 1.5" inline valve shall be supplied off the discharge side of pump and be plumbed into the front head of the tank using high-pressure hose.

LEFT SIDE DISCHARGES

The two (2) 2.5" quarter turn discharge valve(s) shall be provided behind the left side pump panel. Control for discharge valve shall be provided on operators pump panel. The discharge(s) shall terminate with a 30-degree elbow with male NST threads and have a high polished chrome cap with chain. Each discharge is to be equipped with a .750" push/pull drain valve. Drains shall discharge below the running board. The discharge is to have a 2.5" Class 1, SubZII compound gauge.

LEFT REAR DISCHARGE

One (1) 2-½" discharge with a quarter turn valve shall be plumbed to the left side rear of the apparatus. The valve shall be a quarter turn ball type and fixed pivot design to allow easy operation at all pump pressures. The 2-½" valve outlet terminates with 2-½" grooved connection. The valve shall be controlled with a chrome-plated push/pull locking "T" handle mounted on the pump panel. There shall be a Class 1 2 ½" pressure gauge mounted on the panel near the control to indicate pressure. The discharge shall also come equipped with a quarter-turn ¾" drain valve. The discharge shall be foam capable. The discharge must be capable of flowing 500 GPM or greater.

CROSSLAYS

There shall be a divided double crosslay hosebed capable of holding 200 feet of 1.75" hose in each section installed above the pump found transversely in the L1/R1 compartment. The hose beds shall be constructed of perforated aluminum flooring for maintenance free service. The hosebed dividers shall be fixed to meet the width requirements of hose stored in each hose bed.

The 1.75" crosslays shall be equipped with 2" swivels, 2" plumbing, and high pressure reinforced hose. Controls for the crosslay shall be provided at the operator's panel. A 2.5" Class 1, Sub ZII gauge shall be supplied for each crosslay.

2-1/2" DRIVE (LEFT) SIDE PONY SUCTION

One (1) 2-1/2" auxiliary suction shall be constructed using a 2-1/2" Hale quarter turn ball valve. The hose connection end of the valve shall include a chrome female swivel with NST threads. This auxiliary suction shall be located on the lower forward section of the Driver (Left) side pump panel. The valve shall be locally controlled with the control handle adjacent to the valve.

BOOSTER TANK

The tank shall have a capacity of 500 U.S. gallons and shall be constructed of polypropylene material. This material shall be a non-corrosive stress relieved thermoplastic and UV stabilized for maximum protection. Tank shell thickness may vary depending on the application and may range from ½ to 1" as required. Internal baffles are generally 3/8" in thickness.

DESIGN

Each tank is designed to the customer's specification and/or drawing submittal. An approval drawing is sent to the customer prior to commencing manufacturing. Upon receipt of the signed approval drawing, the tank is scheduled for production.

CONSTRUCTION

The booster and/or foam tank shall be of a specific configuration and is so designed to be completely independent of the body and compartments. Joints and seams shall be fused using nitrogen gas as required and tested for maximum strength and integrity. The tank construction shall include a sealant to be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise. The top of the booster tank is fitted with removable lifting assembly designed to facilitate tank removal. The transverse and longitudinal swash partitions shall be manufactured of a minimum of 3/8" polypropylene. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and are completely fused to each other as well as to the walls of the tank. All partitions and spacing shall comply with NFPA 1901. The walls shall be welded to the floor of the tank providing maximum strength as part of the tank's unique Full Floor Design. Tolerances in design allow for a maximum variation of 1/8" on all dimensions.

WATER FILL TOWER AND COVER

The tank shall have a combination vent and manual fill tower. The fill tower shall be constructed of 1/2" polypropylene and shall be a minimum dimension of 8" x 8" outer perimeter. The fill tower shall be blue in color indicating that it is a water-only fill tower. The tower shall be located in the left front corner of the tank unless otherwise specified by the tank manufacturer to the purchaser. The tower shall have a 1/4" thick removable polypropylene screen and a polypropylene hinged cover. The capacity of the tank shall be engraved on the top of the fill tower lid. Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with a minimum I.D. of 4" that is designed to run through the tank, and shall be piped to discharge water behind the rear wheels as required in NFPA 1901 so as to not interfere with rear tire traction.

The tank cover shall be constructed of 1/2" thick polypropylene and UV stabilized, to incorporate a multi-piece locking design, which allows for individual removal and inspection if necessary. The tank cover(s) shall be flush or recessed 3/8" from the top of the tank and shall be fused to the tank walls and longitudinal partitions for maximum integrity. Each one of the covers shall have hold downs consisting of 2" minimum polypropylene dowels spaced a maximum of 40" apart. These dowels shall extend through the covers and will assist in keeping the covers rigid under fast filling conditions. A minimum of two lifting dowels shall accommodate the necessary lifting hardware.

SUMP

There shall be one (1) sump standard per tank. The sump shall be constructed of a minimum of 1/2" polypropylene and be located in the left front quarter of the tank, unless specified otherwise. On all tanks that require a front suction, a

3" schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. The sump shall have a minimum 3" N.P.T. threaded outlet on the bottom for a drain plug per NFPA. This shall be used as a combination clean-out and drain. All tanks shall have an anti-swirl plate located approximately 3" above the inside floor.

OUTLETS

There will be two (2) standard tank outlets: one for the tank-to-pump suction line, which shall be sized to provide adequate water flow to the pump; and, one for tank fill line, which shall be sized according to the NFPA minimum size chart for booster tanks. All tank fill couplings shall be backed with flow deflectors to break up the stream of water entering the tank, and be capable of withstanding sustained fill rates of up to 1000 G.P.M. The addition of rear suction fittings, nurse valve fittings, dump valve fittings, and through-the-tank sleeves to accommodate rear discharge piping must be specified. All auxiliary outlets and inlets must meet all NFPA guidelines in effect at the time of manufacture.

MOUNTING

The tank shall rest on the body cross members in conjunction with such additional cross members, spaced at a distance that would not allow for more than 530 square inches of unsupported area under the tank floor. In cases where overall height of the tank exceeds 40 inches, cross member spacing must be decreased to allow for not more than 400 square inches of unsupported area.

The tank must be isolated from the cross members through the use of hard rubber strips with a minimum thickness and width dimension of 1/4" x 1" and a Shore A Hardness of approximately 60 durometer. The rubber must be installed so it will not become dislodged during normal operation of the vehicle.

Additionally, the tank must be supported around the entire bottom outside perimeter and captured both in the front and rear as well as side to side to prevent tank from shifting during vehicle operation. A picture frame type cradle mount with a minimum of 2" x 2" x 1/4" mild steel, stainless steel, or aluminum angle shall be provided or the use of corner angles having a minimum dimension of 4" x 4" x 1/4" by 6" high are permitted for the purpose of capturing the tank.

Although the tank is designed on a free floating suspension principle, it is required that the tank have adequate vertical hold down restraints to minimize movement during vehicle operation. If proper retention has not been incorporated into the apparatus hose floor structure, an optional mounting restraint system shall be located on top of the tank, half way between the front and the rear on each side of the tank. These stops can be constructed of steel, stainless steel or aluminum angle having minimum dimensions of 3" x 3" x 1/4" and shall be approximately 6" to 12" long.

These brackets must incorporate rubber isolating pads with a minimum thickness of 1/4" inch and a hardness of 60 durometer affixed on the underside of the angle. The angle should then be bolted to the body side walls of the vehicle while extending down to rest on the top outside edge of the upper side wall of the tank. Hose beds floors must be so designed that the floor slat supports extend full width from side wall to side wall and are not permitted to drop off the edge of the tank or in any way come in contact with the individual covers where a puncture could occur. Tank top must be capable of supporting loads up to 200 lbs per sq. foot when evenly distributed. Other equipment such as generators, portable pumps, etc. must not be mounted directly to the tank top unless provisions have been designed into the Poly-Tank® III for that purpose. The tank shall be completely removable without disturbing or dismantling the apparatus structure.

TANK MOUNTS

There shall be an adequate number of tank mounts installed to properly secure the tank.

CAPACITY CERTIFICATION

All water and foam tanks shall be tested and certified as to capacity on a calibrated and certified tilting scale. Each tank shall be weighed empty and full to provide precise fluid capacity. Each tank is delivered with a Certificate of Capacity delineating the weight empty and full and the resultant capacity based on weight. Engineering estimates for capacity calculations shall not be permitted for capacity certification.

CENTER OF GRAVITY

A center of gravity calculation shall be determined for each tank and provided as requested in order to provide the apparatus manufacturer with the necessary data to design and certify the apparatus with respect to the NFPA requirements regarding rollover stability. This information may be used by the apparatus manufacturer to assist in the calculation of the apparatus's ability to meet the tilt table static rollover threshold or calculated Center of Gravity requirements per NFPA. A center of gravity and weight calculation for both empty and full conditions shall be required with each tank.

WARRANTY

For normal fire department applications, the tank shall have a limited Lifetime warranty that provides warranty service for the life of the fire apparatus in which the tank is installed. Warranties are transferable if the apparatus ownership changes by requesting the transfer from. In applications where the tank will be subject to severe conditions, the tank may have a warranty unique to the application that is clearly defined for each such application.

WATER LEVEL INDICATOR

A water level gauge shall be provided, to monitor the tank water levels. System shall utilize indicators that shall provide the operator with designations of 100% through 0%. Unit self-calibrates to any size/shape tank regardless of dimensions and uses pressure sensor, no tank probe to size & maintain. As an added safety feature the operator is alerted when the liquid level is low or nearly empty. Indicator shall be installed on the pump panel.

12 VOLT WIRING

GENERAL REQUIREMENTS:

All electrical work shall be performed by persons familiar with emergency vehicle systems.

All the emergency electrical equipment shall be served by circuits separate and distinct from the vehicle chassis circuits.

The 12-Volt DC electrical system shall be controlled by an industry proven electrical system.

Clearance and marker lights shall be installed to comply with the NFPA and all Federal standards for highway vehicles. Lights are grommet mounted shock resistant sealed marker lamps series / or sealed LED series marker lamps.

Reflectors shall be installed on the apparatus in compliance with the Federal Motor Vehicle Safety Standards and NFPA 1901.

WIRING REQUIREMENTS:

The complete 12-volt wiring system and electrical appliances shall meet NFPA 1901 minimum standards as well as standard automotive practices throughout its installation in the apparatus. The system shall comply with all the appropriate SAE recommended practices such as J1939 and/or J1708.

All required DC power conducting wiring shall be of GXL stranded copper wire of adequate gauge for the function served so as to ensure voltage drop of less than one volt at the appliance under full amperage load.

Body wiring shall be color and function coded, grease, oil and moisture resistant, routed in protective loom through protected locations, neatly and securely fastened, and all apertures properly grommeted for passing wiring. Solderless insulated connectors shall be provided where required. Primary wiring harnesses shall be bench assembled. Where crimp connections are necessary, the connections shall be made using approved connectors with heat shrink insulators. Any wiring routed within proximity of any exhaust components or other high temperature components shall be given special consideration and shielded for best protection.

Any required signal conductors shall be shielded twisted pairs rated by the system manufacturer to carry the multiplex command signals from the switch panel to the control modules.

ELECTRICAL MANAGEMENT SYSTEM:

The system installed shall be easily re-programmable and reconfigurable. Most factory authorized service centers or technicians will have on hand all required diagnostic hardware and software required for maintenance of the installed system.

EMI/RFI PROTECTION

The electrical system proposed shall include means to control undesired electromagnetic and radio frequency emissions. State of the art electrical system design and components will be used to insure radiated and conducted EMI (electromagnetic interference) and RFI (radio frequency interference) emissions are suppressed at their source.

The unit proposed will have the ability to operate in the electromagnetic environment typically found in fire ground operations. The contractor will be able to demonstrate the EMI and RFI testing has been done and meets SAE J551 requirements. Harness and cable routing be given careful attention to minimize the potential for conducting and radiated EMI/RFI susceptibility.

CONTROLS & FUNCTIONS

A switch panel controlling electrical devices and equipment installed on the chassis and body shall be located in the cab within easy access to the driver or centrally located convenient to the driver and/or officer positions. The panel shall include switches arranged in the most convenient and practical manner that is possible.

12V DC VOLTAGE OUTPUT TESTING & DOCUMENTATION

The low voltage system of the completed apparatus shall be tested and certified by the manufacturer prior to delivery. A copy of the testing and successful completion will be provided to the purchaser with the in the Owners Manual. Any failures to these tests will require corrective actions to be taken and re-tested before delivery.

RESERVE CAPACITY TEST:

The engine shall be started and run until all engine and engine compartment temperatures are stabilized and the battery system is fully charged. The engine shall be shut off and the minimum continuous electrical load shall be activated for ten (10) minutes. All electrical loads shall be shut down. The battery system shall then be capable of restarting the engine.

ALTERNATOR PERFORMANCE TEST AT IDLE:

Minimum continuous electrical load shall be activated while the unit is at idle speed. The engine and engine compartment temperatures are stabilized. The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

ALTERNATOR PERFORMANCE TEST AT FULL LOAD:

The total continuous electrical load shall be activated with the engine running up to the manufacturer's governed speed. The test duration shall be a minimum of two (2) hours. Activation of the load management system shall be permitted during the test. If, however, an alarm sounded by excessive battery discharge, as detected by the system, or a voltage of less than 11.7 volts DC for a 12-volt nominal system for more than 120 seconds, it shall be considered a test failure.

LOW VOLTAGE ALARM TEST:

The engine shall be shut off and the total continuous electrical load shall be activated and continue to be applied until the excessive battery discharge alarm is activated. The battery voltage measured at the battery terminals with the load still applied must be above 11.7 volts or the test shall be considered a failure and corrective actions employed.

DOCUMENTATION:

At the time of delivery an Amp Draw Report Section 13-15 will be completed and provided to the purchaser with the Owner's Manual. Documentation shall include:

1. Copy of electrical system performance test complying with NFPA 1901,
2. Written load analysis with the following information:
 - a. Nameplate rating of the alternator
 - b. The alternator rating under the conditions specified NFPA 1901, section 13.3.2.
 - c. The minimum continuous load of each component specified per NFPA 1901 section 13.3.2
 - d. Additional electrical loads that, when added to the minimum continuous electrical load, determine the total electrical load.
 - e. Each individual intermittent electrical load

BATTERY DISCONNECT SWITCH (SPARTAN SUPPLIED)

A solenoid operated battery disconnect switch shall be installed on the chassis to disconnect the body electric from the chassis batteries. Switch shall be engaged by the use of ignition switch. When the ignition switch is switched to off position, the solenoid shall separate the body and equipment from the batteries.

BATTERY LIGHT (SPARTAN SUPPLIED)

A green "battery on" pilot light that is visible from the driver's position shall be provided.

STOP / TAIL / TURN / BACKUP LIGHTS

New TecNiq FMSSS / NFPA compliant stop, tail, and back-up lights shall be installed in a chrome quad housing. The type used shall be 4"x 6" rectangular LED lights, consisting of the following:

Two (2) K60-STRO-1 Red LED Stop/ Taillights.

Two (2) K60-AATO-1 Amber LED Arrow Turn lights

Two (2) K60-WBUO-1 Clear Back-Up lights

CLEARANCE / MARKER LIGHTS (L.E.D)

The apparatus body shall be equipped with TecNiq brand L.E.D marker lights. Lights shall be of the proper color and in accordance with the Federal Motor Vehicle Safety Standards (FMVSS).

LICENSE BRACKET

A license bracket shall be provided at the rear of the unit with required lighting.

BACKUP ALARM (SPARTAN SUPPLIED)

An Ecco brand backup alarm shall be installed and shall be activated when the unit is placed in reverse gear.

COMPARTMENT LIGHTS

The body compartments shall be equipped with TecNiq E44 low voltage, light emitting diode (LED) strip style lighting. Each light strip shall be consisting of a series of LEDs per 1.5" in cased in a durable and thin resistant translucent shield to protect the diodes from inadvertent contact or collision which may result in damage. The lights shall be mounted vertically in each compartment where they will not interfere with adjustment or accessibility of any shelving or equipment.

Each light shall be sized accordingly to illuminate the compartment adequately.

There shall be two (2) light strips per compartment.

COMPARTMENT OPEN LIGHT

A large red light shall be mounted in the cab visible from the driver's and officer's seat.

Each compartment door shall be equipped with a door open indicator switch. When contact is broken at these switches, it shall activate the compartment open light in the cab.

ENGINE COMPARTMENT LIGHT (SPARTAN SUPPLIED)

There shall be one (1) LED light installed in the engine compartment to illuminate the engine area. There shall be a switch located adjacent to or on the light.

GROUND AREA LIGHTING

There shall be four (4) high intensity LED water resistant lights mounted under the unit to provide proper ground area illumination in areas designed for the personnel to climb onto or descend from the apparatus cab.

GROUND AREA LIGHTING

There shall be six (6) high intensity water resistant LED lights mounted under the unit to provide proper ground area illumination for the personnel. Two (2) shall be located on each side of the body, one located under the forward compartment and one mounted under the rear compartment, one under the rear tailboard and one located under the front bumper extension.

BATTERY CONDITIONER

There shall be a Kussmaul Auto Charge Super kit installed on the chassis. It shall consist of an Auto Charge1000 120 volt AC battery conditioner with a Super Auto Eject, and remote bar graph.

The battery conditioner (charger) system shall be wired to the chassis batteries and will recharge them to required levels. Conditioner shall provide a full 15 amps of output as well as supplying up to 3 amps for loads connected directly to the battery such as radio memory, etc. System shall be connected through a 110 volt shoreline inlet or receptacle located on the cab. A 10 element LED charge indicator shall be mounted on the driver's side of the cab near the shoreline inlet.

The shoreline inlet shall be a Kussmaul Super Auto-Eject input connector with a weather proof, sealed box and cover. Auto Eject is designed to connect a 120 volt AC source to the vehicle. Unit shall automatically disconnect 120 volt AC power source by ejecting plug from the receptacle when vehicle-starting system has been energized. Super eject shall be installed on the driver's side in a location to be determined by the fire department.

LIGHT BAR

A Whelen model FN60QLED 60" L.E.D. light bar shall be installed on the cab roof of the unit.

LOWER ZONE WARNING LIGHTS

There shall be a total of six (6) TecNiq K60 LED surface mount lights mounted on the unit. There shall be three (3) red K60 L.E.D lights with chrome flange mounted on each side in the lower half of the unit.

There shall be two (2) TecNiq LED K60 (Red) L.E.D surface mount lights mounted on the rear of the unit. The lights shall be surface mounted by use of the chrome flange on the rear lower half of the unit (Zone A lower). No Exceptions!

There shall be two (2) TecNiq LED K60 (Red) L.E.D surface mount lights mounted on the rear of the unit. The lights shall be surface mounted by use of the chrome flange on the rear lower half of the unit (Zone C lower). No Exceptions!

Flash pattern shall be determined by the fire department.

UPPER ZONE WARNING LIGHTS

There shall be a total of four (4) TecNiq K90 series L.E.D. lights mounted on the unit in upper zones B&D. Two (2) red K90 series L.E.D. lights shall be mounted on each side in the upper half of the unit. One shall be mounted toward the front and one toward the rear of the apparatus.

There shall be a total of two (2) K90 series RED L.E.D. lights mounted on the unit in upper zone C. There shall be one (1) red K90 series L.E.D. lights mounted on each side of the rear of the apparatus.

WARNING LIGHTING - MODES OF OPERATION

There shall be two modes of operation, calling for the right-of-way and blocking the right-of-way. When the master optical; warning system switch is closed, and the parking brake is released or the automatic transmission is not in park, the warning devices signaling the call for right-of-way shall be energized. When the master optical warning system switch is closed, and the parking brake is on or the automatic transmission is in park, the warning devices signaling the blockage of the right-of-way shall be energized.

ELECTRONIC SIREN

There shall be one (1) Whelen model WS-295 electronic with noise canceling microphone shall be installed in the cab area.

SPEAKER

There shall be one (1) compact Cast Product SH2015 flush mount speaker with 100 watt driver and a polished finish will be supplied. It will be recessed in the front chassis bumper in a specified location.

SCENE LIGHTS

The unit shall be equipped with eight (8) TecNiq K90 series LED scene lights. Scene lights shall be surface mounted lights and located one (1) mounted on each side of the cab above drivers and officers door. There shall be two (2) on the right side of the body, two (2) on the left side of the body and two (2) on the rear of the apparatus.

SCENE LIGHTS ACTIVATED IN REVERSE

The rear scene lights shall be activated when the unit is placed in reverse. This mode is in addition to the switches provided in the cab and/or at the lights.

ALTERNATING "CHEVRON" STYLE STRIPE (FULL COVERAGE)

The rear of the apparatus, including the rear roll up door shall be overlaid with alternating red and (amber / green) reflective 6" stripes. Stripes to be configured to resemble in a "Chevron" style lay out where the stripes come in from the sides at an upward 45-degree angle converging in the center to provide an upward point.

CAB DOOR TRIM REFLECTIVE

The completed apparatus shall be equipped with reflective material on the interior of each cab door in accordance with the current standards of NFPA.

LOOSE EQUIPMENT

WHEEL CHOCK

There shall be two (2) Zico model SAC-44-wheel chocks with a horizontal hanging bracket shall be mounted in front of the left rear wheels.

DELIVERY KIT

There shall be one (1) travel kit shipped with the unit. The kit shall include a set of three reflective triangles, a 2 lb. ABC fire extinguisher and a flashlight.

WIRING SCHEMATICS

A complete set of detailed electrical wiring schematics shall be provided with the completed unit. The schematic shall clearly label and describe all electrical circuits for an accurate reference.

SERVICE MANUAL AND PARTS LIST

A service manual shall be provided with the completed unit. Manual shall include equipment and component information as well as warranty and service information.



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Memorandum

To: Honorable Mayor and City Council

From: Carolyn Back, Community Development Director

Re: **CZ 25-01 SUP - SPECIFIC USE PERMIT FOR CREMATORY**

Date: March 3, 2025

BACKGROUND

On February 3, 2025 Council heard Staff presentation on an application for a Specific Use Permit (SUP) for a Crematory use in the General Commercial (CG) zoning district for Schaudt Funeral Services and Cremation Care Center. The applicant's representative Mr. Robert Bell was in attendance and presented on behalf of the applicant, Mr. Dan Schaudt.

The Council motioned and approved a continuance, directing Staff to meet with Mr. Schaudt and receive answers to additional questions from the Council. Council requested Staff schedule a date and time for Council Members to visit the Glenpool facility where the same make and model human cremation chamber is currently in operation.

Staff met with Mr. Dan Schaudt at his Glenpool site and prepared the attached Memorandum with pictures. Video was sent to the City Manager and will be available during the March 3, 2025 council hearing. A date and a couple of times were scheduled (to avoid quorum conflicts) to tour the Glenpool facility. Staff sent invites to City Council.

February 3, 2025 - Staff Report

The applicant Bell Land Use, LLC, agent for the applicant Schaudt Funeral Service, is requesting a Specific Use Permit, CZ 25-01 SUP, for a Crematory use in the CG zoning district.

Location: 27907 South State Highway 51

Legal Description: A Tract of land located in the SE/4 of the NW/4 of Section 1, T-17-N, R-15-E of the IB@M, Wagoner County, State of Oklahoma, being more particularly described as follows: Commencing at the Southeast Corner of said SE/4 NW/4, Thence S89°44'23"W along the South line thereof a distance of 736.60 feet to the Easterly Right-of-Way line of State Highway 51; Thence N28°35'45"W along said Right-of-Way a distance of 83.75 feet to the Point of Beginning;

Thence continuing N28°35'45"W along said Right-of-Way a distance of 208.14 feet; Thence N89°44'23"E and parallel to the South line of said SE/4 NW/4 a distance of 366.91 feet; Thence N56°31'31"E a distance of 351.39 feet; Thence N00°09'53"W a distance of 140.00 feet: Thence N89°44'23"E and parallel to the south line of said SE/4 NW/4 a distance of 215.00 feet. Thence S00°09'53"E along the East Line of SE/4 NE/4 a distance of 409.40 feet; Thence S89°44'23"W and parallel to the South Line of said SE/4 NW/4 a distance of 373.30 feet; Thence S74°58'39"W a distance of 417.12 feet to the Point of Beginning. Containing 4.361 Acres more or less.

And

- A Tract of land located in the SE1/4 of the NW1/4 of Section 1, T-17-N, R-15-E of the IB@M, Wagoner County, State of Oklahoma, being more particularly described as follows:
Commencing at the Southeast Corner of said SE1/4 NW1/4, Thence S89°44'23"W along the South line thereof a distance of 736.60 feet to the Easterly Right-of-Way line of State Highway 51; Thence N28°35'45"W along said Right-of-Way a distance of 291.89 feet to the Point of Beginning; Thence continuing N28°35'45"W along said Right-of-Way a distance of 377.74 feet; Thence N89°44'23"E and parallel to the South line of said SE1/4 NW1/4 a distance of 840.41 feet; Thence S00°09'53"E and parallel to the West line thereof a distance of 140.00 feet; Thence S56°31'31"W a distance of 351.39 feet: Thence S89°44'23"W and parallel to the south line thereof a distance of 366.91 feet to the Point of Beginning. Containing 5.079 Acres more or less.

Zoning: General Commercial (CG).

Comprehensive Plan Map Intensity Designation: Commercial High

Adjacent Zoning:

- North: Agriculture (AG)
- East: Agriculture (AG)
- South: General Commercial (CG)
- West: General Commercial (CG), Industrial (IL)

The funeral home use is an allowed use within the General Commercial (CG) zoning district. Per the City of Coweta Code of Ordinances, the crematory use requires a Specific Use Permit (SUP). Before purchasing the property, the applicant would like to secure the SUP before closing on the property. If granted, then the applicant will move into site design to include stormwater drainage, floodplain and floodway constraints, parking, and all the other landscape and site plan requirements.

Upon cursory review, our City Engineer and Community Development Director provided the following comments to the Planning Commission:

- A licensed engineer will need to be involved with the site design and platting of the property
- A Letter of Map Revision (LOMR) may be needed for access
- There shall be no work allowed in the floodway
- Stormwater detention along with all other subdivision regulations will be required
- As a condition of approval, Staff requested the Planning Commission attach the following

condition to their recommendation to City Council: ***No Chemical Cremation process is allowed.***

A Chemical Cremation process carries a very high Biochemical Oxygen Demand (BOD) and has been known to carry significant negative impacts on Sanitary Sewer plants.

The parking count, as currently proposed for the Funeral Home, should meet all parking code requirements once the overall site plan is finalized by a licensed engineer and moved out of the floodplain and floodway areas.

In speaking with the applicant's representative, Mr. Robert Bell, the applicant intends to perform a lot split application to do a lot line adjustment to incorporate all the parking areas onto the same parcel as the proposed building. The building permit process will require the submittal of engineering data related to the parking lot, detailed drainage characteristics and site floodplain. Staff has concerns that upon receiving the Grading Plan, a Detailed Drainage Plan, and a detailed evaluation of the floodplain characteristics of the site that a plat may be necessary to document these details. The City Engineer, upon receiving the required engineering reports and conferring with the project engineer, may require that the lot adjustment be performed in a subdivision plat to meet the City's development requirements.

12-9B-5 Uses Permitted By Specific Use Permit

The following uses may be permitted as specific uses by the Planning Commission and City Council in accordance with the provisions contained in CCC 12-3D:

Community services, cultural and recreational facilities.

1. Description. Community services, cultural and recreational facilities which are needed in residential areas to serve the residents or need a residential environment, but which are or can be objectionable to nearby residential uses. These uses are permitted by specific use permits. See also CCC 12-3D.

2. Included uses.

x. Crematory.

Crematory Combustion System

Please see the attached document for Human Cremation Chamber Specifications

ARTICLE 12-3E SPECIFIC USE PERMITS

12-3E-1 Introduction

1. The City Council may, after a public hearing and recommendation by the Planning Commission and after conducting a public hearing as is required in accordance with the provisions of this article, authorize for specific parcels of land the issuance of a Specific Use Permit.

2. The uses listed in CCC 12-3D-3 also clarified because of the size of the land they require, or

the specialized nature of the use, or they may more intensely dominate the area in which they are located or their effects on the general public are broader in scope than other types of uses permitted in the district.

For case No. CZ 25-01 SUP Crematory, a public hearing was held on January 20, 2025 by the Coweta Planning Commission. At the Planning Commission meeting, no residents were present to make comments concerning the request to establish a Specific Use Permit (SUP) for a Crematory. The Planning Commission made a unanimous (3-0-0) recommendation for approval of the (SUP) to the Coweta City Council with conditions for high-temperature crematory use (no chemical crematory use allowed).

STAFF RECOMMENDATION

Staff Recommends Approval of CZ-25-01 Specific Use Permit (SUP) for a high temperature crematory use with the condition that no chemical crematory uses are allowed.

ATTACHMENTS

1. 2025-02-03-City Council Answers to Questions Schaudt Funeral Home
2. Site Plan
3. CZ 25-01 SUP LOCATION MAP
4. CZ 25-01 SUP AERIAL VIEW
5. CZ 25-01 Zoning Map
6. Schaudt Collage
7. Exterior Elevations
8. Funeral Home First Floor
9. HUMAN CREMATION CHAMBER SPECS
10. City Council Answers to Questions 02.03.2025
11. Schaudt Funeral Home Lanscaping
12. Chimney 1
13. Chimney 2
14. Inside
15. Cremation Chambers



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Memorandum

To: Honorable Mayor and City Council Members

From: Carolyn Back - Community Development Director

Re: Meeting with Mr. Dan Schaudt (Mr. Robert Bell in attendance)
Schaudt Funeral Service and Cremation Care Center
1329 E 151st St S,
Glenpool, OK 74033

Date: February 6, 2025

At the February 3, 2025, City Council meeting, staff were tasked with gathering additional information on the proposed Crematory Specific Use Permit requested by Schaudt's Funeral Service and Crematory Care Center.

Staff Scheduled a meeting with Mr. Dan Schaudt to perform the Due Diligence work requested.

Meeting/Site Visit: Mr. Dan Schaudt (Mr. Robert Bell in attendance)
Date: February 6, 2025, at 3:00 PM
Location: Schaudt Funeral Service and Cremation Care Center
1329 E 151st St S,
Glenpool, OK 74033

It has been determined the same make and model of the Human Cremation Chamber currently operating in Glenpool, Oklahoma, is proposed for the Coweta Funeral Home location.

On the morning of February 11, 2025, our City Manager Ms. Julie Casteen reached out to the City Manager of Glenpool, Mr. David Tillotson. Julie asked if Glenpool had received any complaints about Schaudt's Funeral and Cremation within his City. Mr. Tillotson said they have not received any complaints about the Schaudt Funeral Services and Cremation Care Center within his City.

The following are answers to the questions posed to Staff during the February 3, 2025, hearing and the supplemental questions emailed to staff from Mayor Hogue on February 5, 2025.

City Council Questions - February 3, 2025, City Council Meeting

1. What is your maintenance/inspection schedule?

Quarterly, Third-Party Inspections

Including Implant Recycling

Tune-ups to equipment, if necessary

2. What are your required Federal and State inspection schedules?

Oklahoma Funeral Board is the governing body– Annual Inspections (Random)

It is of the entire facility, not just the Crematory

No Federal Inspections.

3. Do you incorporate time restrictions on when Crematory may be running?

No.

Business Hours.

Monday – Friday 9 AM to 5 PM

4. Please explain the emission control explained on the Manufacturing sheet?

It is a secondary chamber with one 2,000,000 BTU/HR burner. This chamber is also equipped with an electronic gas exhaust system which temporarily suspends operation of the primary chamber burner using a laser and mirror. If the laser beam is broken, it is designed to shut down the machine, evaluate, and auto correct.

5. What is the life span of the unit? Is it by hours used or years, no matter the usage?

It is by years and technology advancements. It is based on use, wear and tear, and Technology.

6. Are there annual inspections by local Fire Department?

No.

7. Any MSDS (Material safety data sheets) for the Keller Model KMH 1100/300 to distribute to my Fire Department? (I know there will be embalming for the funeral home, but this is just focused on the Crematory and the Specific Use Permit)

No.

8. How old is this model? Installed as new? How many units?

Installed as Brand New

One

9. Will you have outdoor display of monuments, columbarium for sale?

No.

10. Is the model in Glenpool the same Make and Model proposed?

Yes.

Additional Questions from Mayor Hogue – February 5, 2025

11. Oklahoma Funeral board is the governing body for OK, correct?

Yes. Please see question 2.

12. It appears there is inspection and sign off of crematory by a licensed funeral director. I've found conflicting information that there is a yearly inspection when renewing license but wasn't able to confirm.

Please see question 2.

- 13. I could never find any place on the OK state website that had the official rules that are referenced in several areas of various websites. It's possible I missed it; but I think it would be helpful for all to see the Federal rules that must be followed.**

The Funeral Home and Crematory are State Regulated. See attached or reference link below.

Rules of the Oklahoma Funeral Board are listed in

Title 235. – Oklahoma Funeral Board

Subchapter 14. Crematories

<https://oklahoma.gov/content/dam/ok/en/funeral/documents/rules-and-statutes/OFB%20RULES%202023%20.pdf>

- 14. Since a crematory could be new to our city, I'm assuming there will need to be protocols established for the Fire dept on how to put out a crematory fire, if necessary, the amount of BTUs of gas that is used is a lot, just thinking about overall safety for everyone.**

None. It is a UL Listed machine meaning it has been tested by Underwriters Laboratories (UL) and meets specific nationally recognized standards for sustainability and safety.

In speaking with our Fire Chief, and me making a visit and learning about the cremation equipment, the biggest danger is causing major steam burns to the fire fighters if they attempt to add water down a chimney or directly into the crematory.

- 15. When looking into the Keller crematory model on the Keller site, it did show that there was an option to have annual evaluation and maintenance on the system for an additional cost, will this be something the business be investing in?**

The business invests in a third-party firm that evaluates, inspects, and maintains the Keller crematory model quarterly. The same will be implemented at the Coweta location.

- 16. The Black Smoke, I was digging in deeper on this and found that additional causes of black smoke or smoke are due to incorrect temperatures for the secondary chamber and the reburn is not combusting properly, therefore black smoke. If the equipment is**

cleaned, maintained, serviced regularly, and operating accordingly "black smoke" should be very minimal.

Please see questions 1. and 15.

- 17. Also, it is reported that there is mercury being released into the air when it burns, from fillings (most dentistry has stopped using "silver" fillings around 2009, but there are still some dentists that offer them as low-cost options). I was initially thinking this would be a moot point, but since it is still being used there is some concern. Since there is a creek and stream, over time could there be concerns of impacting the water and soil?**

The Schaudt Funeral Home and Cremation Care Center applies to Oklahoma Department of Environmental Quality (ODEQ) for permits and gets turned down due to the human cremation chambers not qualifying because they do not register on ODEQ's lowest benchmark for emissions permitting.

- 18. How often are the crematories replaced, every 10 years or is it based upon hours of use, just curious**

Please see question 5.

- 19. Is there any concern about wastewater from this business, embalming fluids, etc.? Again, don't want to crash our system and have bigger problems at hand.**

Our Zoning Code allows Funeral Homes in the General Commercial (CG) zoning district as an allowed use.

Please note: Pictures of the crematory were taken by Staff during an active cremation process.



Exhibit 1: Exterior of facility



Exhibit 2: Family Gathering Space



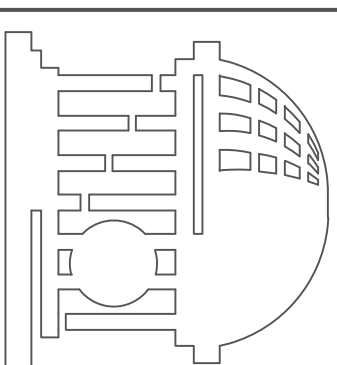
Exhibit 3: Cremation Chambers



Exhibit 4: Exhaust chimney during cremation process



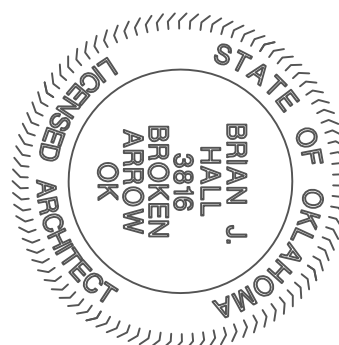
Exhibit 5: Closeup of exhaust chimney during cremation process



brianhallwfa@cox.net
500 W MIAMI STREET BROKEN ARROW, OKLAHOMA 74011

SCHAUDT'S FUNERAL SERVICE & CREMATION CARE

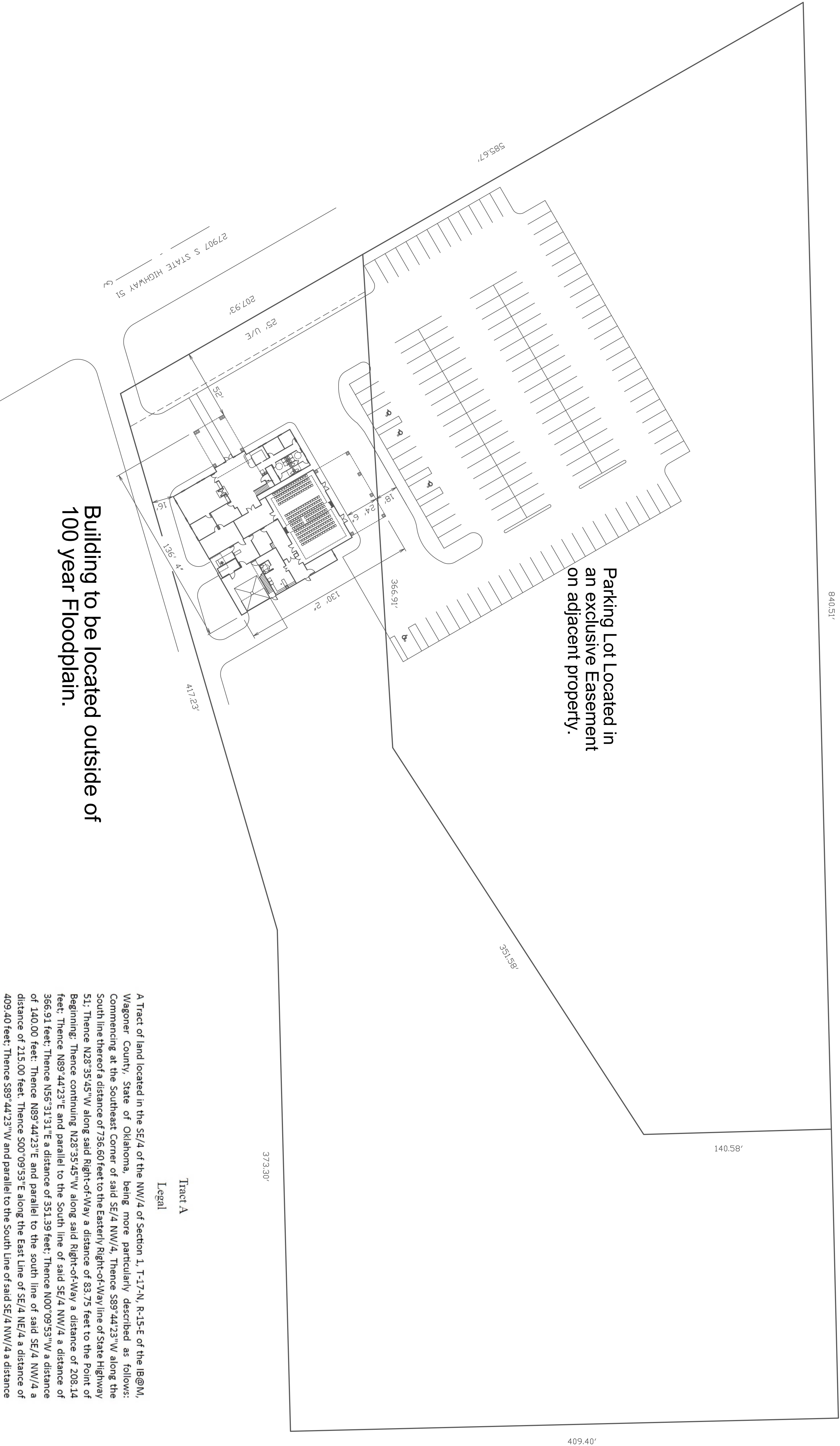
BRIAN J. HALL, ARCHITECT (918) 605-5142



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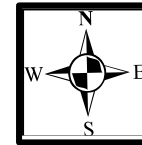
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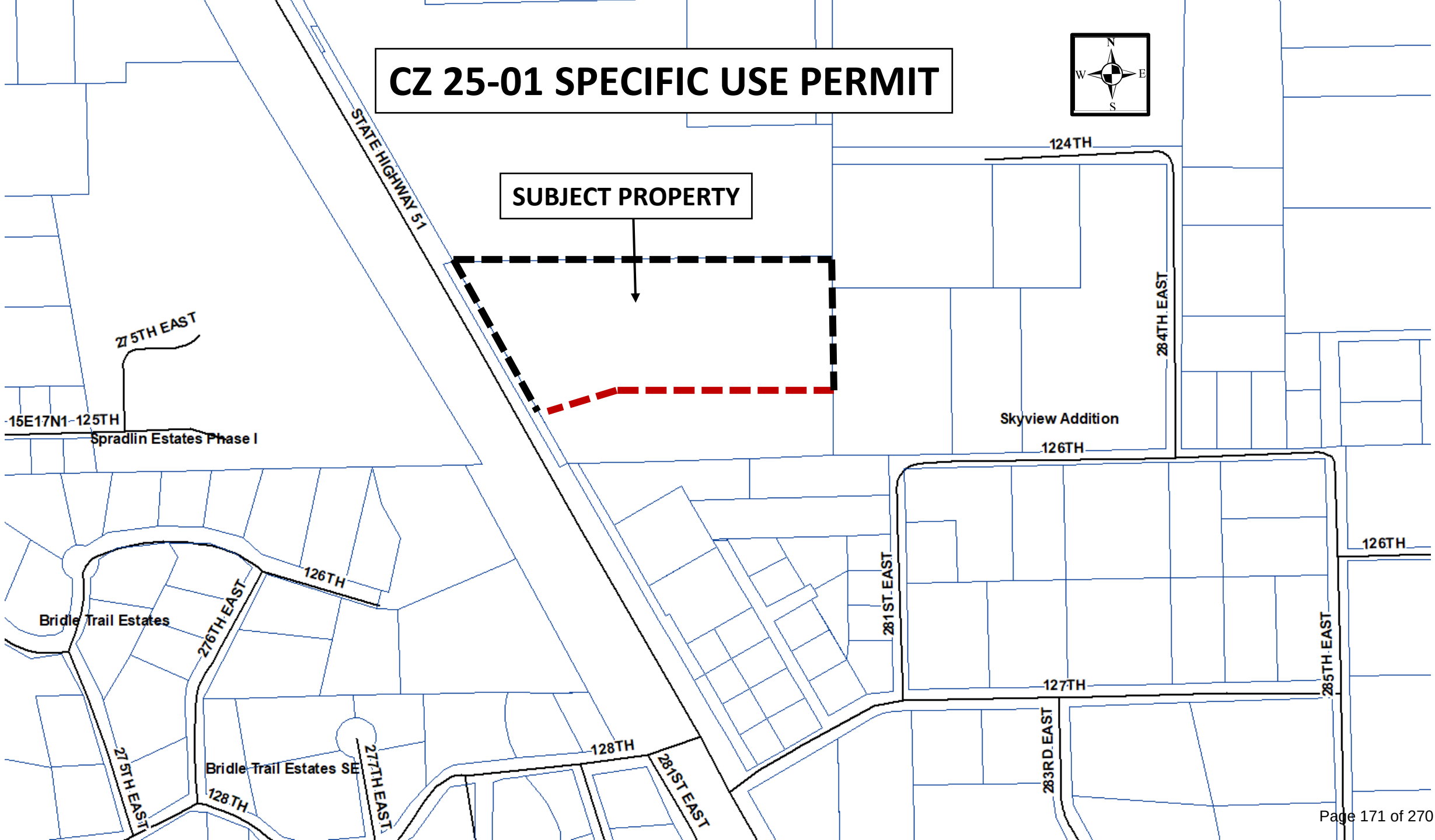
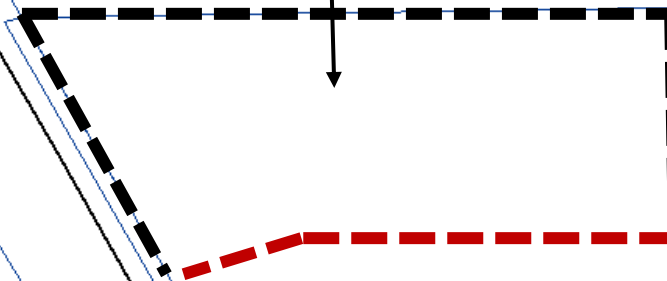


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CZ 25-01 SPECIFIC USE PERMIT



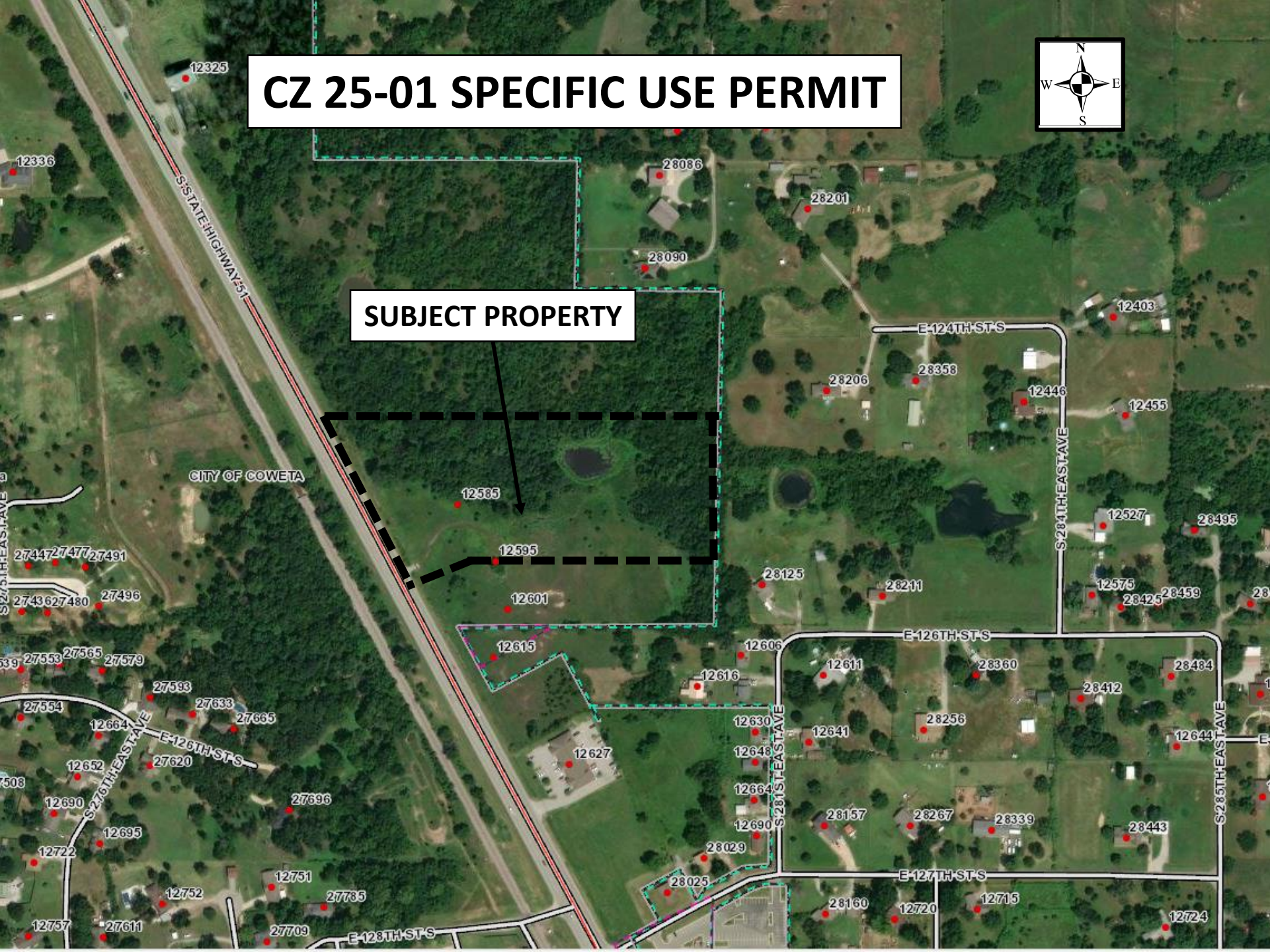
SUBJECT PROPERTY



CZ 25-01 SPECIFIC USE PERMIT



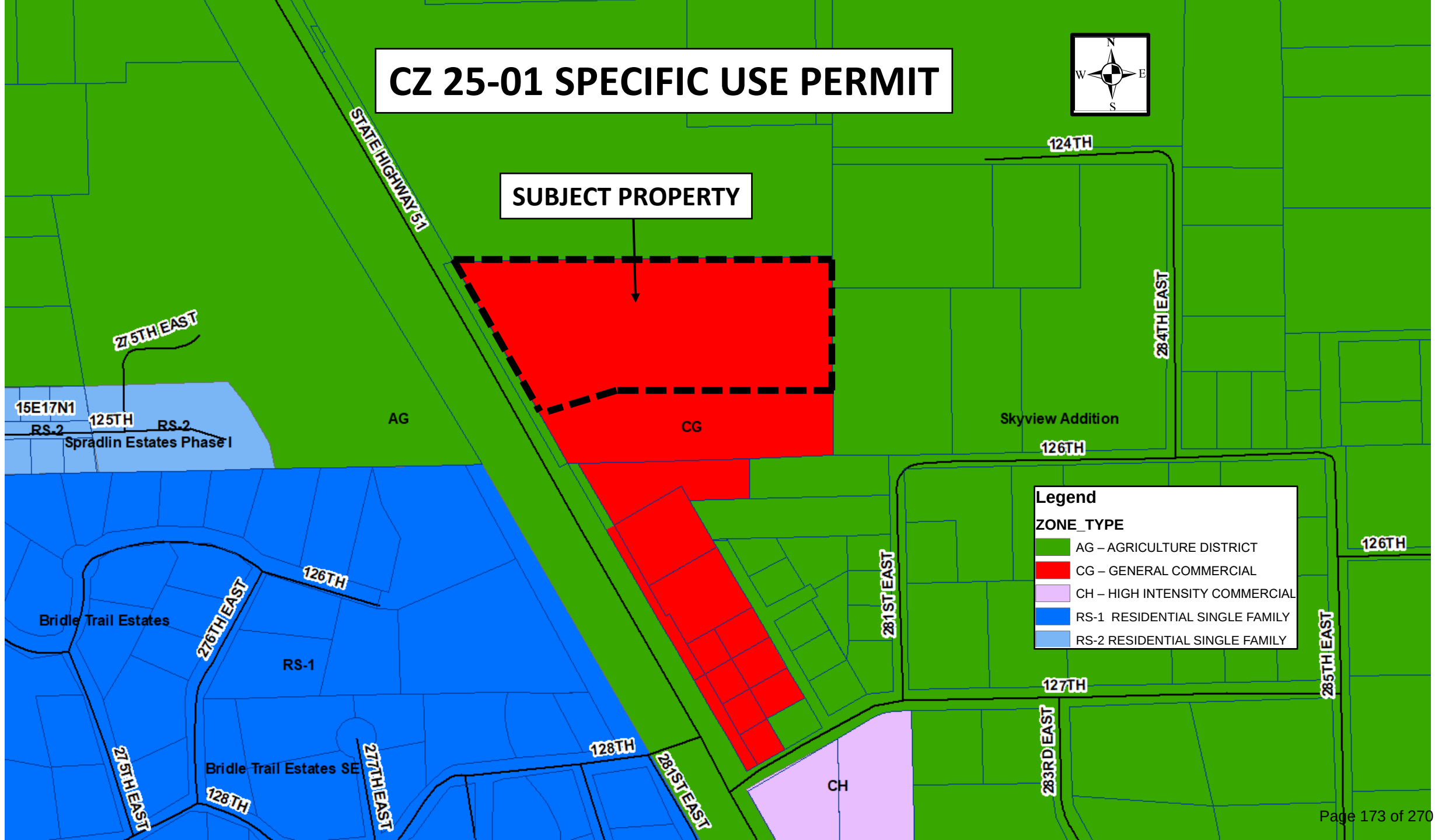
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CZ 25-01 SPECIFIC USE PERMIT



SUBJECT PROPERTY



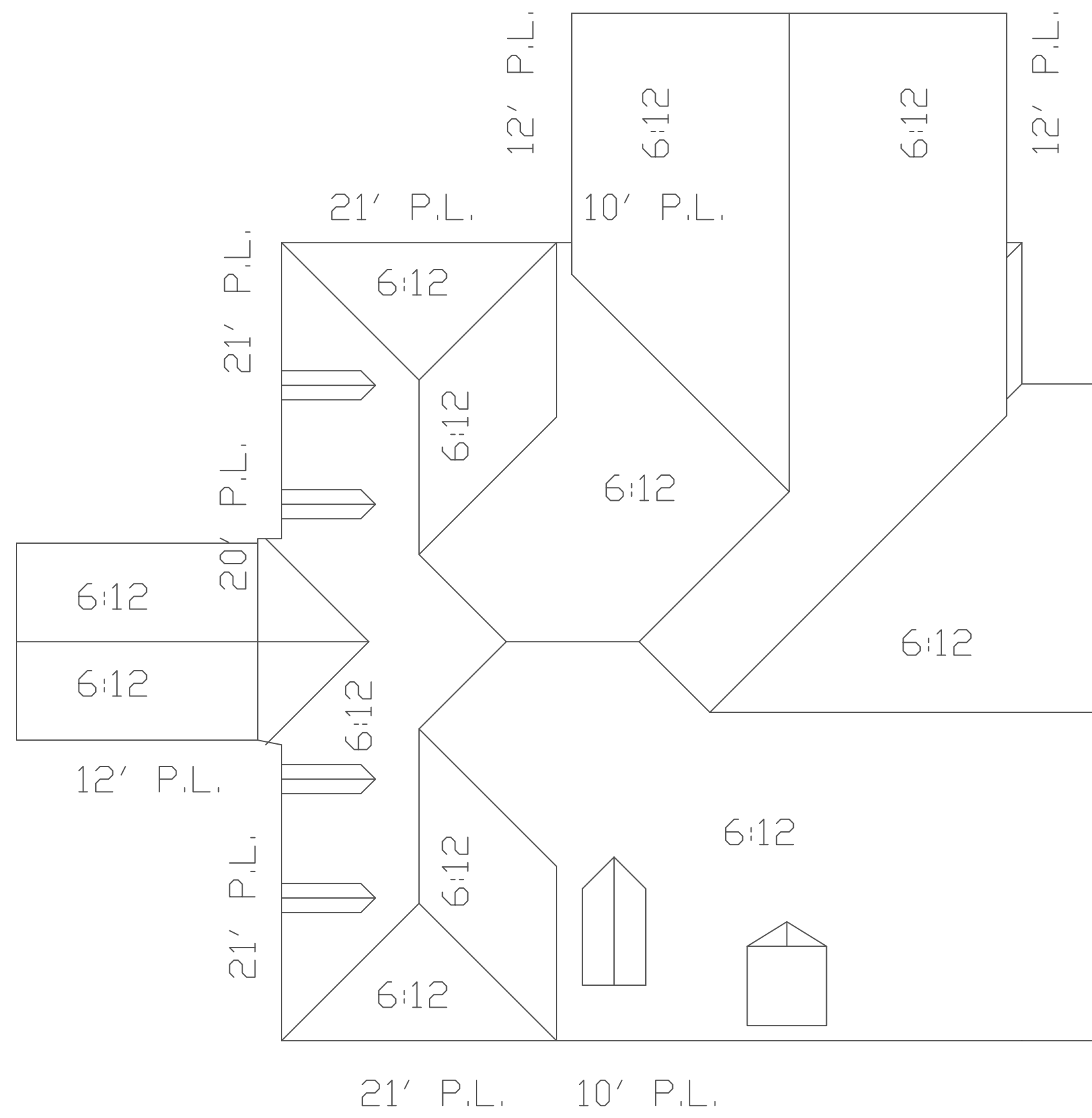
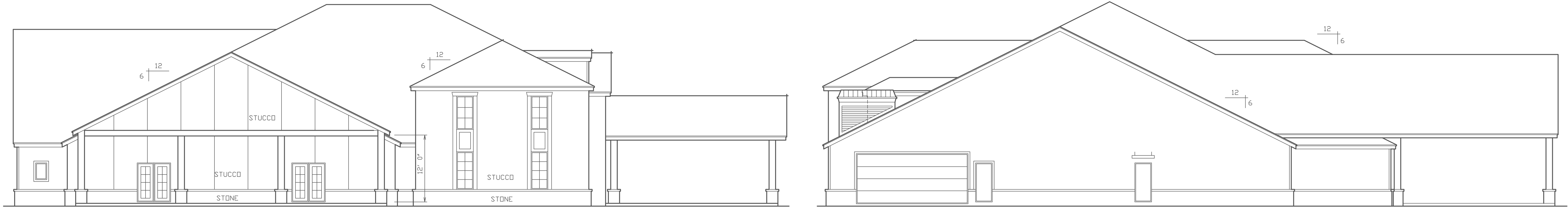
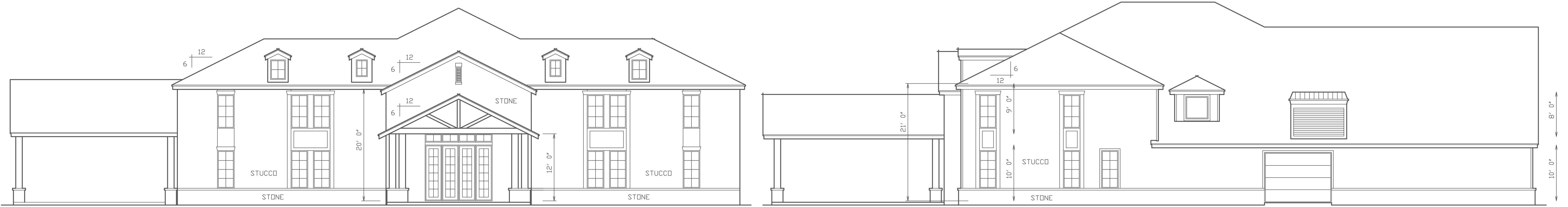


Cremation Viewing Suite



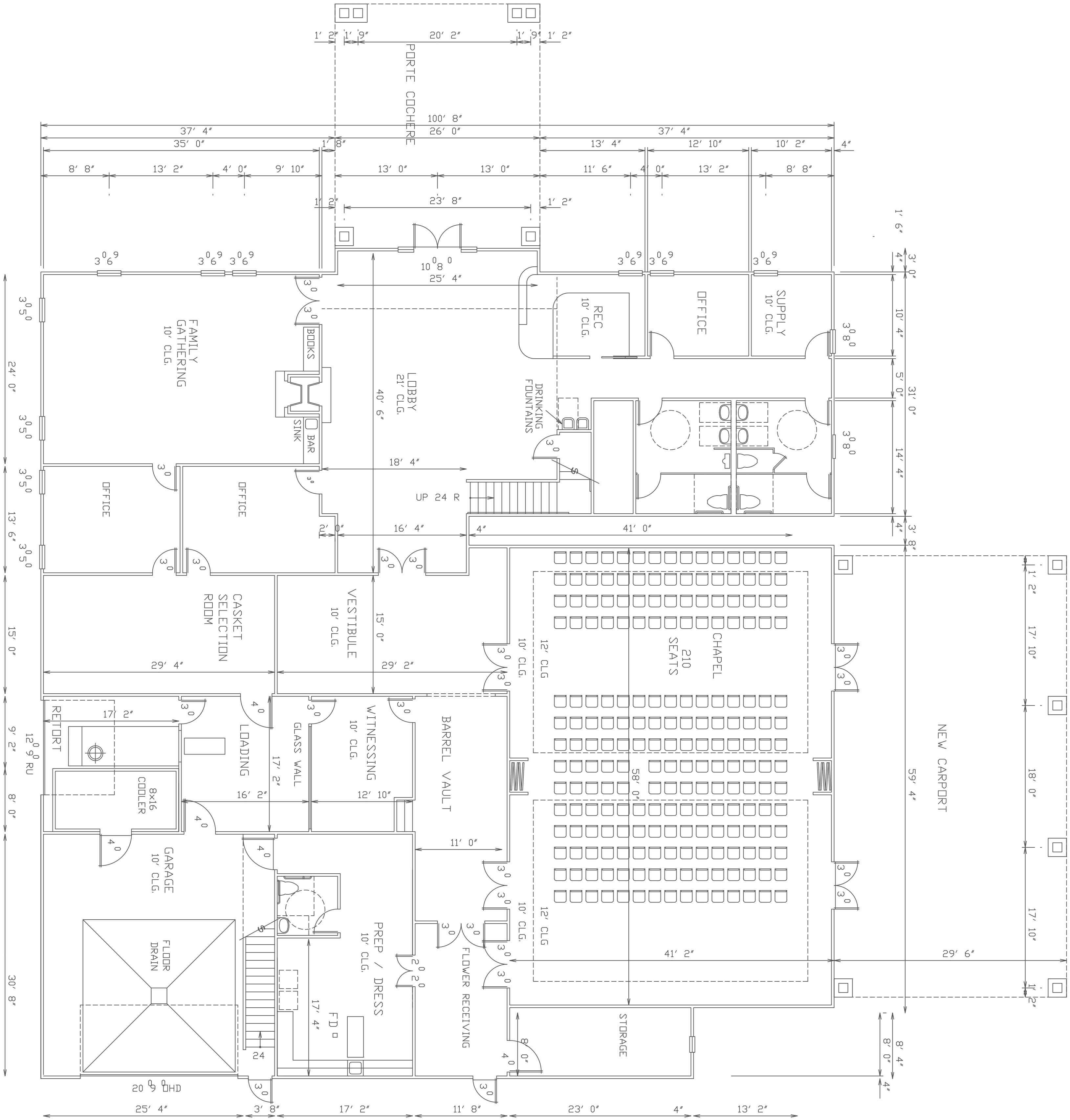
Cremation Viewing Suite



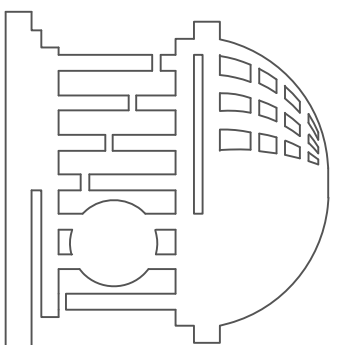


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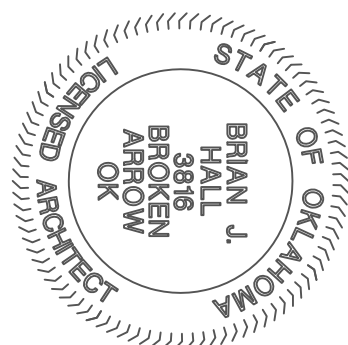


FIRST FLOOR PLAN
1/8"=1'-0"
10,049 SF



brianhallwfa@cox.net
500 W MIAMI STREET BROKEN ARROW, OKLAHOMA 74011

BRIAN J. HALL, ARCHITECT (918) 605-5142



24-117

12/3/24



HUMAN CREMATION CHAMBER SPECIFICATION

Model KMH- 1100/300

EQUIPMENT:

Keller Manufacturing Inc. - Human Cremator; Natural Gas, Propane (LP) or Oil fired.

MANUFACTURER:

Keller Manufacturing Inc..

CONSTRUCTION STANDARDS:

The cremator shall be constructed of U.L./CSA listed components and will meet or exceed nationally accepted incinerator construction standards as originally established per the Incinerator Institute of America (IIA) publication guidelines; i.e.:

- A. Primary chamber will not exceed 60% of total furnace volumes. Flue connection shall not be considered part of furnace volume.
- B. Flame supervision through continuous ultraviolet scanning flame detectors on all burners.
- C. High temperature refractory construction with air-cooled walls to prevent excessive heat radiation.
- D. Exhaust gas temperature reduction.

SAFETY CERTIFICATIONS

Underwriters Laboratories (UL) listed appliance File number MH47704.

CREMATOR DIMENSIONS:

Chamber volumes:	Primary - 92 F ³ (2.61 M ³) Secondary - 83 F ³ (2.35 M ³)
Primary Chamber:	96" L x 46" W x 36" H (2438 mm x 1168 mm x 914 mm)
Structural footprint:	157" L x 70" W (3988 mm x 1778 mm)
Over-all dimensions:	157" L x 81" W (incl. Touch Screen) x 114½" H (3988 mm x 2058 mm x 2908 mm)

POWER CHARGING DOOR:

Door Height:	39" (991 mm)
Door Width:	48" (1219 mm)

PRIMARY CHAMBER OPENING:

Width: 46" (1168 mm)
Roof Arch Height: 36" (914 mm) @ High Point – 31½" (800 mm) @ Low Point

OPERATING TEMPERATURE:

Temperatures are determined as a result of federal, state or local permitting authority operating standards.

Typical primary chamber setting: 1,000° F-1,200° F (538° C - 648° C)
Typical secondary chamber setting: 1,600° F-1,800° F (871° C - 982° C)

RETENTION TIME:

In excess of 2 seconds

CAPACITY:

Single load capacity of 1000 lbs per cremation cycle. Burn Rate of 150 - 300 lbs/hr (68 -136 kg/hr)

DRAFT:

Induced via a refractory lined draft inducer.

SHIPPING WEIGHT:

30,000 lbs (13,607 kg)

EMISSIONS:

The Keller Manufacturing Inc. Equipment cremator shall meet or exceed federal, state/provincial and local environmental regulations.

EMISSION CONTROL:

Secondary chamber equipped with one 2,000,000 BTU/HR burner. Also equipped with an electronic exhaust gas scanner system which temporarily suspends operation of the primary chamber burner if the opacity of the exhaust gases reaches the maximum locally authorized level.

STEEL CONSTRUCTION SPECIFICATIONS:

- A. The structure to be heavy 3" steel angle, square tube; 3/8" steel plate, seal welded construction.
- B. Subfloor to be 3/16" steel plate, seal welded construction.
- C. The exterior shell to be 12 gauge steel removable panels.
- D. Interior shell to be 10 gauge steel, seal welded construction.

INSULATION & REFRACTORY SPECIFICATIONS:

- A. Hot Hearth: 3000° F (1650° C) abrasion resistant cast refractory monolithic cast 7" - 13" thick, 1 -1/2" recessed top and rounded, stressed arched bottom.
- B. Chamber Floors: 3000° F (1650° C) abrasion resistant cast refractory, 5" thick on top of 2" 2400° F (1316° C) lightweight insulating castable.
- C. Chamber Ceilings: 3000° F (1650° C) cast refractory, monolithic cast, rounded, stressed arched, 5"-9" thick, topped by 2" 2400° F (1316° C) light weight insulating castable.
- D. Interior Walls: 2800° F (1538° C) alumina-silicate firebrick, 2½" x 4½" x 9", all chambers are backed by 4" of 1900° F (1038° C) ceramic fiber insulation.
- E. Stack: Lined with 2-3" of 2200° F (1205° C) insulating refractory.

SKIN TEMPERATURE CONTROL:

Integral dual casing, completely air-cooled design to prevent excessive heat radiation.

COMBUSTION EQUIPMENT:

- A. Combustion Air - One (1) 3 phase, 220/460V, 17-15.5/7.6 amp, 7.5 hp air blower motor (1,700 CFM (158 CMM)
- B. Primary Chamber - One 1,000,000 BTU/HR nozzle mix, gas-fired burner. Eclipse, North American, or equal.
- C. Secondary Chamber - One, 2,000,000 BTU/HR modulating, nozzle mix, gas-fired burner. Eclipse, North American, or equal.
- D. Burner Flame Safeguard - Control supervision on each burner via a flame safeguard relay and ultra-violet light detector.
- E. Low Air Pressure Safety Switch - Interlocked to all burners.

EXHAUST GAS TEMPERATURE REDUCTION:

Hot air duct operating exit temperature: 900° F (482° C)

HOT AIR DUCT:

10 gauge carbon steel, high temperature 2-3" refractory lining, pre-drilled flanges, 24" Outside Diameter, 28" at flanges.

UTILITY REQUIREMENTS:

A. GAS:

1. Pressure:

- a) Natural Gas: 12 to 15" W.C. (304mm to 381mm)
- b) Propane: 11-14" W.C. (288-355 mm)

2. Flow Rate: 3,000,000 BTU/hr

ELECTRICAL:

- 1. Voltage: 220/440 Volts
- 2. Phase: Single or 3 Phase
- 3. Freq.:50/60 HZ.
- 4. Amps: **1 Phase 70 Amp / 3 Phase 230v/40amps, 440v/20amps.**

CREMATION CHAMBER LOADING/CLEAN-OUT DOOR:

Hydraulically operated, refractory lined, upward movement guillotine style door with view port. It is a front loading-front cleanout design with cremated remains collection cooling hopper and removal system. The hydraulic system pump is a 1 HP with a capacity of 15 liters per minute or equivalent system.

CREMATION PROCESS CONTROL:

The cremation cycle is controlled by a programmable logic control (PLC) system. A visual confirmation of the system status is provided through a Color Touch Screen Panel which displays temperatures, elapsed time, burner operation and other functions. Continuous fuel and air modulation is automatically controlled by a time/temperature actuated system. Operator interface performed through the Color Touch Screen. The Temperature Chart Recorder (if applicable) is a single pen Partlow model MRC 5000 Series.

EXTERIOR FINISH:

The top and rear compartments are finished with two coats of high-temperature, textured, black polyurethane. The front and side panels are powder coated in a dark grey color. The cremator is trimmed in stainless steel.

TOOLS:

The tools consist of a steel wire brush and rake with long handles, and a short handle rake. A trigger Hand Magnet for removal of metal is also included.



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Memorandum

To: Honorable Mayor and City Council Members

From: Carolyn Back - Community Development Director

Re: Meeting with Mr. Dan Schaudt (Mr. Robert Bell in attendance)
Schaudt Funeral Service and Cremation Care Center
1329 E 151st St S,
Glenpool, OK 74033

Date: February 6, 2025

City Council Questions - February 3, 2025 City Council Meeting

Meeting/Site Visit: Mr. Dan Schaudt (Mr. Robert Bell in attendance)
Date: February 6, 2025, at 3:00 PM
Location: Schaudt Funeral Service and Cremation Care Center
1329 E 151st St S,
Glenpool, OK 74033

1. What is your maintenance/inspection schedule?

Quarterly, Third-Party Inspections

Includes Implant Recycling

Tune-ups to equipment, if necessary

2. What are your required Federal and State inspection schedules?

Oklahoma Funeral Board is the governing body– Annual Inspections (Random)

It is of the entire facility, not just the Crematory

No Federal Inspections.

3. Do you incorporate time restrictions on when Crematory may be running?

No.

Business Hours.

Monday – Friday 9 AM to 5 PM

4. Please explain the emission control explained on the Manufacturing sheet?

It is a secondary chamber with one 2,000,000 BTU/HR burner. This chamber is also equipped with an electronic gas exhaust system which temporarily suspends operation of the primary chamber burner using a laser and mirror. If the laser beam is broken, it is designed to shut down the machine, evaluate, and auto correct.

5. What is the life span of the unit? Is it by hours used or years, no matter the usage?

It is by years and technology advancements. It is based on use, wear and tear, and Technology.

6. Are there annual inspections by local Fire Department?

No.

7. Any MSDS (Material safety data sheets) for the Keller Model KMH 1100/300 to distribute to my Fire Department? (I know there will be embalming for the funeral home, but this is just focused on the Crematory and the Specific Use Permit)

No.

8. How old is this model? Installed as new? How many units?

Installed as Brand New

One

9. Will you have outdoor display of monuments, columbarium for sale?

No.

10. Is the model in Glenpool the same Make and Model proposed?

Yes.

Additional Questions from the Mayor after the City Council Meeting

11. Oklahoma Funeral board is the governing body for OK, correct?

Yes. Please see question 2.

12. It appears there is inspection and sign off of crematory by a licensed funeral director. I've found conflicting information that there is a yearly inspection when renewing license but wasn't able to confirm.

Please see question 2.

13. I could never find any place on the OK state website that had the official rules that are referenced in several areas of various websites. It's possible I missed it; but I think it would be helpful for all to see the Federal rules that must be followed.

The Funeral Home and Crematory are State Regulated. See attached or reference link below.

Rules of the Oklahoma Funeral Board are listed in

Title 235. – Oklahoma Funeral Board

Subchapter 14. Crematories

<https://oklahoma.gov/content/dam/ok/en/funeral/documents/rules-and-statutes/OFB%20RULES%202023%20.pdf>

- 14. Since a crematory could be new to our city, I'm assuming there will need to be protocols established for the Fire dept on how to put out a crematory fire, if necessary, the amount of BTUs of gas that is used is a lot, just thinking about overall safety for everyone.**

None. It is a UL Listed machine meaning it has been tested by Underwriters Laboratories (UL) and meets specific nationally recognized standards for sustainability and safety.

In speaking with our Fire Chief, and me making a visit and learning about the cremation equipment, the biggest danger is causing major steam burns to the fire fighters if they attempt to add water down a chimney or directly into the crematory.

- 15. When looking into the Keller crematory model on the Keller site, it did show that there was an option to have annual evaluation and maintenance on the system for an additional cost, will this be something the business be investing in?**

The business invests in a third-party firm that evaluates, inspects, and maintains the Keller crematory model quarterly. The same will be implemented at the Coweta location.

- 16. The Black Smoke, I was digging in deeper on this and found that additional causes of black smoke or smoke are due to incorrect temperatures for the secondary chamber and the reburn is not combusting properly, therefore black smoke. If the equipment is cleaned, maintained, serviced regularly, and operating accordingly "black smoke" should be very minimal.**

Please see questions 1. and 15.

- 17. Also, it is reported that there is mercury being released into the air when it burns, from fillings (most dentistry has stopped using "silver" fillings around 2009, but there are still some dentists that offer them as low-cost options). I was initially thinking this would be a moot point, but since it is still being used there is some concern. Since there is a creek and stream, over time could there be concerns of impacting the water and soil?**

The Schaudt Funeral Home and Cremation Care Center applies to Oklahoma Department of Environmental Quality (ODEQ) for permits and gets turned down due to

the human cremation chambers not qualifying because they do not register on ODEQ's lowest benchmark for emissions permitting.

18. How often are the crematories replaced, every 10 years or is it based upon hours of use, just curious

Please see question 5.

19. Is there any concern about wastewater from this business, embalming fluids, etc.? Again, don't want to crash our system and have bigger problems at hand.

Our Zoning Code allows Funeral Homes in the General Commercial (CG) zoning district as an allowed use.

The pictures of the crematory are while an active cremation was occurring.



Schaudt
FUNERAL & CREMATION











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www.cityofcoweta-ok.gov

Memorandum

To: Honorable Mayor and City Council

From: Carolyn Back, Community Development Director

Re: **TSW CONTRACT FOR PLANNING CONSULTANT SERVICES**

Date: March 3, 2025

BACKGROUND

Discuss and consider approval to enter into a contractual agreement with TSW-Design to assist with Planning Services for updating our subdivision regulations and performing a zoning code audit to check for alignment with the subdivision regulations.

STAFF RECOMMENDATION

Staff recommends approval of a contract with TSW-Design at a cost not to exceed \$36,000 plus reimbursable expenses such as travel, mileage, and printing services, funded in account 01-5325-011.

ATTACHMENTS

1. TSW_City of Coweta_2-25-25_Update



Agreement – City of Coweta Subdivision Regulations Update & Zoning Audit

02.25.2025

Tunnell, Spangler & Associates, Inc. d/b/a TSW (the Consultant) agrees to provide City of Coweta (the Client) the following professional services associated with updating the City's Subdivision Regulations and conducting audit of the Zoning Ordinance in City of Coweta, OK (the Project), and the Client contracts for such services and agrees to pay for them according to the fees, terms, and conditions set forth herein (the Agreement).

The Client and Tunnell, Spangler & Associates, Inc. d/b/a TSW are independent parties and nothing in this Agreement constitutes either party as the employer, principal, or partner of or joint venture with the other party. Neither the Client nor the Consultant has any authority to assume or create any obligation or liability, either express or implied, on behalf of the other.

1. SERVICES

The Consultant will provide the following services (the Services):

The services to be provided are set forth in detail in Attachment A of this agreement.

2. EXCLUSIONS

The Consultant will not be responsible for the following services:

Street and Drainage Engineering Standards

3. SERVICE ADJUSTMENTS

Both the Consultant and the Client hereby acknowledge that the Services specified in Section 1 above are subject to refinement. The Consultant and the Client may, at any time during the Agreement period (see Section 4 Schedule below), make changes to the Services and their technical provisions, as mutually agreed upon in writing. If any such change causes any increase or decrease in the Consultant's cost of performing any part of the Services, an equitable adjustment will be made in Fees (see Section 5), or in the Schedule (see Section 4), or in both, and a written amendment of such adjustment will be made. Any claim by the

Consultant for an equitable adjustment must be writing and delivered to the Client before proceeding with the additional services. The Consultant will perform no additional services until written authorization is received from Client. Nothing in this clause will excuse the Consultant from proceeding with performance of this contract in accordance with the original terms and conditions and any approved changes.

4. SCHEDULE

A. The full length of this Agreement (the Schedule) is as follows:

The term of this Agreement shall commence on the date of execution hereof and shall continue until the completion of the work or October 2025, whichever shall occur later, unless terminated prior thereto, as hereinafter provided. The Client may extend this Agreement for a period of 90 days. The Consultant will provide project deliverables on dates as agreed upon with the Client. The Client is aware that failure to submit required information or materials may cause subsequent delays in production. Client delays could result in significant delays in delivery of finished work.

5. FEES

The Consultant agrees to provide services included in this Agreement for a lump sum fee of \$36,000 plus reimbursable expenses at cost as accrued.

TASK	FEE
Task 1: Initial Consultation	\$1,500
Task 2: Draft Coding Memo	\$2,000
Task 3: Draft Coding Memo Review	\$2,000
Task 4: Draft Updates – Discussion Draft	\$1,000
Task 5: Draft Subdivision Ordinance Review	\$1,500
Task 6: Draft Updates	\$4,000
Task 7: Public Review	\$1,500
Task 8: Public Adoption Hearings	\$1,500
Task 9: Final Updates	\$1,000
Task 10: Zoning Code Audit	\$20,000
TOTAL:	\$36,000
Reimbursables	At Cost as Accrued

6. ADDITIONAL SERVICES

Work will be completed based on the Schedule. Changes in Client input or direction, excessive changes, or major deviation from the Schedule may be cause for additional services. Any services that the Client requests that is not specified in Section 1 Services above will be considered an additional service. Such work requires written approval, an amendment to this Agreement and additional fees.

7. ASSIGNMENT OF WORK

The Consultant reserves the right to assign subcontractors to the Services to ensure quality and on-time completion.

8. RESERVATION OF RIGHTS

All rights not expressly granted hereunder are reserved by the Consultant, including but not limited to all rights to sketches, comps, or other preliminary materials. See Section 9 Copyrights below.

9. COPYRIGHTS

Copyright is in Consultant's name. Upon completion of Work and payment of the contract in full, the copyright will be released to the Client. The Consultant shall retain the right to use all copyrighted materials for marketing purposes.

10. PERMISSIONS AND RELEASES

The Client agrees that it will be solely liable for any and all claims, costs, and expenses, including attorney's fees, due to materials included in the Services at the request of the Client for which no copyright permission or previous release was requested or uses which exceed the uses allowed pursuant to a permission or release.

Client is a municipal corporation and may not indemnify Consultant. Client shall be liable to Consultant and any third parties for losses resulting from the Client's negligent acts or omissions, or the negligent acts or omissions of the Client's employees acting within the scope of their employment, subject to the limitations and exceptions specified in the Oklahoma Governmental Tort Claims Act, Title 51 Oklahoma Statutes, Sections 151 *et seq.* and imposed by Oklahoma Constitution Article 10, Section 26.

11. BILLING AND PAYMENT POLICIES

- A. In contracting with the Consultant, the Client warrants that funds are available to compensate the Consultant for the total fees agreed to, and that these funds are neither encumbered nor contingent upon subsequent approvals, permits, or financing commitments by lending institutions or other parties.
- B. The Consultant will submit monthly invoices to the Client. Invoices are due and payable upon receipt and become delinquent if not paid in full 30 calendar days after their invoice date. The Client must notify the Consultant of any dispute regarding invoices received within seven calendar days of receipt of invoice. Only the disputed portion of the payment may be withheld. Interest charges will be applied at rate of 1.5% to delinquent accounts.
- C. Account delinquency longer than 60 calendar days will result in the stoppage of work by the Consultant and any subconsultants. Seven calendar days' notice must be given prior to stoppage of work to enable accounts to be brought current. Work will recommence upon payment of all fees and service charges due. In some cases, additional fees may be required to stop and start work because of account delinquency.

12. TERMINATION

This Agreement may be terminated for cause upon seven calendar days' written notice, as follows:

- A. The Client may terminate for their sole convenience.
- B. The Client may terminate in the event of the cancellation of funds, a change of priorities, or cancellation of a program with no right of appeal available to the Consultant.
- C. The Client or Consultant may terminate for failure of the other party to perform substantially in accordance with the terms and conditions of this Agreement.
- D. The Consultant may terminate if the project is suspended for more than 90 calendar days.
- E. When this Agreement is terminated, the Client shall reimburse the Consultant for work actually and properly performed by the Consultant up to the date of termination.
- F. The Client has the right to monitor performance, certification, and any subsequent recourse available in the event of default or non-performance by the Consultant.

13. DISPUTE RESOLUTION

A. Mediation

1. If a dispute arises between the parties to this Agreement, the Client and the Consultant agree that the dispute will be subject to mediation as a condition precedent to binding dispute resolution. If such matter relates to or is the subject of a lien arising out of the Consultant's services, the Consultant may proceed in accordance with applicable law to comply with the lien notice or filing deadlines before resolution of the matter by mediation or by binding dispute resolution.
2. The Client and the Consultant will endeavor to resolve claims, disputes, and other matters in question between them by mediation, which, unless the parties mutually agree otherwise, will be in accordance with the United States Arbitration & Mediation Rules of Arbitration. A request for mediation must be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the mediation. The request may be made concurrent with the filing of a complaint or other appropriate demand for binding dispute resolution but, in such event, mediation will proceed in advance of binding dispute resolution proceedings, which will be stayed pending mediation for a period of 60 calendar days from the date of filing, unless stayed for a longer period by agreement of the parties or court order. If an arbitration proceeding is stayed pursuant to this Section 13.A, the parties may nonetheless proceed to the selection of the arbitrator(s) and agree upon a schedule for later proceedings.
3. The parties will share the mediator's fee and any filing fees equally. The mediation must be held in the place where the Project is located unless another location is mutually agreed upon. Agreements reached in mediation will be enforceable as settlement agreements in any court having jurisdiction.
4. If the parties do not resolve a dispute through mediation, the method of binding dispute resolution will be Arbitration as specified in Section 13.B below.

B. Arbitration

1. If the parties have selected arbitration as the method for binding dispute resolution in this Agreement, any claim, dispute, or other matter in question arising out of or related to this Agreement subject to, but not resolved by, mediation will be subject to arbitration, which, unless the parties mutually

agree otherwise, will be in accordance with the United States Arbitration & Mediation Rules of Arbitration. A demand for arbitration must be made in writing, delivered to the other party to this Agreement, and filed with the person or entity administering the arbitration.

2. A demand for arbitration may not be made earlier than concurrently with the filing of a request for mediation, but in no event may it be made after the date when the institution of legal or equitable proceedings based on the claim, dispute or other matter in question would be barred by the applicable statute of limitations. For statute of limitations purposes, receipt of a written demand for arbitration by the person or entity administering the arbitration will constitute the institution of legal or equitable proceedings based on the claim, dispute, or other matter in question.
3. The foregoing agreement to arbitrate, and other agreements to arbitrate with an additional person or entity duly consented to by parties to this Agreement, shall be specifically enforceable in accordance with applicable law in any court having jurisdiction thereof.
4. The award rendered by the arbitrator(s) will be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction.

C. Consolidation or Joinder

1. Either party, at its sole discretion, may consolidate an arbitration conducted under this Agreement with any other arbitration to which it is a party provided that (1) the arbitration agreement governing the other arbitration permits consolidation; (2) the arbitrations to be consolidated substantially involve common questions of law or fact; and (3) the arbitrations employ materially similar procedural rules and methods for selecting arbitrator(s).
2. Either party, at its sole discretion, may include by joinder persons or entities substantially involved in a common question of law or fact whose presence is required if complete relief is to be accorded in arbitration, provided that the party sought to be joined consents in writing to such joinder. Consent to arbitration involving an additional person or entity will not constitute consent to arbitration of any claim, dispute or other matter in question not described in the written consent.
3. The Consultant and Client grant to any person or entity made a party to an arbitration conducted under this Section 13 Dispute Resolution, whether by

- joinder or consolidation, the same rights of joinder and consolidation as the Owner and Architect under this Agreement.
4. The provisions of this Section 13 Dispute Resolution will survive the termination of this Agreement.

14. MISCELLANEOUS

This Agreement is governed by the law of the place where the Project is located. Client and Consultant agree that this Project is located in Coweta, OK.

The undersigned agrees to the terms of this Agreement on behalf of their organization or business.



Tunnell, Spangler & Associates, Inc.
d/b/a TSW by Katy O'Meilia

City of Coweta

2.25.25

Date

Date

EXHIBIT A: Scope of Services

Task 1: Initial Consultation Session.

TSW will meet virtually with the City of Coweta staff to discuss and/or finalize: Project scope and objectives, available data resources, detailed schedule

Task 2. Draft Coding Memo

TSW will review the current subdivision regulations and utilize city staff's red line comments to prepare a draft approach memo. The memo will confirm the specific updates to be made before actually starting the coding process. Experience has shown that this is the best use of public resources because it allows local governments to confirm what will and won't change before any text is written. Recommendations will not be codified yet. Rather, they will include the types of changes to be made.

Task 3. Draft Coding Memo Review

Provide time for City review of the draft Coding Memo, then:
Meet virtually with City staff to discuss the outline and necessary modifications.

Task 4. Draft Updates – Discussion Draft

Prepare draft subdivision ordinance for City staff review and comment. Once the writing process begins, TSW often identifies additional items that need confirmation from the City. These will be identified in this Task and discussed in Task 6.

Task 5. Draft Subdivision Ordinance Review

After allowing adequate time to review the draft, TSW will meet virtually with City staff to discuss comments and revisions.

Task 6: Draft Updates

The draft text amendments will be updated in response to comments received in Task 5.

Task 7: Public Review

After delivery of the Draft Subdivision Ordinance Updates, and after allowing adequate time for distribution and review, TSW will provide the city with a copy of the draft to post for public review and comment.

Task 8. Public Adoption Hearings

TSW will present in person the Draft Subdivision Ordinance Updates at two public hearings, including the Planning Commission and City Council meeting. Updates will be incorporated into the draft as needed.

Task 9. Final Updates

After adoption, final revisions will be made, and a final digital copy of the updates will be delivered, including all photos, images, and graphics.

Task 10. Zoning Code Audit

TSW will conduct an audit of the zoning code to identify gaps, inconsistencies, and/or conflicts between current codes and adopted plans. The TSW team will provide a memo outlining recommendations on modifications to existing regulations.



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Memorandum

To: Honorable Mayor and City Council

From: Carolyn Back, Community Development Director

Re: **COWETA'S COMMUNITY GARDENS**

Date: March 3, 2025

BACKGROUND

Community Development is looking for direction from City Council to move forward with the design and implementation of a Community Gardens Area for the City of Coweta. With your permission, Staff will move forward with seeking alternative funding mechanisms for the development of plans and writing of supporting Ordinances.

Staff intend to work with the Planning Commission to gather their input on the design and eventual implementation.

The proposed Community Garden (Pea Patch) would be located south of the Library and Jimmy Campbell Park, on the south side of East Cypress Street.

The attached Conceptual Community Garden layout was designed with minimal hardscape additions to the site, while providing off-street parking spaces for the community gardens and downtown area as our downtown area continues to grow.

STAFF RECOMMENDATION

Staff recommends a motion to direct staff to proceed with the planning of the facility and search for funding sources.

ATTACHMENTS

1. 24346_20250226_CowetaCommunityGarden_Conceptual Masterplan
2. 24346_20250226_CowetaCommunityGarden_CostEstimate
3. Community Gardens Photo 1

4. Community Gardens Photo 2



Cattle Panel Trellis Example



Raised Planting Bed Example

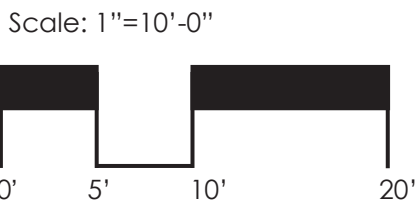


Entry Signage Example



COWETA COMMUNITY GARDEN

Project No. 24346
26 February 2025



Estimate of Probable Cost
for
Coweta Community Garden
02/26/2025

Item	Quantity	Description	Unit Cost	Extension
100. Demolition				
a.	1,720 SF	Demo existing Asphalt Pavement	\$ 4.00	\$ 6,880.00
b.	3 EA	Demo Trees	\$ 1,000.00	\$ 3,000.00
(Demo items includes complete removal and haul-off)				
Total Base Bid				\$ 9,880.00
200. Community Garden Improvements				
a.	36 EA	Raised Planters (4'x10')	\$ 400.00	\$ 14,400.00
b.	54 CY	Soil Import for Raised Planters	\$ 15.00	\$ 810.00
c.	2 EA	Trash cans	\$ 1,000.00	\$ 2,000.00
d.	1 EA	Storage Shed	\$ 12,000.00	\$ 12,000.00
e.	1 LSUM	Ornamental Gate (Along Cypress St)	\$ 1,500.00	\$ 1,500.00
f.	580 LF	6' Black Chain Link Fence	\$ 22.00	\$ 12,760.00
g.	4,381 SF	Class A Aggregate Sidewalk (4" Depth)	\$ 1.00	\$ 4,381.00
h.	1 EA	Decorative Bench	\$ 1,000.00	\$ 1,000.00
i.	2 EA	Picnic Tables and Mounting	\$ 1,200.00	\$ 2,400.00
j.	1 EA	Picnic Shelter	\$ 20,000.00	\$ 20,000.00
k.	20 EA	Trees	\$ 350.00	\$ 7,000.00
l.	16,041 SF	Bermuda Sod	\$ 0.38	\$ 6,095.58
m.	1 EA	Irrigation	\$ 18,000.00	\$ 18,000.00
n.	1 LSUM	Earthwork & Grading	\$ 8,000.00	\$ 8,000.00
o.	1,117 SF	5" Concrete Paving	\$ 8.00	\$ 8,936.00
Total Base Bid				\$ 119,282.58
300. Parking Improvements				
a.	2 EA	ADA Ramps and Signage	\$ 2,500.00	\$ 5,000.00
b.	1 EA	Parking Striping	\$ 500.00	\$ 500.00
c.	11 EA	Parking Bumpers	\$ 150.00	\$ 1,650.00
d.	25 LF	18" HDPE Pipe	\$ 55.00	\$ 1,375.00
e.	6 EA	18" End Section	\$ 900.00	\$ 5,400.00
f.	274 SY	4" Type "A" Asphaltic Paving Base Course	\$ 24.00	\$ 6,576.00
g.	618 SY	4" Type "A" Asphaltic Paving Base Course (Alleyway)	\$ 24.00	\$ 14,832.00
h.	274 SY	2" Type "C" Asphaltic Paving (Insoluble)Wearing Course	\$ 16.00	\$ 4,384.00
i.	618 SY	2" Type "C" Asphaltic Paving (Insoluble)Wearing Course (Alleyway)	\$ 16.00	\$ 9,888.00
j.	981 EA	5" Concrete Paving	\$ 8.00	\$ 7,848.00
Total Base Bid				\$ 57,453.00
400. Greenhouse Facility				
a.	1 LSUM	Water Service Line and Meter- 4-Inch PVC	\$ 2,500.00	\$ 2,500.00
b.	1 EA	Greenhouse Facility	\$ 25,000.00	\$ 25,000.00
Total Base Bid				\$ 27,500.00
500. Erosion Control				
a.	1 EA	Stabilized Construction Entrance	\$ 2,000.00	\$ 2,000.00
b.	700 LF	Erosion Control Fencing	\$ 2.00	\$ 1,400.00
c.	700 LF	Silt Fence or Hay Bales for Erosion Stabilization	\$ 2.00	\$ 1,400.00
Total Base Bid				\$ 4,800.00
Grand Total Conceptual Base Bid				\$ 218,915.58







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Memorandum

To: Honorable Mayor and City Council

From: Carolyn Back, Community Development Director

Re: **COWETA'S FOOD TRUCK PARK**

Date: March 3, 2025

BACKGROUND

Community Development is looking for direction from City Council to move forward with the design and implementation of a Food Truck Park for the City of Coweta. With your permission, Staff will move forward with seeking alternative funding mechanisms for the development of plans and writing of supporting Ordinances. Staff intend to work with the Planning Commission to gather their input on the design and eventual implementation.

The proposed Food Truck Park would be located south of the current City Hall Building.

The attached Conceptual Food Truck Park layout was designed with minimal hardscape additions to the site, while providing off-street parking spaces for the park and downtown area as our downtown area continues to grow towards 151st Street South.

STAFF RECOMMENDATION

Staff recommends a motion to direct staff to proceed with the planning of the facility and search for funding sources.

ATTACHMENTS

1. 24347_20250226_Coweta_FoodTruckPark_SitePlan
2. 24347_20250226_Coweta_FoodTruckPark_CostEstimate
3. Food Truck Park Photo 1
4. Food Truck Park Photo 2
5. Food Truck Park Photo 3
6. Food Truck Park Photo 1

7. Food Truck Park Photo 4
8. Food Truck Park Photo 5
9. Food Truck Park Photo 6
10. Food Truck Park Photo 7
11. Food Truck Park Photo 8
12. Food Truck Park Photo 9
13. Food Truck Park Photo 10
14. Food Truck Park Photo 11
15. Food Truck Park Photo 12
16. Food Truck Park Photo 13
17. Food Truck Park Photo 14



Shade Sail Example



Food Truck Parking Example



Mural Example

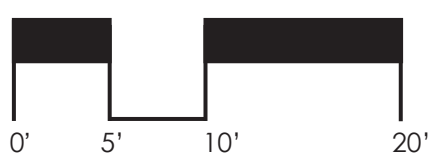


COWETA FOOD TRUCK PARK

Project No. 24347
26 February 2025



Scale: 1"=10'-0"



Tanner Consulting LLC
LANDSCAPE ARCHITECTURE | LAND PLANNING
CIVIL ENGINEERING | LAND SURVEYING | DRONE SERVICES
5323 SOUTH LEWIS AVENUE, TULSA OKLAHOMA 74105-6539

Estimate of Probable Cost
for
Coweta Food Truck Park
02/26/2025

Item	Quantity	Description	Unit Cost	Extension
100. Demolition				
a.	2,050 SF	Demo existing Sidewalk	\$ 1.25	\$ 2,562.50
b.	177 LF	Demo existing Curb/Pavement	\$ 10.00	\$ 1,770.00
c.	688 SF	Demo existing Asphalt Pavement <i>(All Demo items includes complete removal and haul-off)</i>	\$ 4.00	\$ 2,752.00
Total Base Bid			\$	7,084.50
200. Park & Food Truck Improvements				
a.	1 EA	Mural on Building	\$ 5,000.00	\$ 5,000.00
b.	2 EA	Trash cans	\$ 1,000.00	\$ 2,000.00
c.	4 EA	Shade Sails	\$ 10,000.00	\$ 40,000.00
d.	8 EA	Picnic Tables and Mounting	\$ 1,200.00	\$ 9,600.00
e.	6 EA	Trees	\$ 350.00	\$ 2,100.00
f.	1,291 SF	Landscape Beds	\$ 12.00	\$ 15,492.00
g.	14,542 SF	Bermuda Sod	\$ 0.38	\$ 5,525.96
h.	1 EA	Irrigation	\$ 12,000.00	\$ 12,000.00
i.	1 LSUM	Earthwork & Grading	\$ 8,000.00	\$ 8,000.00
j.	3,362 SF	6" P.C. Concrete	\$ 9.00	\$ 30,258.00
k.	1,679 SF	5" Concrete Paving	\$ 8.00	\$ 13,432.00
l.	215 EA	On-Street Curb and Gutter	\$ 24.00	\$ 5,160.00
Total Base Bid			\$	148,567.96
300. Parking Improvements				
a.	3 EA	ADA Ramps and Signage	\$ 2,500.00	\$ 7,500.00
b.	5 EA	Trees	\$ 350.00	\$ 1,750.00
c.	956 SF	Landscape Beds	\$ 12.00	\$ 11,472.00
d.	14,542 SF	Bermuda Sod	\$ 0.38	\$ 5,525.96
e.	1 EA	Irrigation	\$ 3,000.00	\$ 3,000.00
f.	1 EA	Parking Striping	\$ 1,200.00	\$ 1,200.00
g.	144 SF	Masonry Seating Walls (18" HT)	\$ 60.00	\$ 8,640.00
h.	4,019 SF	6" P.C. Concrete	\$ 9.00	\$ 36,171.00
i.	2,087 SF	5" Concrete Paving	\$ 8.00	\$ 16,696.00
j.	484 EA	On-Street Curb and Gutter	\$ 24.00	\$ 11,616.00
Total Base Bid			\$	103,570.96
400. Storage and Shelter Facility				
a.	1 LSUM	Water Service Line and Meter- 4-Inch PVC	\$ 2,500.00	\$ 2,500.00
b.	1 EA	Storage and Shelter Facility	\$ 150,000.00	\$ 150,000.00
Total Base Bid			\$	152,500.00
500. Erosion Control				
a.	1 EA	Stabilized Construction Entrance	\$ 2,000.00	\$ 2,000.00
b.	580 LF	Erosion Control Fencing	\$ 2.00	\$ 1,160.00
c.	580 LF	Silt Fence or Hay Bales for Erosion Stabilization	\$ 2.00	\$ 1,160.00
Total Base Bid			\$	4,320.00
Grand Total Conceptual Base Bid			\$	416,043.42

































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Memorandum

To: Honorable Mayor and City Council

From: McKay Hale, Assistant City Manager

Re: **THE M.E.T. RECYCLING PROGRAM**

Date: March 3, 2025

BACKGROUND

The Metropolitan Environmental Trust (M.e.t.) is a multi-governmental organization that supports environmental programs, more specifically recycling and waste disposal. The M.e.t. operates an intake center within the city's boundaries and accepts common recyclables and more difficult items such as e-waste, batteries, and motor oil.

In August 2024, this item was addressed to give consideration to whether the City should continue to participate in the M.e.t.'s recycling program. However, in September 2024, the M.e.t.'s executive director petitioned for the City's continued participation.

As part of the City's involvement in trustee meetings, it has been learned that the M.e.t. plans to increase the assessment fees for all participants. Currently, for fiscal year 2025, the City pays \$27,704 in fees and an additional \$5,400 per year for lease expenses for the recycling center.

In response, management has identified local resources that residents can use for their recycling needs. Additionally, Coweta citizens are provided with the City's curbside recycling program as part of our standard service.

STAFF RECOMMENDATION

Staff request direction from City Council regarding future participation in the M.e.t. recycling program.

ATTACHMENTS

1. M.e.t. Recycling Analysis



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Memorandum

To: Honorable Mayor and City Council

From: McKay Hale, Assistant City Manager

Re: M.e.t. Recycling Program

Date: March 3, 2025

Purpose: The purpose of this report is to perform a set of analytical and assessment procedures on the City's participation in the Metropolitan Recycling Program (M.e.t) as of March 3, 2025.

Scope: The procedures performed are as follows:

1. Verify the cost associated with the City's participation.
2. Confirm existing alternatives available to citizens.

Procedures and Findings:

1. Verify the City's cost incurred because of participation.
 - Procedure: Utilize accounting data to analyze changes in cost to the City's fee obligations.
 - Findings: Upon review management has identified an average year over year increase in the amount of \$1,741, or 6% beginning from fiscal year 2020. For relevance purposes, management has opted fiscal year 2021 serve as a starting point. Since the inception of the recycling program in fiscal 2009, based upon accounting data, the lifetime increase equates to \$15,404.00 or 1.25% increase.
2. Confirm existing alternatives available to citizens.
 - Procedure: Assess options within proximity as an alternative to facilitate recycling means for the community.
 - Findings: Management identified several local community areas that offer recycling services. While these sites may not process a comprehensive list of recyclable materials, they do provide viable options for items such as oil, car batteries, cardboard, paper, aluminum, and plastic. Lastly, the city has now implemented a curbside recycling service where many common materials can be recycled for convenience.

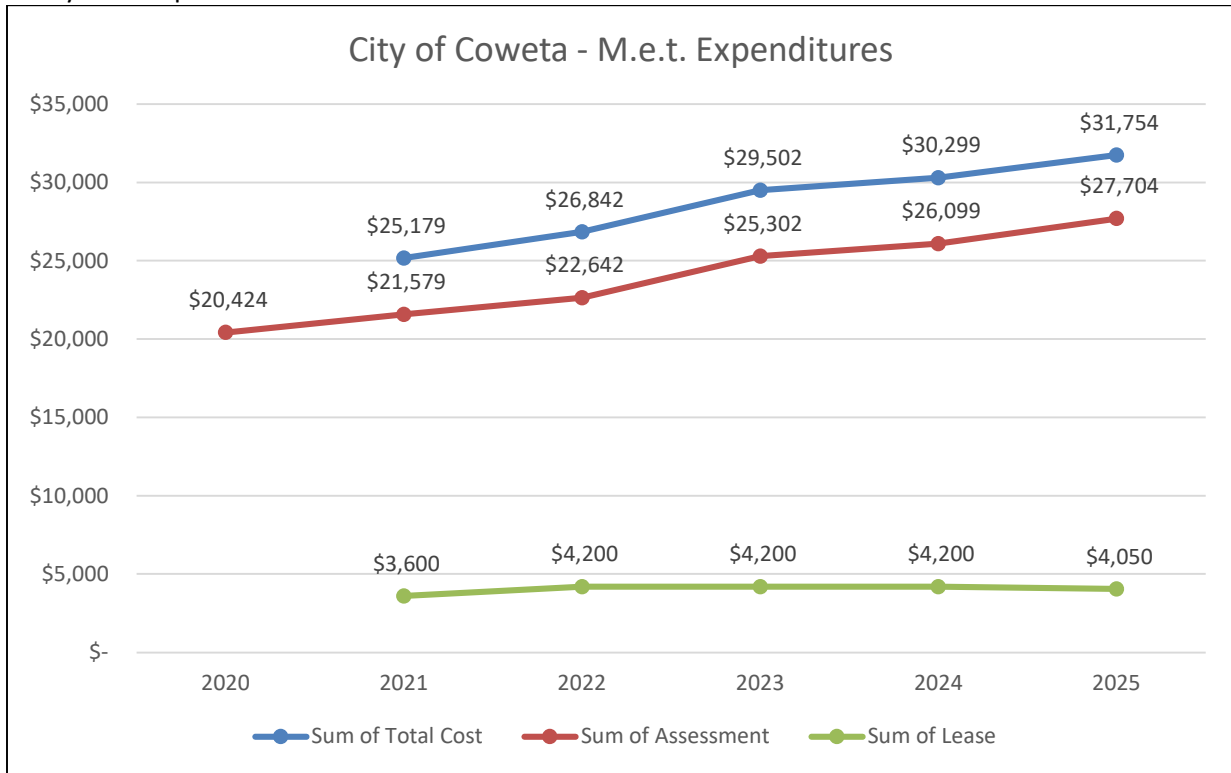
Conclusion: Based on the procedures performed, management found that participation yields a marginal return to both citizens and the City. As part of the participation in the recycling program, the City attends trustee meetings hosted by the group and has learned that assessment increases are anticipated in the upcoming fiscal year.

Enclosures:

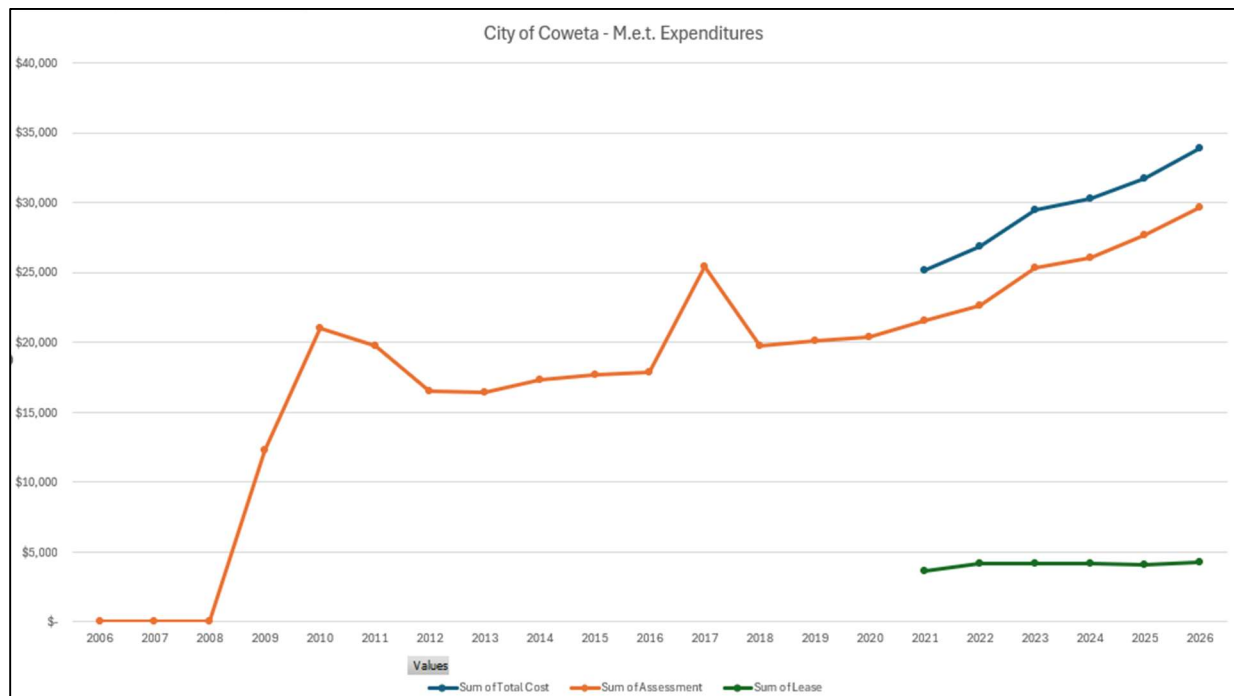
Cc: Expense Analysis

Cc: Recycling Providers

Five-year recap of itemized and total cost.



Lifetime summarization of cost.



Listing of Recycling Providers:

The City of Coweta Curbside Recycling Program –
Aluminum & Steel Cans, Food & Beverage Cartons, Bottles & Jars, Mixed Paper, Plastics

Walmart, 11207 S Hwy 51, Coweta OK 74429–
Plastic bottles, Clear plastic containers, Aluminum, Batteries (Auto), Motor oil, Plastic bags, Plastic hangers.

Napa Auto Parts, 505 N Broadway, Coweta OK 74429–
Batteries (Auto).

O'Reilly Auto Parts, 14339 S State Hwy 51, Coweta OK 74429–
Batteries (Auto), Motor Oil.

Shipping Store, 14083 S State Highway, Coweta OK 74429–
Cardboard boxes (Medium to small sized), Paper (\$1.25 per pound).

Staples, 10302 East 71st South, Tulsa OK 74133 –
E-waste, Ink & toner cartridges, Batteries (Rechargeable & Single-use), No appliances, televisions, smoke detectors.

Best Buy, 10303 E 71st St, Tulsa OK 74133 –
E-waste, televisions, major appliances at a fee.

Other Resources:

Oklahoma Recycling Associations (OKRA), PO Box 521154, Tulsa OK 74152 –
OKRA is a non-profit organization established to improve the business of recycling by providing education and referral services about integrated solid waste management, including reduction, reuse, recycling, and composting. It is designed to serve as a central communication point for exchange among businesses, industries, government entities, public and private organizations, schools, and citizens about recycling.



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Memorandum

To: Honorable Mayor and City Council

From: Julie Casteen, City Manager

Re: **SPECIAL EVENT PERMITTING**

Date: March 3, 2025

BACKGROUND

Coweta is known for its long-standing special events that bring fun, excitement, and entertainment to our community. However, these events can pose risks to the health, safety, and welfare of the community. Large numbers of attendees and their vehicles can obstruct emergency vehicle access, block entrances to homes and businesses, and impede the use of streets and sidewalks. Additionally, events can overwhelm the City's ability to provide adequate security, public safety, health services, sanitation, parking, water, and waste disposal. Moreover, these events can cause harm by generating noise, congestion, and other nuisances, disrupting the peaceful enjoyment of homes, businesses, and property.

Historically, the City has provided public safety and public works services free of charge to ensure the well-being of our citizens and guests at these events. These services have been provided at no cost to the organizing entities due to their non-profit status. However, as our community grows, additional events may place further strain on the City's already tight budget.

To address these challenges, staff proposes implementing a Special Event Permitting process. This would require organizers to obtain permits for events, ensuring that all safety, health, and environmental considerations are addressed in advance.

Special Event Qualification Criteria that may be considered:

The event meets ONE or more of the following criteria:

- Located on City property/public streets
- Significantly impacts the community
- Significantly impacts adjacent property owners
- Requires City services e.g., police, fire, barricades, electrical, water, etc.
- Requires a road closure

- Event open to the public with alcohol present or sold

Examples of events that require a Special Event Application:

Parades, pedestrian races, bicycle races, concerts, special interest shows or expositions, markets, fairs, festivals, community events, and others.

If an event meets **all of the following**, it is exempt from the application process:

- Located on private property
- Does not impact the community
- Does not impact adjacent property owners
- Does not require any City services
- Does not require a road closure

Special Event Fees:

Due to the cost to the City of providing the needed services, fees should be charged to the event organizers. The cost to the City to host the Fall Festival averages between \$15,000 to \$18,000. Consideration could be given to the organizing group's tax status, and the historical significance of the event, allowing for some or all of the fees to be absorbed by the City. It should be noted that many cities in the area charge Special Event Fees, including Tulsa, Sand Springs, Jenks, Broken Arrow, and Bixby.

STAFF RECOMMENDATION

Staff recommends a motion to direct staff to revise the City Code of Ordinances to allow for a Special Event permitting process and fee schedule to become effective July 1, 2025.

ATTACHMENTS

None



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Memorandum

To: Honorable Mayor and City Council

From: Julie Casteen, City Manager

Re: **ORDINANCE 897 - BEER IN PARKS BY PERMIT**

Date: March 3, 2025

BACKGROUND

The Coweta City Council heard a request at the February 3, 2025 Council meeting to allow beer consumption during adult softball league play at the City of Coweta Sports Complex. There would be no alcohol sold; league members would bring their own beer to be consumed in a designated area. At the Council's request, the City Attorney has drafted Ordinance 897 to allow for beer in a public park through a permit to be issued by the City Council. A draft of the permit application is attached.

STAFF RECOMMENDATION

Staff recommends a motion to adopt Ordinance 897.

ATTACHMENTS

1. Ordinance 897 Amending Section 9-4-4 (Beer in Parks by Permit)
2. Beer in Park Permit

ORDINANCE NUMBER 897

AN ORDINANCE OF THE CITY OF COWETA, OKLAHOMA; AMENDING SECTION 9-4-4, TITLED "PROHIBITED ACTS", CODIFIED IN COWETA CITY CODE TITLE 9, "PUBLIC WAYS AND PROPERTY", CHAPTER 9-4 "PARKS AND RECREATION FACILITIES"; PROVIDING THAT THE POSSESSION OF AN ALCOHOLIC BEVERAGE WITHIN A PUBLIC PARK SHALL BE UNLAWFUL AND AN OFFENSE, EXCEPT THAT THE POSSESSION OF A "BEER" AS DEFINED 37A O.S. SECTION 1-103 SHALL BE PERMITTED WITHIN A PUBLIC PARK ONLY AS SPECIFIED IN A PERMIT APPROVED BY THE COWETA CITY COUNCIL; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COWETA, OKLAHOMA, THAT:

Section 1. Section 9-4-4 titled "Prohibited Acts", codified in Coweta City Code Title 9, "Public Ways and Property", Chapter 9-4 "Parks and Recreation Facilities", be and the same is now amended to read as follows:

"9-4-4 Prohibited Acts

It shall be unlawful and an offense for any person to do or cause to be done any of the following acts within a public park owned or maintained by the City:

- A. To write upon, cut, break, remove, mutilate, or deface or in any way injure any building, fence, restroom facility, bench, monument, statue, ornament, or lighting unit;
- B. To remove, take, cut, break, injure or destroy any trees, shrubs, flowers, or flowering plants in or around the park area;
- C. To make a fire, except at designated places or ovens or grills provided in the park facility;
- D. To put any paper, containers, bottles, wrappers, garbage, refuse or trash of any kind at any place except in a place designated for the disposal of trash;
- E. For any person, except law enforcement officials, to carry upon any park any firearm, BB gun, pellet gun or other weapon capable of inflicting injury to persons or animals, whether or not such weapons are loaded, unless otherwise specifically authorized by law;
- F. To operate any motorized vehicle, including automobiles, motorcycles, go-carts, or all-terrain vehicles, in any park area except over and upon public parking lots and clearly designated roadways;
- G. To remain upon the property and refuse to leave the property forthwith after demand by a peace officer;
- H. To be drunk or intoxicated in or upon the property;
- I. To possess any 'alcoholic beverage' as defined by state law in 37A O.S. §1-103, except that the possession of 'beer' as defined 37A O.S. §1-103 shall be permitted within a public park subject to the terms, conditions, and limitations prescribed in a permit approved by the Coweta City Council."

Section 2. SEVERABILITY CLAUSE. If any section, sentence, clause or phrase of this ordinance or any part of it is for any reason found to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance or any part of it.

Section 3. EMERGENCY CLAUSE. That an emergency is now declared to exist for the preservation of the public peace, health, and safety, necessitating more precise protections for citizens and the general public using public parks within the City of Coweta. For this reason, this ordinance shall take effect immediately from and after its passage and approval.

ADOPTED by the Coweta City Council with the Emergency Clause voted upon and approved separately, on this 3rd day of March 2025.

Naomi Hogue, Mayor

ATTEST:

Marcy Kilgore, City Clerk

APPROVED:

Patrick T. Boulden, City Attorney



310 S Broadway, PO Box 850
Coweta, OK 74429 • (918) 486-2189

BEER IN PARK PERMIT

NON-TRANSFERRABLE

PERMIT REQUIREMENTS

1. No one under the age of 21 is allowed to consume alcohol.
2. Only beer as defined by the 37A O.S. Section 1-103 shall be permitted.
3. No glass containers are allowed.
4. Beer must be consumed within a designated area as submitted with this permit, with no alcohol on the playing field or in the dugouts (attach diagram specifying designated area to this permit application).
5. Any complaints concerning drunkenness, fighting or disturbance of the peace may result in immediate termination of the permit.
6. A current Certificate of Insurance for the organization must be filed with the City of Coweta (see specifications below).
7. The approved permit must be on display at all events where alcohol will be consumed.

APPLICANT INFORMATION

Applicant Name – must be an individual as an officer of the organization (*please print*):

Organization Name:

Applicant's Street Address:

Phone:

City

State

Zip

Applicant's email address:

APPLICANT'S ACKNOWLEDEMENT OF PERMIT REQUIREMENTS

I have been given permission by the Coweta City Council to possess beer at the Coweta Sports Complex under the rules listed above. I acknowledge that not following the proper procedures will terminate the beer permit and may result in a fine of \$270.00 or more.

I have provided a Certificate of Insurance evidencing coverage with minimums of \$125,000 bodily injury, \$25,000 property, and \$1,000,000 General Liability, naming the City of Coweta as an additional insured.

APPLICANT SIGNATURE

Signed:

Date:

CITY USE ONLY:

AMOUNT PAID: \$ _____ Trans Code 1.3205

Receipt #: _____

Date Approved by City Council: _____

This permit expires _____ calendar days from the issue date

Rev. 3/2025



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Memorandum

To: Honorable Mayor and City Council
From: Julie Casteen, City Manager
Re: **BID PROCESS FOR 121ST STREET BRIDGE**
Date: March 3, 2025

BACKGROUND

The 121st Street Bridge has been closed to traffic since November 27, 2024, due to insufficient structural integrity for vehicles over one ton.

The City Engineer has now completed a Hydraulics and Hydrology Study and is working on the design and bid package for a new structure. This new bridge will accommodate three lanes of traffic to support future widening on 121st Street and will feature sidewalks on the north side of the bridge.

STAFF RECOMMENDATION

Staff requests approval to solicit bids for the 121st Street Bridge Project.

ATTACHMENTS

1. 240219-121st St Bridge Coweta HH Study

Hydraulics and Hydrology Report



Feb 2 2025 Image of 121st St Coweta Bridge east of

121st St Bridge East of SH 51 Coweta, OK 74429

February 19, 2025

I hereby certify that this report for the Bridge Flood Study for the Coweta Bridge on 121st St East of SH51 was prepared in accordance with the provisions of the Oklahoma Water Resources Board:



David Bruce Wyatt, P.E.
State of Oklahoma, No. 15398



WDB ENGINEERING P.L.L.C.

6330 S.E. 74th Street
Oklahoma City, OK 73135
PHONE (405) 741-7090
FAX (405) 741-7094
wdbengineering.net

TABLE OF CONTENT

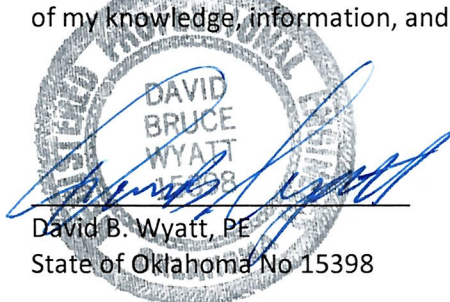
- 1) CERTIFICATIONS
- 2) PURPOSE AND SUMMARY
- 3) INTRODUCTION
- 4) ANALYSIS
 - A. FEMA 100-YR ZONE AE BOUNDARIES AT SITE
 - B. IMPACT OF 1-YR THRU 100-YR STORMS ON EXISTING SPANNED BRIDGE AND PROPOSED RCB CULVERT
- 5) HYDRAULIC ANALYSIS OVERVIEW
- 6) CONCLUSION AND RECOMMENDATION

ATTACHMENTS

- Exhibit 1 – NOAA Coweta Rainfall
- Exhibit 2 – ODOT Reference Guide to RCB Culvert Standards
- Exhibit 3 – Existing Spanned Bridge 1 Yr Storm Flood Elevations and Profile
- Exhibit 4 – Proposed RCB Culvert 1 Yr Storm Flood Elevations and Profile
- Exhibit 5 – Existing Spanned Bridge 2 Yr Storm Flood Elevations and Profile
- Exhibit 6 – Proposed RCB Culvert 2 Yr Storm Flood Elevations and Profile
- Exhibit 7 – Existing Spanned Bridge 5 Yr Storm Flood Elevations and Profile
- Exhibit 8 – Proposed RCB Culvert 5 Yr Storm Flood Elevations and Profile
- Exhibit 9 – Existing Spanned Bridge 10 Yr Storm Flood Elevations and Profile
- Exhibit 10 – Proposed RCB Culvert 10 Yr Storm Flood Elevations and Profile
- Exhibit 11 – Existing Spanned Bridge 25 Yr Storm Flood Elevations and Profile
- Exhibit 12 – Proposed RCB Culvert 25 Yr Storm Flood Elevations and Profile
- Exhibit 13 – Existing Spanned Bridge 50 Yr Storm Flood Elevations and Profile
- Exhibit 14 – Proposed RCB Culvert 50 Yr Storm Flood Elevations and Profile
- Exhibit 15 – Existing Spanned Bridge 100 Yr Storm Flood Elevations and Profile
- Exhibit 16 – Proposed RCB Culvert 100 Yr Storm Flood Elevations and Profile

1) CERTIFICATION

"I hereby certify that I am familiar with the adopted ordinances and regulations of the State of Oklahoma governing drainage facilities; that this final Flood Elevation study has been prepared under my direct engineering supervision; and that the above and any foregoing study complies with all governing ordinances and adopted standards of the State of Oklahoma pertaining to drainage facilities to the best of my knowledge, information, and belief."



David B. Wyatt, PE
State of Oklahoma No 15398

2) PURPOSE AND SUMMARY

WDB Engineering was selected to identify what frequency storm will pass the existing Coweta bridge on 121st St east of SH51 with 1 ft of freeboard.

This report uses Oklahoma Water Resources Board stormwater criteria.

GeoHECHMS software determined flows at 121st St for 1-yr thru 100-yr storms. GeoHECRAS was used to determine water surface elevations at the bridge with the flows derived from GeoHECHMS.

DBE determined that:

- a. No frequency storm will pass the existing spanned bridge with 1' freeboard (see Exhibit 3,5,7,9,11,13,15).
- b. However, a standard ODOT 7' x 28' RCB (14' double cell), see Exhibit 2, with the crown set at EL 649.40 and invert at EL 642.40, and maintaining the existing roadway top-of-pavement at EL 650.65, will not adversely affect upstream and downstream water surface elevations for any storm events from the 1 Yr thru 100 Yr. The proposed 3" asphalt roadway will sit atop the 12" thick RCB concrete top.

3) INTRODUCTION

The referenced bridge was observed to be an old Wagner County farm bridge having a spanned deck resting on cut-stone mortared abutments. The bridge appears to be circa 1930. Protective coatings are long gone, and the asphalt road atop the bridge appears to be several layers thick. The railing is a recent addition and is insufficient to deflect vehicles. The overall length of the span is 17.5 ft, the top-of-roadway is EL 650.65. The low chord is EL 649.09. The upstream stream invert is EL 642.63 and the downstream invert is EL 642.47.

4) ANALYSIS

A. FEMA 100-YR ZONE AE BOUNDARIES AT SITE

WDB researched the FEMA Map Center website for previous studies, and found a Zone AE study along 121st St east of SH51, Figure 1 below.

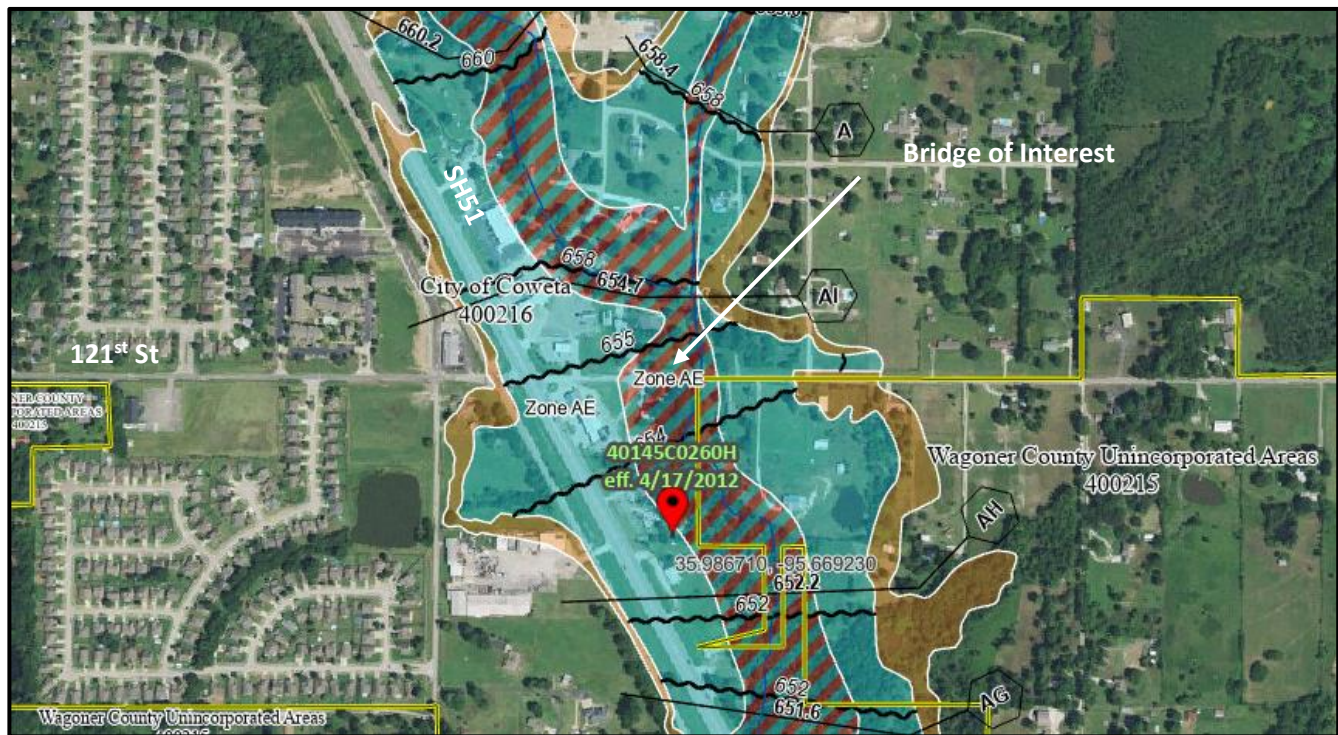


Figure 1: 2025 FEMA Map Service Center official Zone AE 100-Yr Floodplain along 121st St East of SH 51 in Coweta

WDB restudied the referenced Coweta Bridge using GeoHECHMS and GeoHECRAS software. Note the following criteria applied:

- The standard 24-hour SCS Type II storm was derived from NOAA Atlas 14 Volume 8, Version 2 for Coweta OK and was uniformly applied(see Exhibit 1).
- The USDA soil survey website (www.websoilsurvey.nrcs.usda.gov/) was used to identify the existing soil “B”- “D” conditions.
- Curve Numbers (CN) of 70 - 80 were selected based on guidance given by Natural Resources Conservation Services within the GeoHECHMS software. Manning’s “n” of .04 was selected for the channel and .035 for banks due to the observed undergrowth.

USDA shows B/C/D soils largely underlay the contributing subbasins. Time of Concentration (Tc) for each subbasin was calculated by GeoHECHMS using the Kirby-Kirpich Equation. Flows were calculated using GeoHECHMS.

The bridge is located in a Zone AE floodplain (see Figure 1). The pertinent FEMA panel number is 40145C0260H.

B. IMPACT OF 1-YR thru 100-YR STORMS ON EXISTING SPANNED BRIDGE AND PROPOSED RCB CULVERT

Impact of the 1-yr thru 100-yr storms on the existing and proposed RCB culvert is summarized following in Table 1:

<i>Storm Event</i>	<i>RCB Opening</i>	<i>RCB Invert Upstream</i>	<i>RCB Invert Downstream</i>	<i>RCB Lower Chord</i>	<i>Roadway Width</i>	<i>Max WSE atop Bridge</i>	<i>1' Freeboard?</i>	<i>Velocity thru RCB (fps)</i>	<i>Top-of-Pavement</i>	<i>See Exhibit</i>
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Scenario 1: Existing Span Bridge Flood Elevations for 1 YR Storm

1YR 3.43" 1289cfs	6.46 x 17.5	642.63	642.47	649.09	20	651.01	No	8.08	650.65	3
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Scenario 1 Comments: 1 yr storm overflows top-of-pavement

Scenario 2: Proposed RCB Culvert Flood Elevations for 1 YR Storm

1YR 3.43" 1289cfs	7x28	642.40	642.30	649.40	46	649.12	No	6.92	650.65	4
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Scenario 2 Comments: New RCB provides lower WSE compared to original spanned bridge

Scenario 3: Existing Span Bridge Flood Elevations for 2 YR Storm

2YR 3.92" 1720cfs	6.46 x 17.5	642.63	642.47	649.09	20	651.26	No	7.66	650.65	5
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Scenario 3 Comments: 2 yr storm overflows top-of-pavement

Scenario 4: Proposed RCB Culvert Flood Elevations for 2 YR Storm

2YR 3.92" 1720cfs	7x28	642.40	642.30	649.40	46	650.66	No	6.6	650.65	6
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Scenario 4 Comments: New RCB lowers 2 yr WSE significantly over existing spanned bridge.

Scenario 5: Existing Span Bridge Flood Elevations for 5 YR Storm

5YR 4.81" 2566cfs	6.46 x 17.5	642.63	642.47	649.09	20	651.56	No	6.67	650.65	7
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Scenario 5 Comments: 5 yr storm overflows top-of-pavement

Scenario 6: Proposed RCB Culvert Flood Elevations for 5 YR Storm

5YR 4.81" 2566cfs	7x28	642.40	642.30	649.40	46	651.11	No	7.86	650.65	8
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Scenario 6 Comments: 7x28 RCB lowers WSE compared to existing spanned bridge

Scenario 7: Existing Span Bridge Flood Elevations for 10 YR Storm

10YR 5.63" 3419cfs	6.46 x 17.5	642.63	642.47	649.09	20	651.82	No	5.62	650.65	9
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Scenario 7 Comments: 10-yr storm overflows top-of-pavement

Scenario 8: Proposed RCB Culvert Flood Elevations for 10 YR Storm

10YR 5.63" 3419cfs	7x28	642.40	642.30	649.40	46	651.56	No	5.97	650.65	10
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Scenario 8 Comments: New RCB provides lower WSE compared to original spanned bridge

Scenario 9: Existing Span Bridge Flood Elevations for 25 YR Storm

25YR 6.88" 4728cfs	6.46 x 17.5	642.63	642.47	649.09	20	652.15	No	4.64	650.65	11
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Scenario 9 Comments: 50-yr storm overflows top-of-pavement

Scenario 10: Proposed RCB Culvert Flood Elevations for 25 YR Storm

25YR 6.88" 4728cfs	7x28	642.40	642.30	649.40	46	651.99	No	4.26	650.65	12
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Scenario 10 Comments: New RCB provides lower WSE compared to original spanned bridge

Scenario 11: Existing Span Bridge Flood Elevations for 50 YR Storm

50YR 7.94" 5943cfs	6.46 x 17.5	642.63	642.47	649.09	20	652.38	No	4.15	650.65	13
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[Scenario 11 Comments: 50-yr storm overflows top-of-pavement](#)

Scenario 12: Proposed RCB Culvert Flood Elevations for 50 YR Storm

50YR 7.94" 5943cfs	7x28	642.40	642.30	649.40	46	652.27	No	3.03	650.65	14
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[Scenario 12 Comments: New RCB provides lower WSE compared to original spanned bridge](#)

Scenario 13: Existing Span Bridge Flood Elevations for 100 YR Storm

100YR 9.08" 7289cfs	6.46 x 17.5	642.63	642.47	649.09	20	652.65	No	3.73	650.65	15
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[Scenario 13 Comments: 100-yr storm overflows top-of-pavement](#)

Scenario 14: Proposed RCB Culvert Flood Elevations for 100 YR Storm

100YR 9.08" 7289cfs	7x28	642.40	642.30	649.40	46	652.56	No	2.66	650.65	16
------------------------	------	--------	--------	--------	----	--------	----	------	--------	----

[Scenario 14 Comments: New RCB provides lower WSE compared to original spanned bridge](#)

Table 1: Impact of 1-Yr thru 100-Yr Storms on the Existing Spanned Bridge and Proposed RCB Culvert

5) HYDRAULIC ANALYSIS OVERVIEW

The existing spanned bridge with its corresponding RCB culvert replacement are grouped by storm frequency in Table 1.

After trial and error, an ODOT-standard 7x28 RCB (14' triple cell) was selected as the optimum choice for the 121st St Coweta bridge replacement. The larger 7x28 RCB had most effect on the 1 yr storms. Above 2 yr storms the 7x28 RCB had diminishing effect.

As can be seen in Table 1, the maximum water surface elevation, starting with the 1 yr storm, for the spanned bridge is always greater than the corresponding RCB culvert replacement, which demonstrates that the selected 7x28 RCB culvert has no adverse effect upstream or downstream. Table 1 demonstrates that the WSE difference for each storm lessens as the frequency storms increase.

6) CONCLUSIONS AND RECOMMENDATION

WDB concludes:

1. No frequency storm will pass the existing spanned bridge with 1' freeboard.
2. The optimum sized RCB culvert calculates to an ODOT-standard 7x28 RCB (14' double cell) culvert.
3. The proposed RCB culvert structure lowers the flood elevations *for all 1 yr thru 100 yr storm frequencies* compared to the corresponding existing spanned bridge.
4. The proposed RCB culvert does not adversely affect flood elevations downstream or upstream.
5. Once the final RCB culvert design and top-of-pavement is selected, WSEs need to be recalculated.

WDB recommends:

1. Replace the existing 121st St Spanned bridge with an ODOT-Standard 7x28 (14' double cell) RCB culvert design.
2. Set the crown of the proposed ODOT 7' x 28' RCB (14' double cell) at EL 649.40 and invert at EL 642.40, and maintain the existing roadway top-of-pavement at EL 650.65.
3. Set the proposed 3" asphalt roadway at its existing top-of-pavement EL 650.65 directly atop the 12" thick RCB concrete top.



NOAA Atlas 14, Volume 8, Version 2
Location name: Coweta, Oklahoma, USA*
Latitude: 35.953°, Longitude: -95.6493°
Elevation: 661 ft**
* source: ESRI Maps
** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerals](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.421 (0.328-0.539)	0.486 (0.378-0.622)	0.596 (0.462-0.765)	0.692 (0.534-0.891)	0.830 (0.624-1.10)	0.943 (0.692-1.26)	1.06 (0.753-1.45)	1.18 (0.809-1.65)	1.35 (0.892-1.93)	1.49 (0.954-2.14)
10-min	0.617 (0.481-0.789)	0.711 (0.554-0.911)	0.872 (0.677-1.12)	1.01 (0.782-1.30)	1.22 (0.914-1.62)	1.38 (1.01-1.85)	1.55 (1.10-2.12)	1.73 (1.18-2.41)	1.98 (1.31-2.82)	2.18 (1.40-3.13)
15-min	0.752 (0.586-0.963)	0.867 (0.675-1.11)	1.06 (0.826-1.37)	1.24 (0.954-1.59)	1.48 (1.12-1.97)	1.68 (1.24-2.26)	1.89 (1.34-2.58)	2.11 (1.44-2.94)	2.42 (1.59-3.44)	2.66 (1.70-3.81)
30-min	1.09 (0.847-1.39)	1.26 (0.983-1.62)	1.56 (1.21-2.00)	1.82 (1.40-2.34)	2.18 (1.64-2.90)	2.48 (1.82-3.32)	2.79 (1.98-3.80)	3.11 (2.13-4.33)	3.55 (2.34-5.05)	3.90 (2.50-5.60)
60-min	1.43 (1.11-1.83)	1.69 (1.32-2.16)	2.13 (1.66-2.74)	2.51 (1.94-3.24)	3.05 (2.29-4.05)	3.48 (2.55-4.66)	3.93 (2.79-5.35)	4.39 (3.00-6.11)	5.02 (3.30-7.13)	5.51 (3.54-7.91)
2-hr	1.76 (1.39-2.24)	2.12 (1.66-2.69)	2.71 (2.12-3.44)	3.21 (2.50-4.10)	3.92 (2.96-5.15)	4.49 (3.32-5.95)	5.06 (3.63-6.85)	5.67 (3.90-7.83)	6.48 (4.31-9.15)	7.12 (4.61-10.2)
3-hr	1.99 (1.57-2.51)	2.40 (1.89-3.03)	3.09 (2.43-3.91)	3.68 (2.88-4.68)	4.52 (3.44-5.92)	5.19 (3.86-6.86)	5.88 (4.23-7.92)	6.59 (4.56-9.07)	7.56 (5.05-10.6)	8.32 (5.42-11.8)
6-hr	2.42 (1.93-3.03)	2.89 (2.30-3.62)	3.69 (2.93-4.63)	4.39 (3.47-5.53)	5.41 (4.16-7.04)	6.23 (4.68-8.19)	7.09 (5.16-9.50)	7.99 (5.60-10.9)	9.25 (6.24-12.9)	10.2 (6.73-14.5)
12-hr	2.93 (2.36-3.63)	3.39 (2.72-4.20)	4.21 (3.37-5.23)	4.95 (3.94-6.17)	6.06 (4.73-7.87)	7.00 (5.32-9.16)	8.00 (5.89-10.7)	9.08 (6.43-12.4)	10.6 (7.24-14.8)	11.8 (7.86-16.6)
24-hr	3.43 (2.79-4.22)	3.92 (3.18-4.82)	4.81 (3.89-5.92)	5.63 (4.53-6.96)	6.88 (5.42-8.87)	7.94 (6.10-10.3)	9.08 (6.76-12.0)	10.3 (7.39-14.0)	12.1 (8.35-16.8)	13.5 (9.07-18.9)
2-day	3.90 (3.19-4.74)	4.52 (3.70-5.50)	5.63 (4.59-6.86)	6.62 (5.37-8.11)	8.10 (6.43-10.3)	9.34 (7.23-12.0)	10.6 (7.98-14.0)	12.1 (8.70-16.2)	14.0 (9.77-19.3)	15.6 (10.6-21.7)
3-day	4.24 (3.49-5.13)	4.92 (4.05-5.96)	6.12 (5.02-7.43)	7.20 (5.87-8.76)	8.79 (7.01-11.1)	10.1 (7.87-12.9)	11.5 (8.67-15.0)	13.0 (9.43-17.4)	15.1 (10.6-20.7)	16.8 (11.4-23.2)
4-day	4.54 (3.76-5.47)	5.25 (4.34-6.33)	6.48 (5.34-7.84)	7.59 (6.22-9.21)	9.23 (7.39-11.6)	10.6 (8.28-13.5)	12.0 (9.11-15.7)	13.6 (9.89-18.1)	15.8 (11.1-21.5)	17.5 (12.0-24.1)
7-day	5.33 (4.44-6.37)	6.05 (5.04-7.24)	7.32 (6.07-8.77)	8.45 (6.97-10.2)	10.1 (8.17-12.7)	11.5 (9.07-14.6)	13.0 (9.91-16.8)	14.6 (10.7-19.3)	16.8 (11.9-22.8)	18.6 (12.8-25.4)
10-day	5.99 (5.01-7.12)	6.74 (5.64-8.02)	8.04 (6.71-9.60)	9.21 (7.64-11.0)	10.9 (8.84-13.6)	12.3 (9.75-15.5)	13.8 (10.6-17.7)	15.4 (11.4-20.3)	17.6 (12.5-23.8)	19.4 (13.4-26.4)
20-day	7.78 (6.57-9.16)	8.70 (7.35-10.3)	10.3 (8.64-12.1)	11.6 (9.72-13.8)	13.5 (11.0-16.5)	15.0 (12.0-18.6)	16.6 (12.8-21.0)	18.2 (13.5-23.7)	20.4 (14.6-27.3)	22.2 (15.5-30.0)
30-day	9.30 (7.90-10.9)	10.4 (8.84-12.2)	12.2 (10.4-14.4)	13.8 (11.6-16.2)	15.9 (13.0-19.2)	17.5 (14.0-21.5)	19.2 (14.8-24.1)	20.8 (15.5-26.9)	23.1 (16.6-30.6)	24.7 (17.4-33.3)
45-day	11.3 (9.67-13.2)	12.7 (10.8-14.8)	14.9 (12.6-17.4)	16.6 (14.1-19.5)	19.0 (15.6-22.9)	20.8 (16.7-25.4)	22.6 (17.6-28.2)	24.3 (18.2-31.2)	26.6 (19.2-35.0)	28.2 (19.9-37.9)
60-day	13.1 (11.2-15.2)	14.7 (12.6-17.0)	17.2 (14.7-20.0)	19.2 (16.3-22.4)	21.8 (17.9-26.0)	23.7 (19.1-28.8)	25.6 (20.0-31.8)	27.4 (20.6-34.9)	29.7 (21.5-38.9)	31.3 (22.2-41.8)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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PF graphical

Exhibit ☐

DESCRIPTION	REVISIONS	DATE

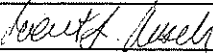
BARREL SECTION REFERENCE GUIDE SCHEDULE - SINGLE CELL															
CELL HEIGHT	CELL SPAN														
	3'	4'	5'	6'		8'		10'		12'		14'	16'	18'	20'
				LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL				
2'	RCB-C1-3&4&5(2-20)	RCB-C1-3&4&5(2-20)	RCB-C1-3&4&5(2-20)												
3'	RCB-C1-3&4&5(2-20)	RCB-C1-3&4&5(2-20)	RCB-C1-3&4&5(2-20)	RCB-C1-6(2-14)	RCB-C1-6(14-20)	RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)						
4'		RCB-C1-3&4&5(2-20)	RCB-C1-3&4&5(2-20)	RCB-C1-6(2-14)	RCB-C1-6(14-20)	RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)				
5'			RCB-C1-3&4&5(2-20)	RCB-C1-6(2-14)	RCB-C1-6(14-20)	RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)			
6'				RCB-C1-6(2-14)	RCB-C1-6(14-20)	RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)		
7'			RCB-C1-3&4&5(2-20)			RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	
8'						RCB-C1-8(2-14)	RCB-C1-8(14-20)	RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
9'								RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
10'								RCB-C1-10(2-14)	RCB-C1-10(14-20)	RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
11'										RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
12'										RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
15'										RCB-C1-12(2-14)	RCB-C1-12(14-20)	RCB-C1-14(2-10)	RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
17'													RCB-C1-16(2-10)	RCB-C1-18(2-10)	RCB-C1-20(2-10)
															RCB-C1-20(2-10)

BARREL SECTION REFERENCE GUIDE SCHEDULE - DOUBLE CELL														
CELL HEIGHT	CELL SPAN													
	4'	5'	6'		8'		10'		12'		14'	16'	18'	20'
			LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL				
3'	RCB-C2-4&5(2-20)	RCB-C2-4&5(2-20)	RCB-C2-6(2-12)	RCB-C2-6(2-12)	RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)						
4'	RCB-C2-4&5(2-20)	RCB-C2-4&5(2-20)	RCB-C2-6(2-12)	RCB-C2-6(2-12)	RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)						
5'		RCB-C2-4&5(2-20)	RCB-C2-6(2-12)	RCB-C2-6(2-12)	RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)						
6'			RCB-C2-6(2-12)	RCB-C2-6(2-12)	RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)	RCB-C2-12(2-12)	RCB-C2-12(12-20)				
7'					RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)	RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)			
8'					RCB-C2-8(2-12)	RCB-C2-8(12-20)	RCB-C2-10(2-12)	RCB-C2-10(12-20)	RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)		
9'							RCB-C2-10(2-12)	RCB-C2-10(12-20)	RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)	RCB-C2-18(2-8)	
10'							RCB-C2-10(2-12)	RCB-C2-10(12-20)	RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)	RCB-C2-18(2-8)	RCB-C2-20(2-8)
11'									RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)	RCB-C2-18(2-8)	RCB-C2-20(2-8)
12'									RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)	RCB-C2-18(2-8)	RCB-C2-20(2-8)
15'									RCB-C2-12(2-12)	RCB-C2-12(12-20)	RCB-C2-14(2-10)	RCB-C2-16(2-8)	RCB-C2-18(2-8)	RCB-C2-20(2-8)
17'												RCB-C2-16(2-8)	RCB-C2-18(2-8)	RCB-C2-20(2-8)

BARREL SECTION REFERENCE GUIDE SCHEDULE - TRIPLE CELL														
CELL HEIGHT	CELL SPAN													
	4'	5'	6'		8'		10'		12'		14'	16'	18'	20'
			LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL	LOW FILL	HIGH FILL				
3'	RCB-C3-4&5(2-20)	RCB-C3-4&5(2-20)	RCB-C3-6(2-12)	RCB-C3-6(12-20)	RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)						
4'	RCB-C3-4&5(2-20)	RCB-C3-4&5(2-20)	RCB-C3-6(2-12)	RCB-C3-6(12-20)	RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)						
5'		RCB-C3-4&5(2-20)	RCB-C3-6(2-12)	RCB-C3-6(12-20)	RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)						
6'			RCB-C3-6(2-12)	RCB-C3-6(12-20)	RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)				
7'					RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)			
8'					RCB-C3-8(2-12)	RCB-C3-8(12-20)	RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)		
9'							RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)	RCB-C3-18(2-8)	
10'							RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)	RCB-C3-18(2-8)	RCB-C3-20(2-8)
11'							RCB-C3-10(2-12)	RCB-C3-10(12-20)	RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)	RCB-C3-18(2-8)	RCB-C3-20(2-8)
12'									RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)	RCB-C3-18(2-8)	RCB-C3-20(2-8)
15'									RCB-C3-12(2-12)	RCB-C3-12(12-20)	RCB-C3-14(2-10)	RCB-C3-16(2-8)	RCB-C3-18(2-8)	RCB-C3-20(2-8)

Exhibit 2

APPROVED BY BRIDGE ENGINEER



 DATE 4/2/10

OKLAHOMA DEPT. OF TRANSPORTATION
 BRIDGE STANDARD (ENGLISH)
 REFERENCE GUIDE TO
 RCB CULVERT STANDARDS
 (SHEET 2 OF 3)

2009 SPECIFICATIONS
 RCB-GUIDE-2
 01E



Exhibit 3.1 – Existing Spanned Bridge 1 Yr Storm Flood Elevations

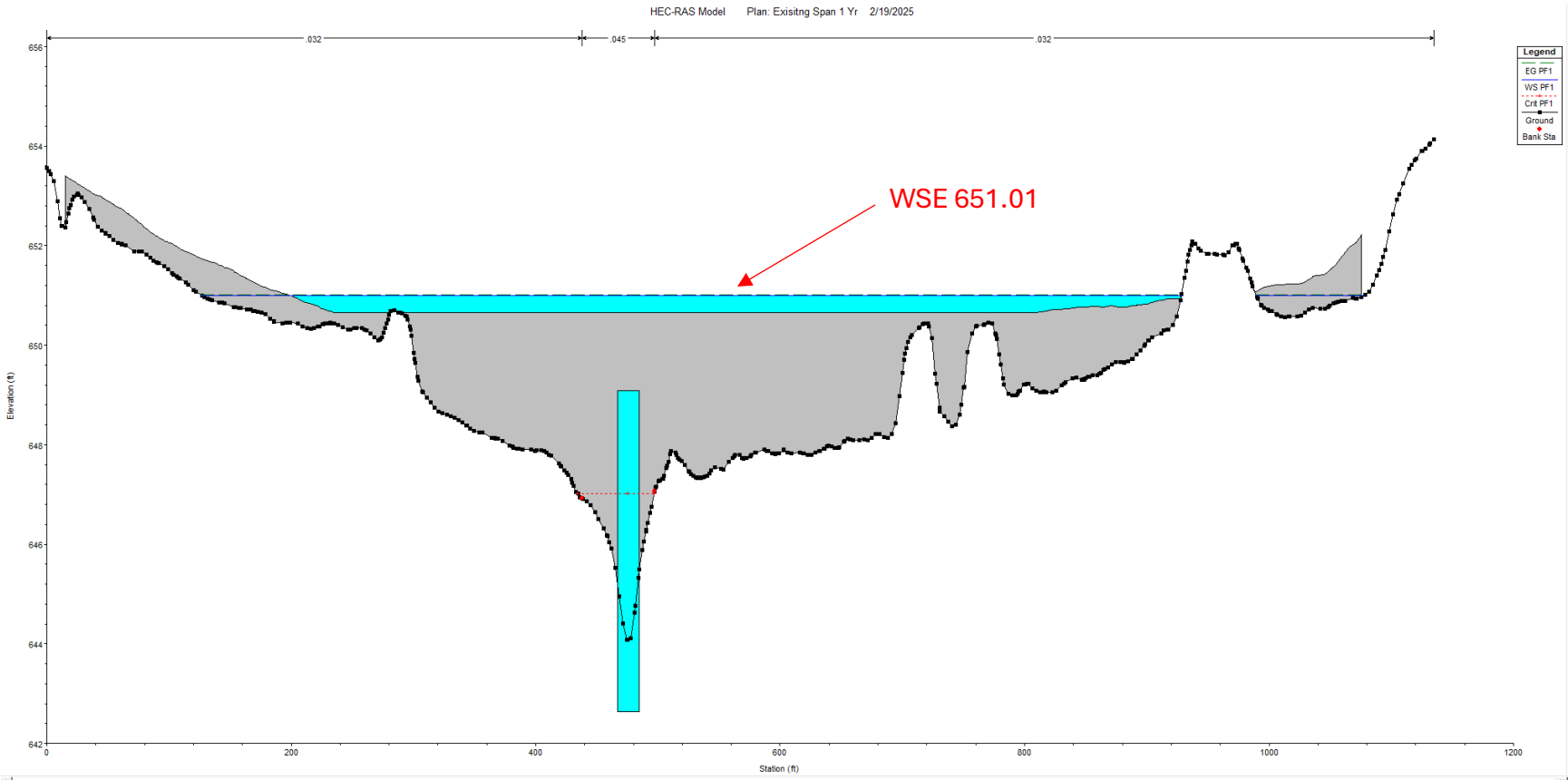


Exhibit 3.2 – Existing Spanned Bridge Profile 1 Yr Storm Elevations

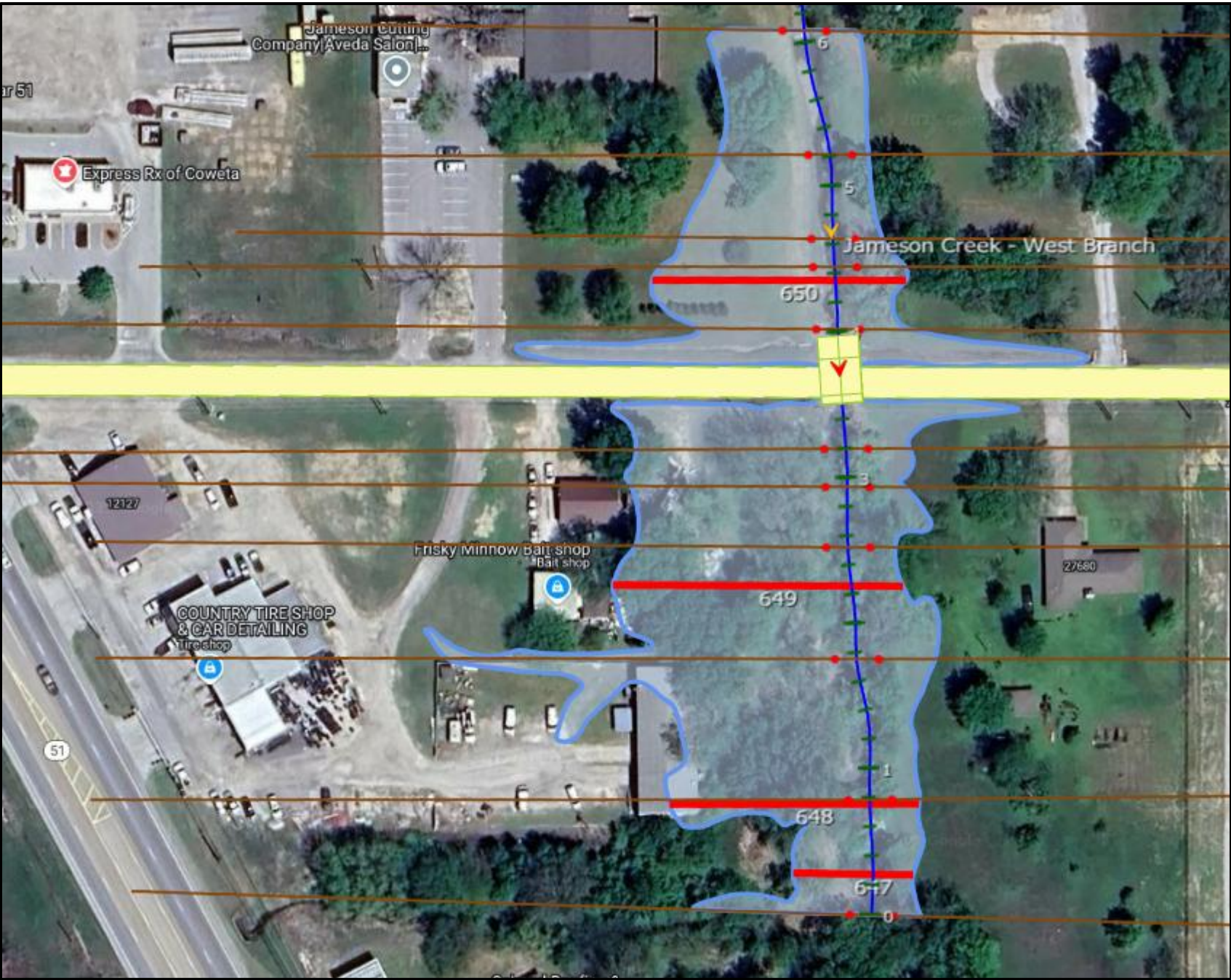


Exhibit 4.1 – Proposed RCB Culvert 2Yr Storm Flood Elevations

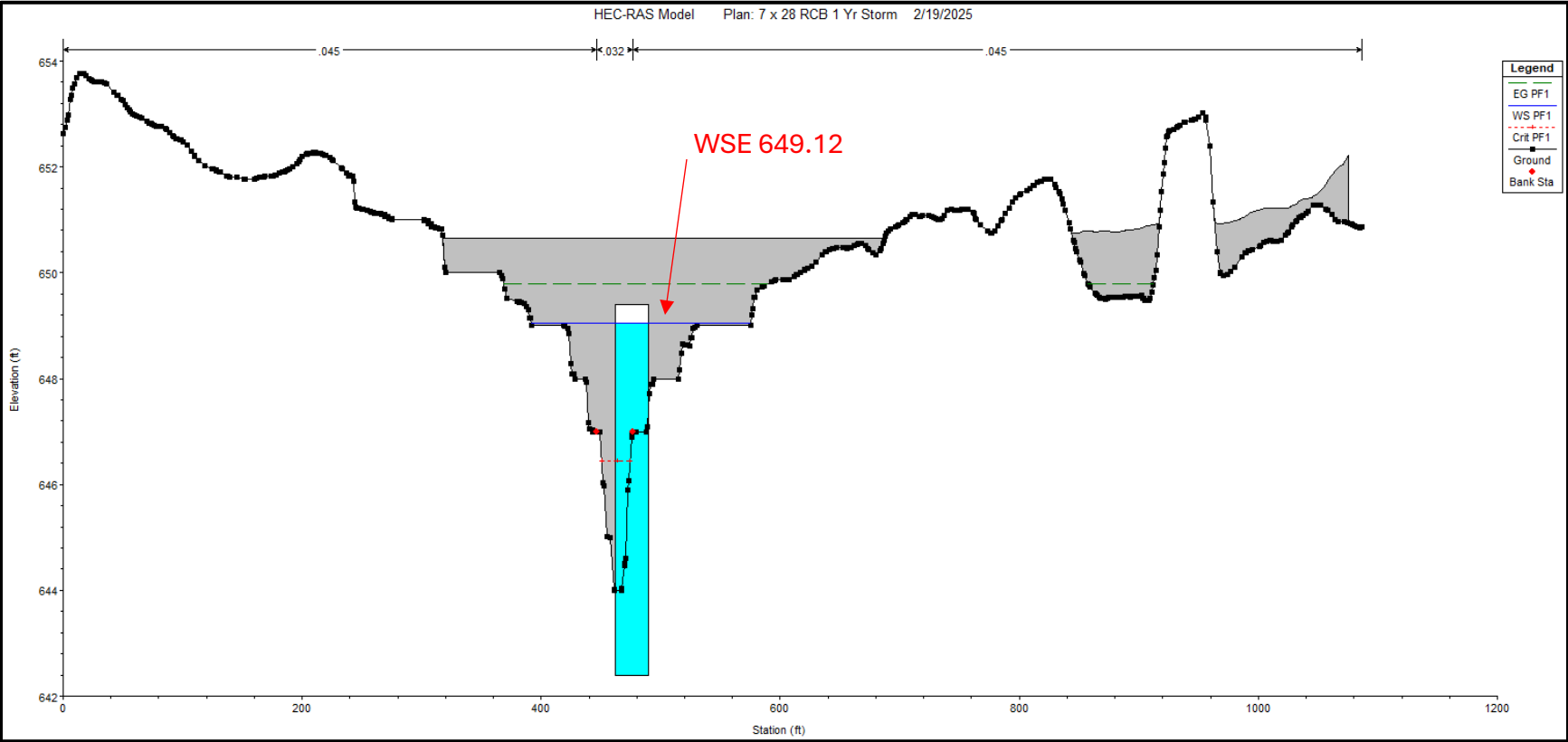


Exhibit 4.2 – Proposed RCB Culvert 1 Yr Storm Profile

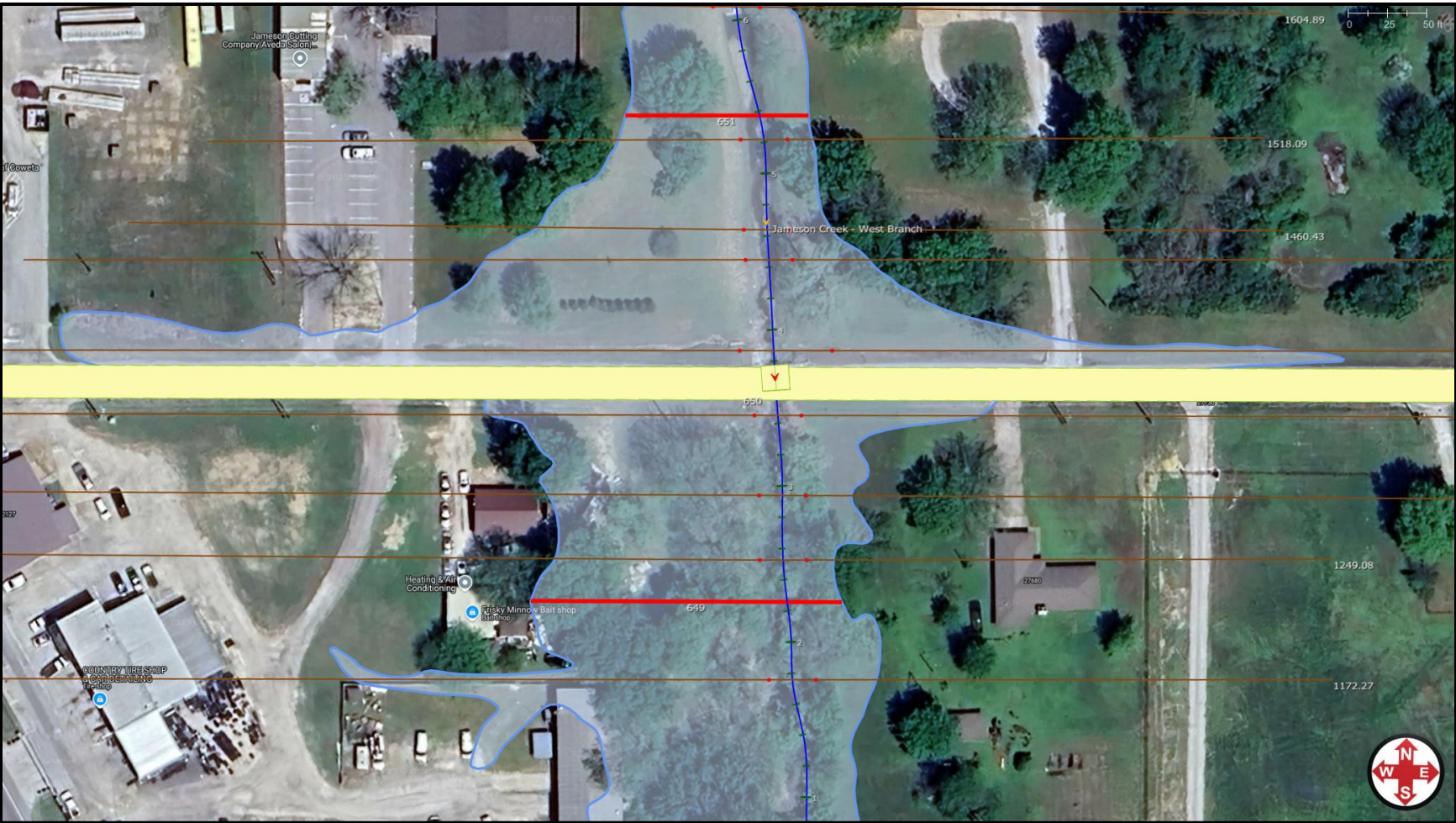


Exhibit 5.1 – Existing Span Bridge 2 Yr Flood Elevations

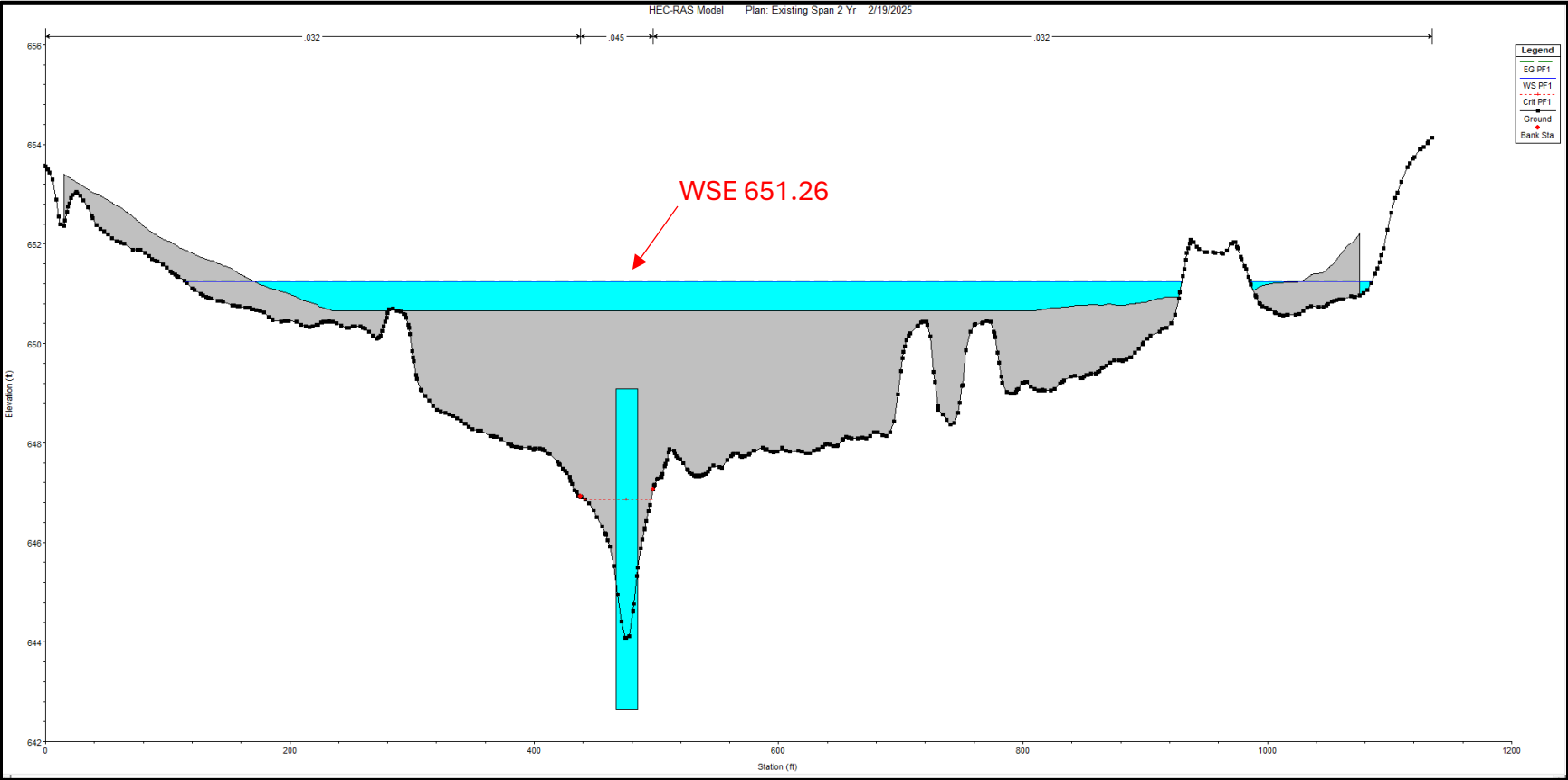


Exhibit 5.2 – Existing Spanned Bridge 2Yr Flood Profile

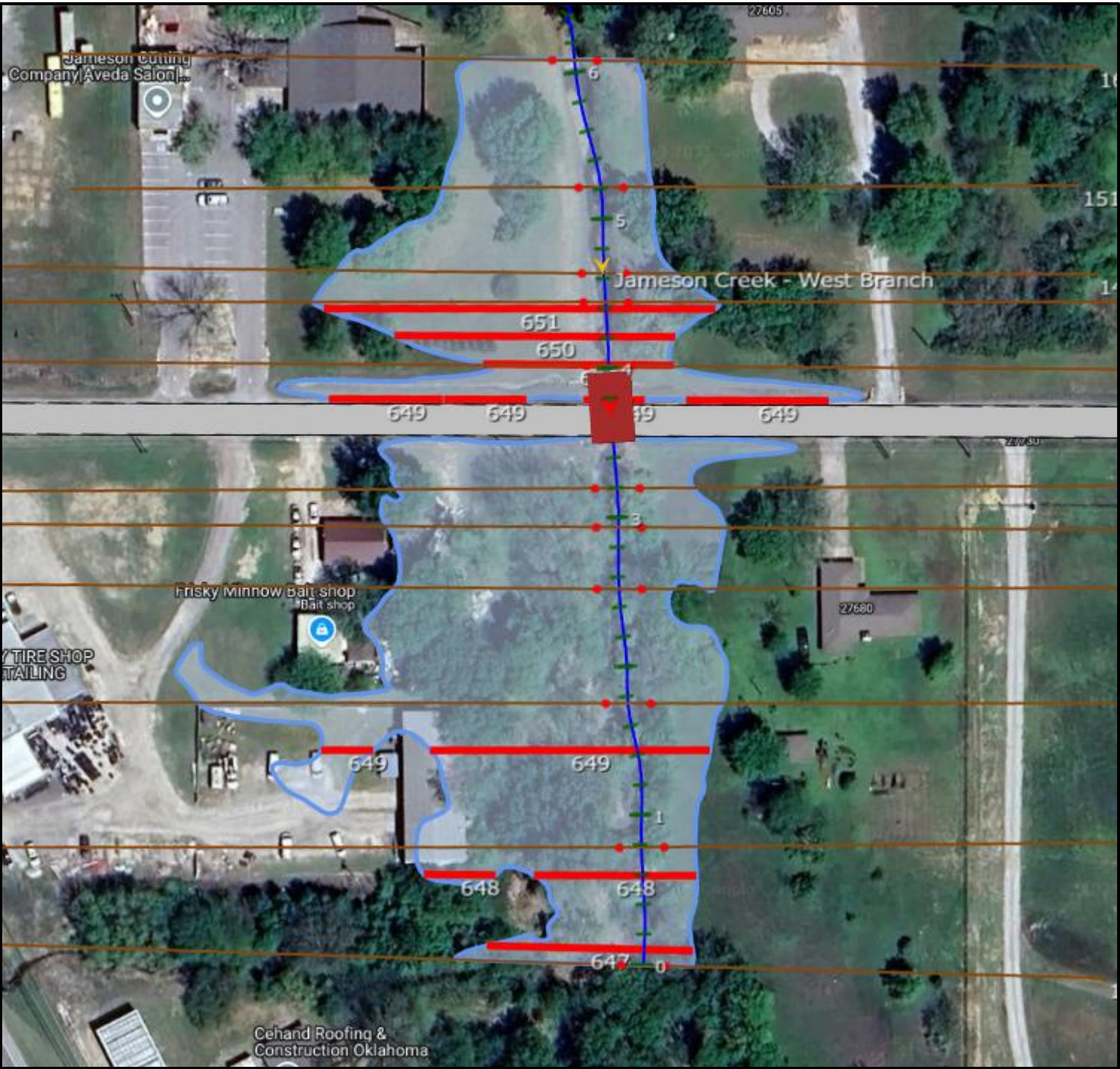


Exhibit 6.1 – Proposed RCB Culvert 2 Yr Flood Elevations

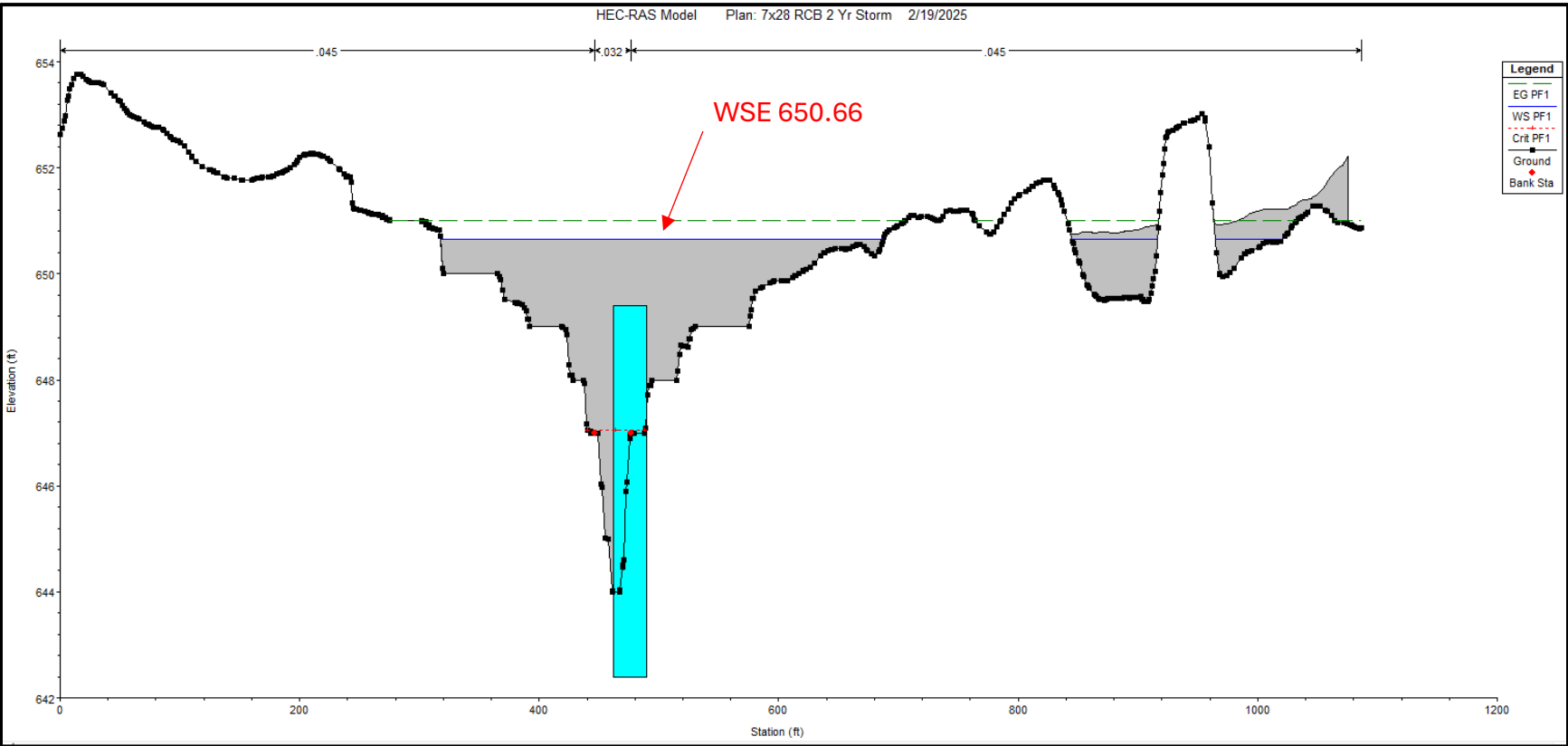


Exhibit 6.2 – Proposed RCB Culvert 2 Yr Profile

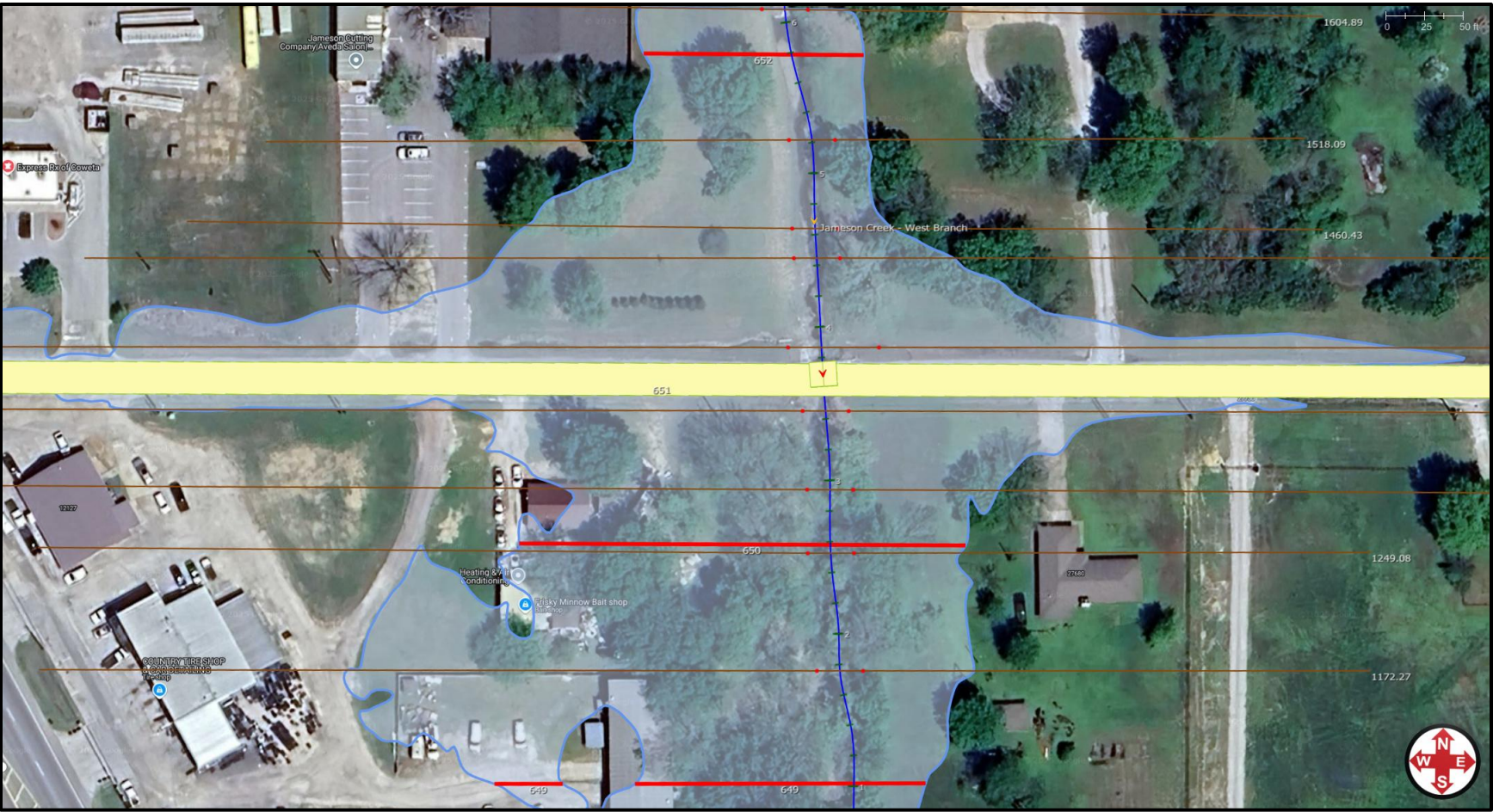


Exhibit 7.1 Existing Spanned Bridge 5 Yr Storm Flood Elevations

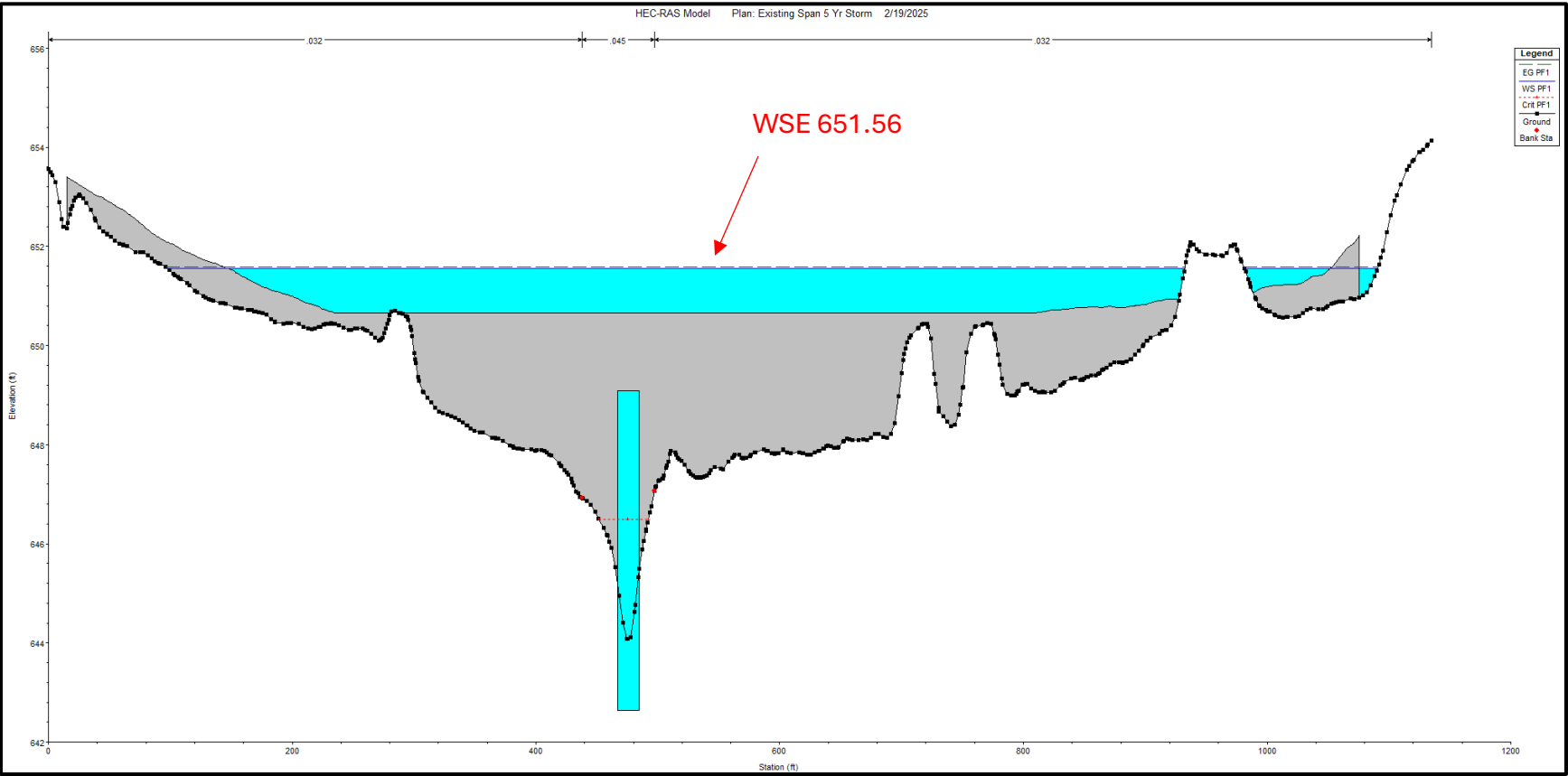
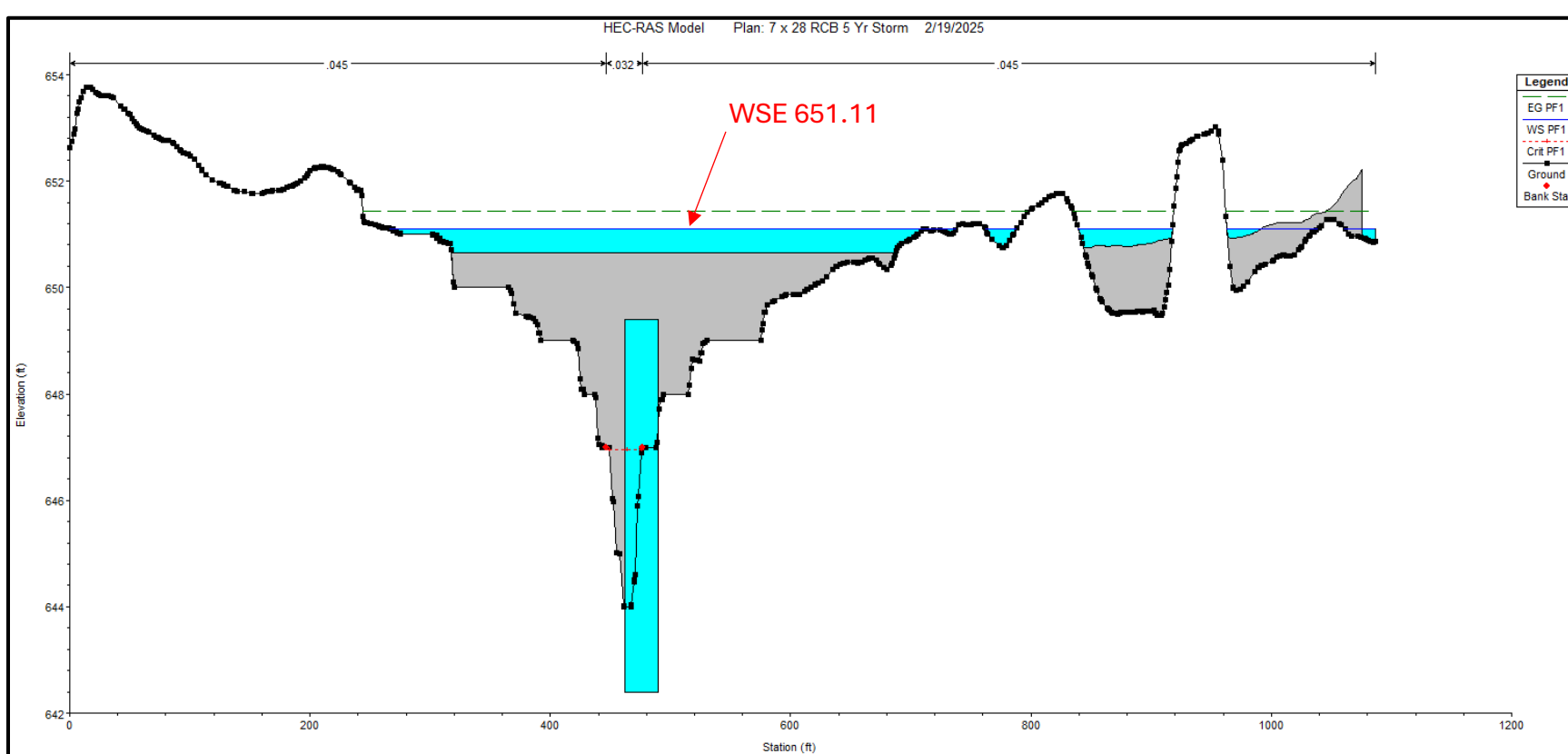
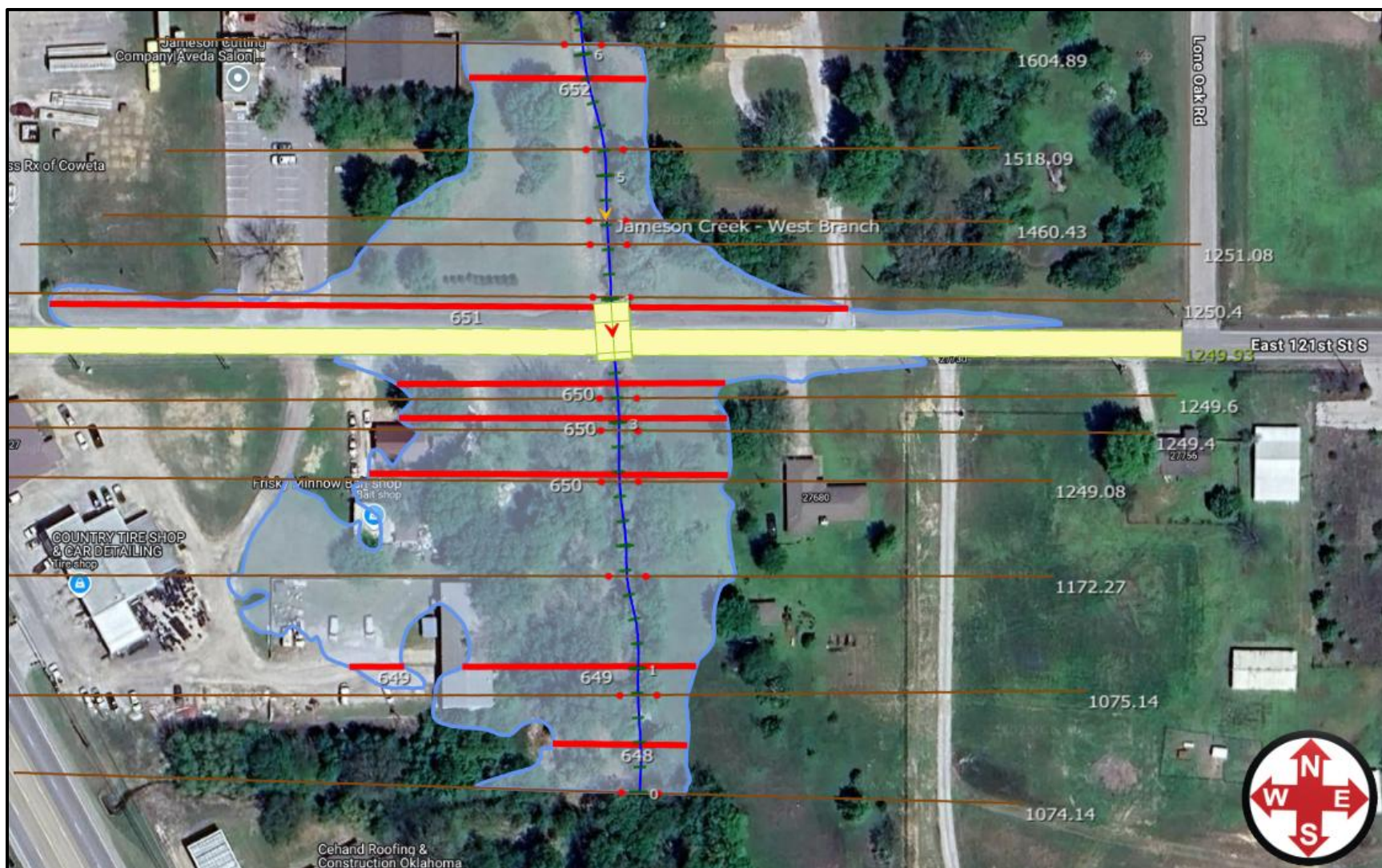


Exhibit 7.2 – Existing Spanned Bridge 5Yr Storm Profile



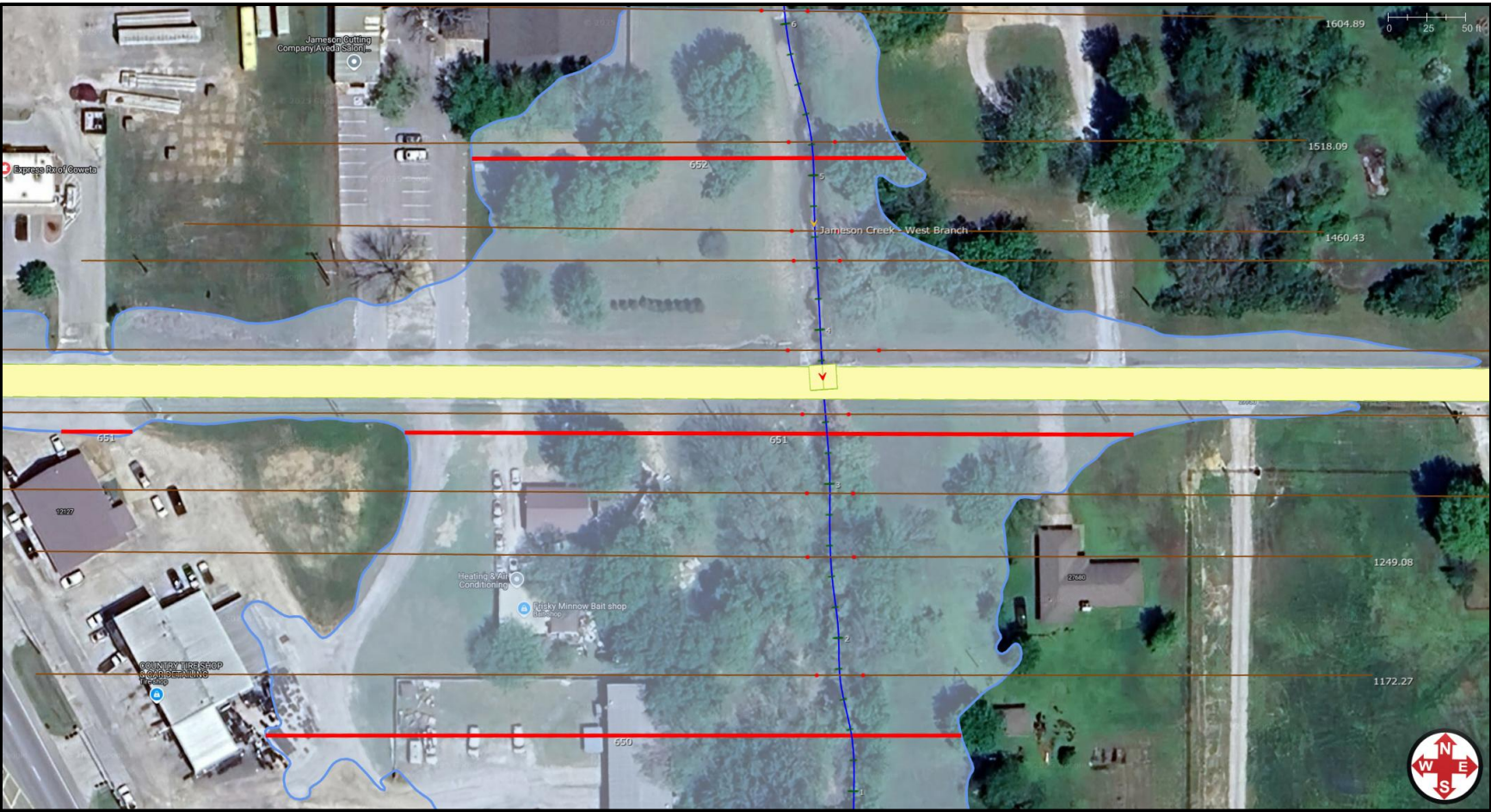


Exhibit 9.1 – Existing Spanned Bridge 10-yr Flood Elevations

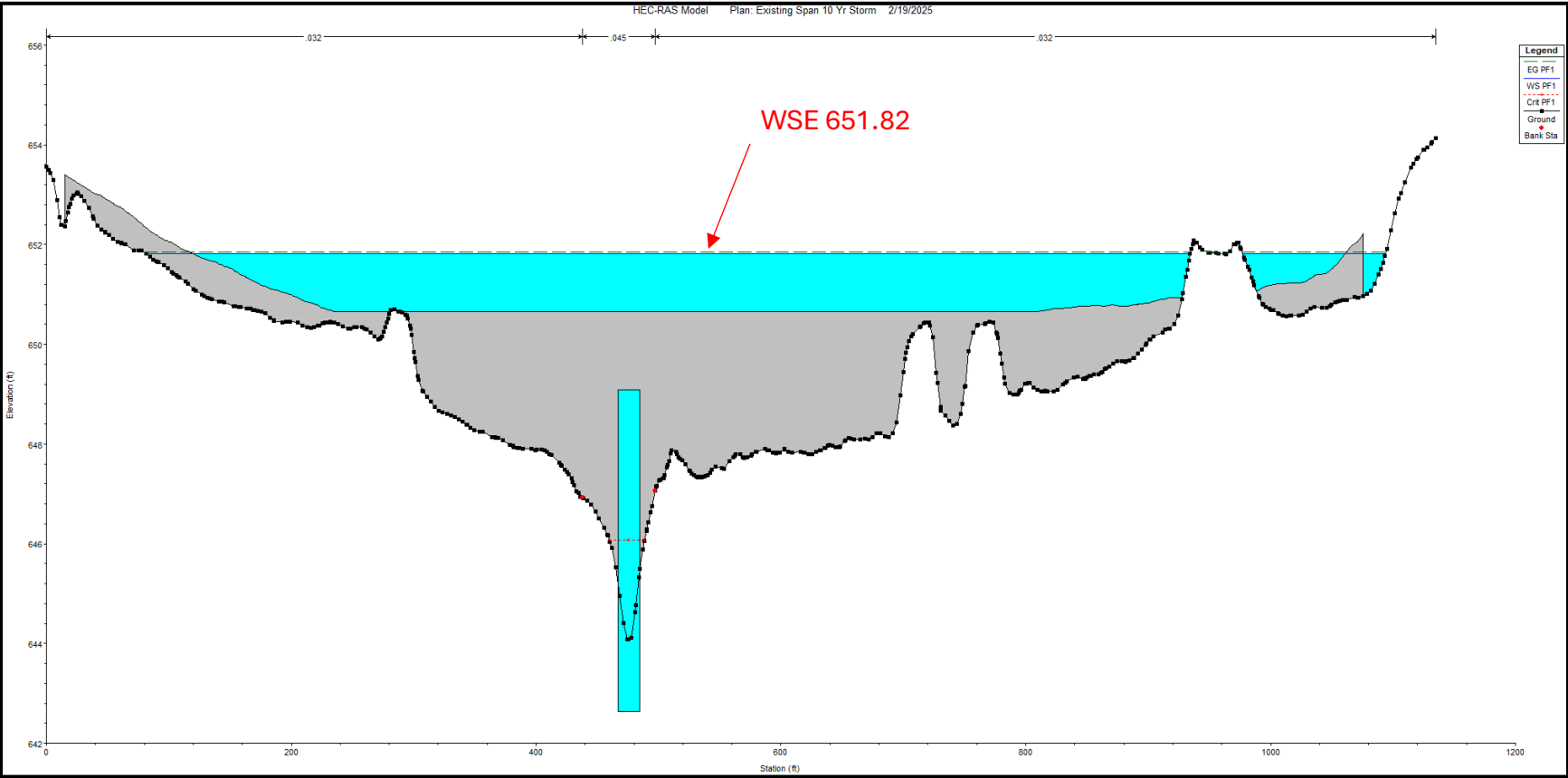


Exhibit 9.2 – Existing Spanned Bridge 10-yr Storm Profile

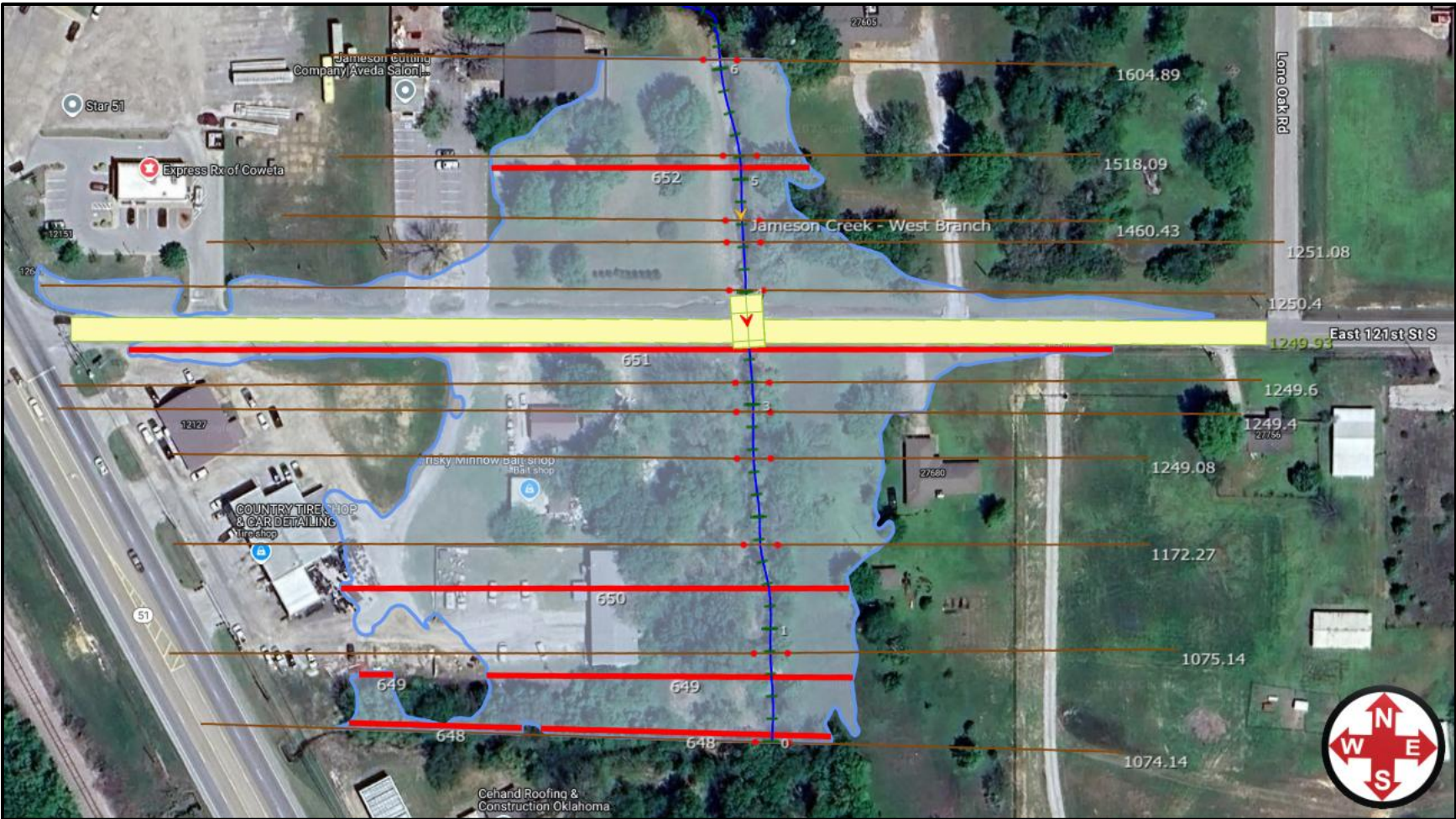


Exhibit 10.1 – Proposed RCB Culvert 10 Yr Storm Flood Elevations

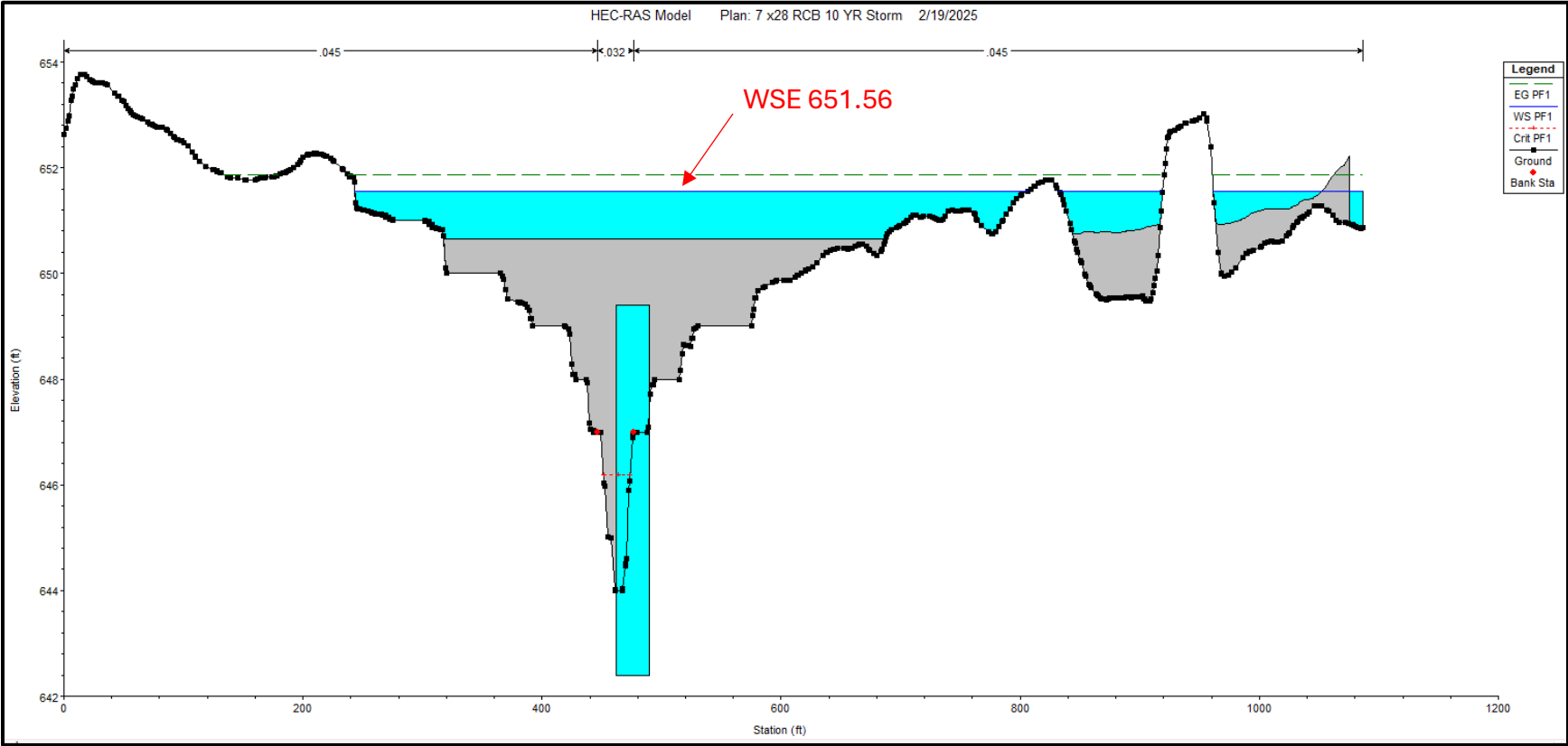


Exhibit 10.2 – Proposed RCB Culvert Profile 10 Yr Storm

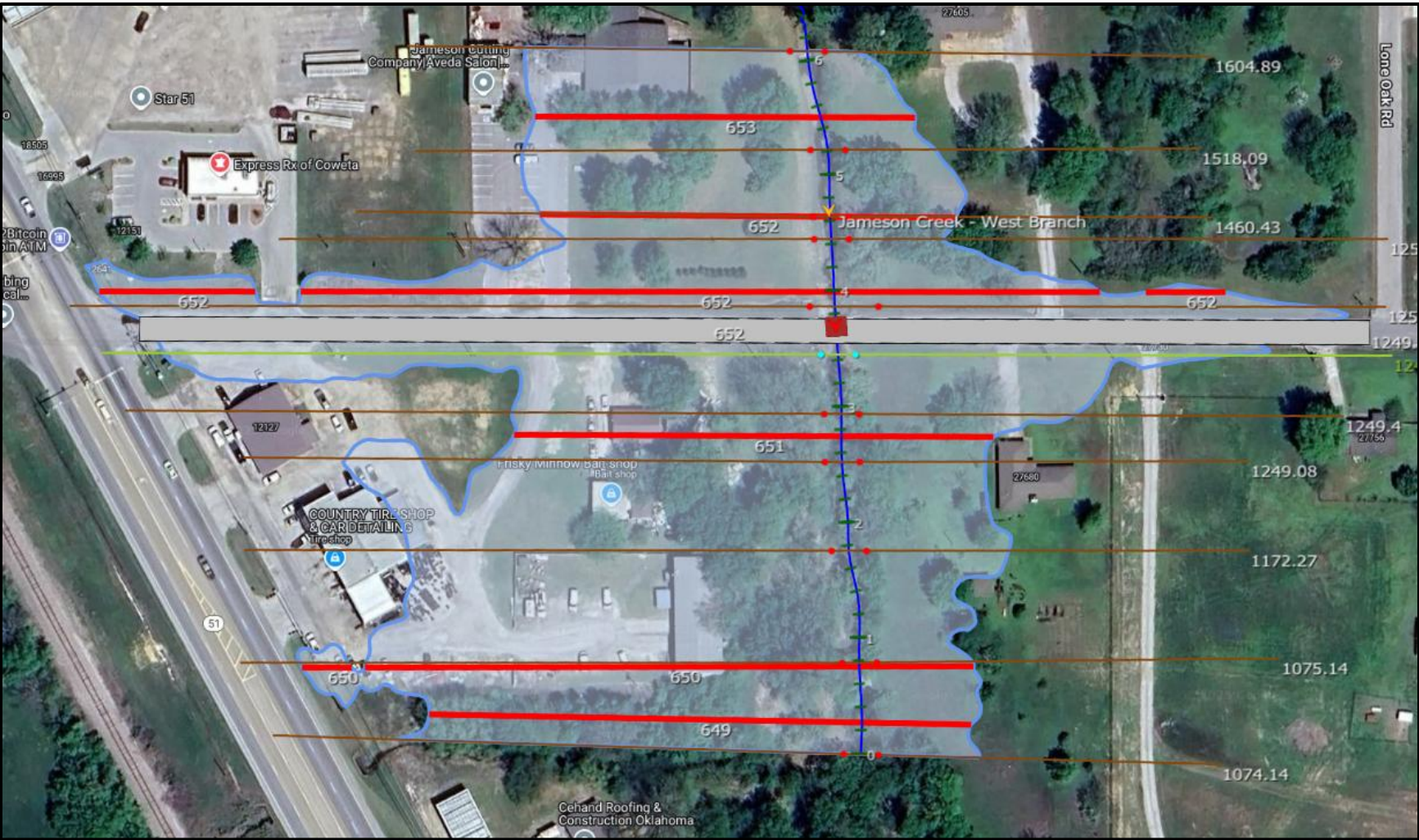


Exhibit 11.1 – Existing Spanned Bridge 25-yr Flood Elevations

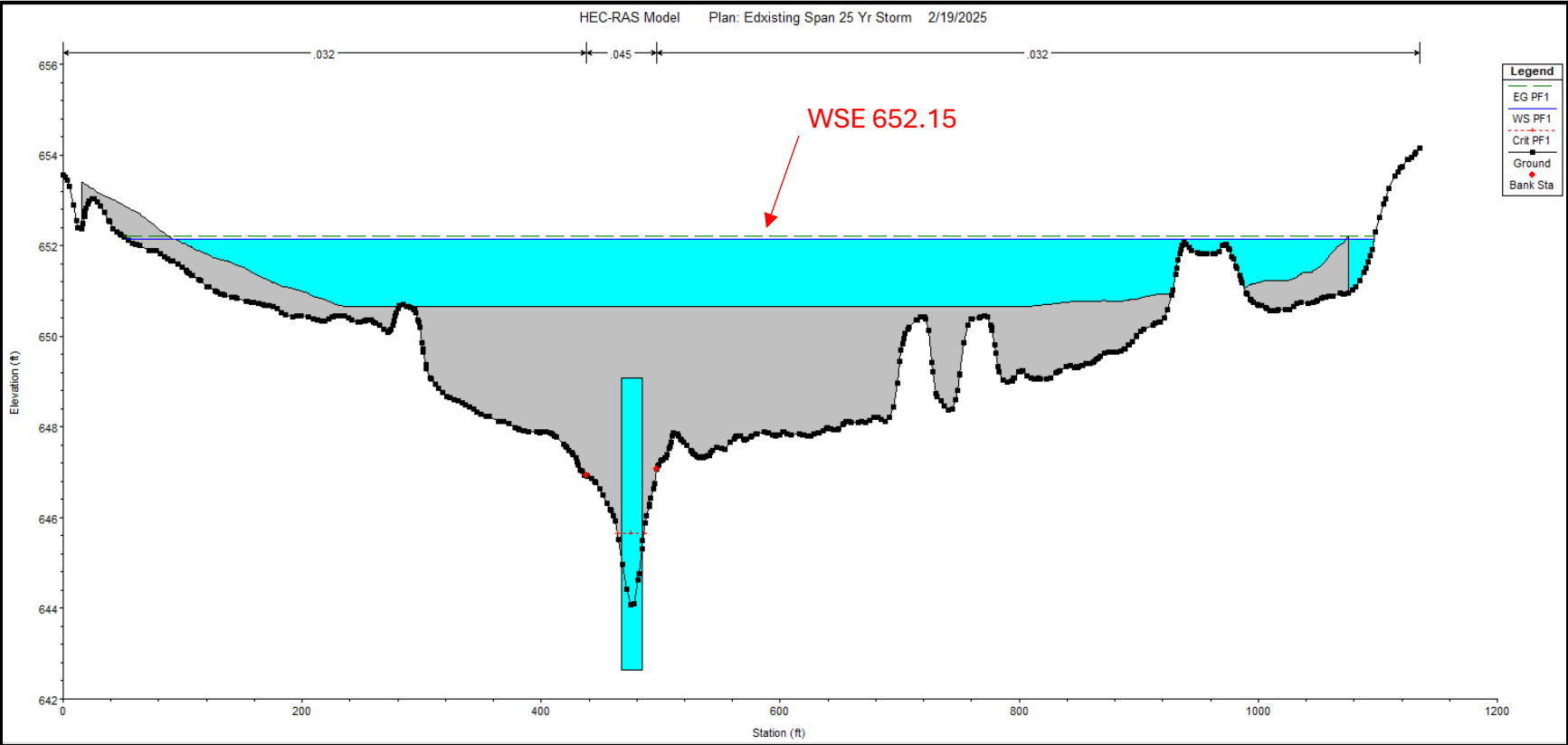


Exhibit 11.2 – Existing Spanned Bridge 25-yr Storm Profile



Exhibit 12.1 – Proposed RCB Culvert 25 Yr Storm Flood Elevations

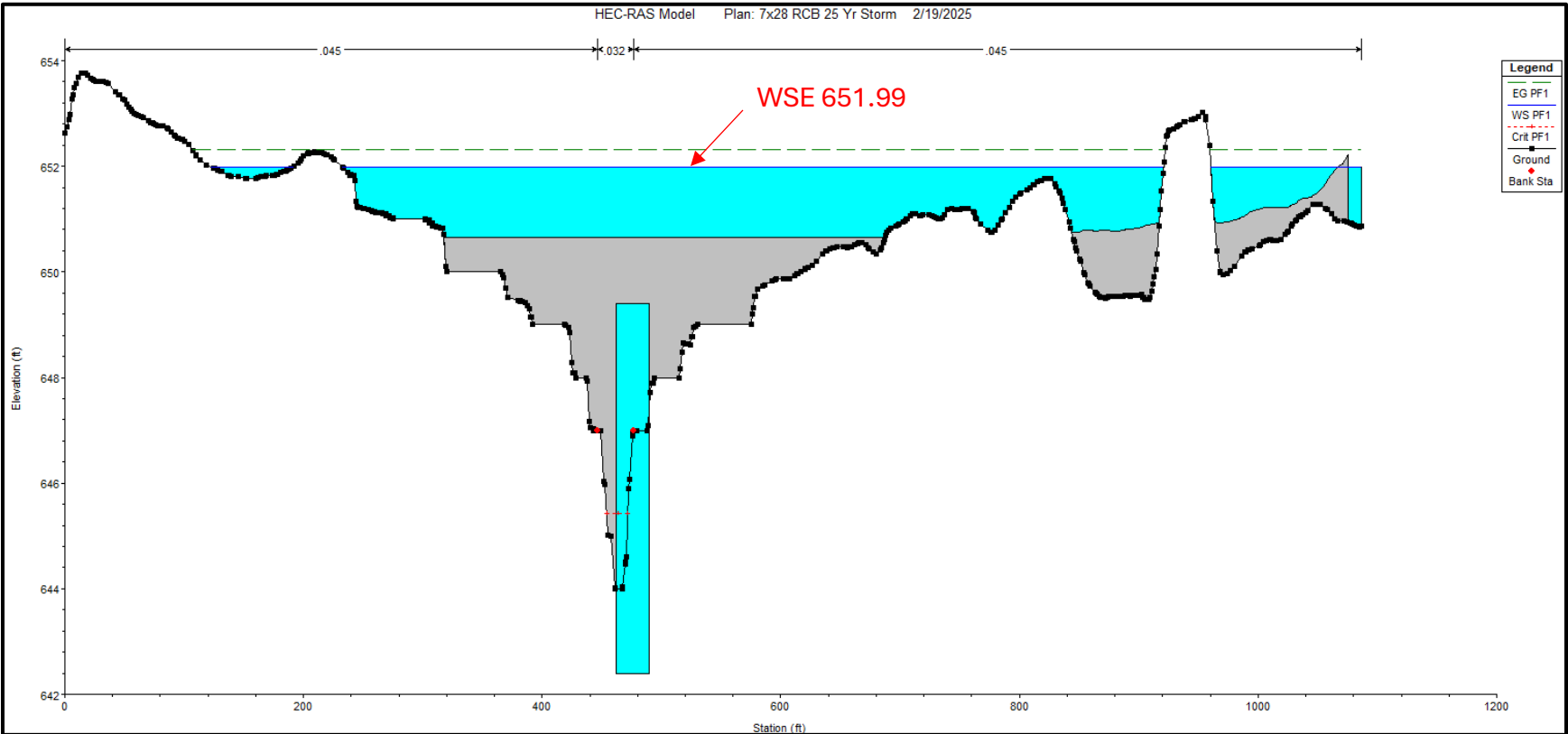


Exhibit 12.2 – Proposed RCB Culvert Profile 25 Yr Storm

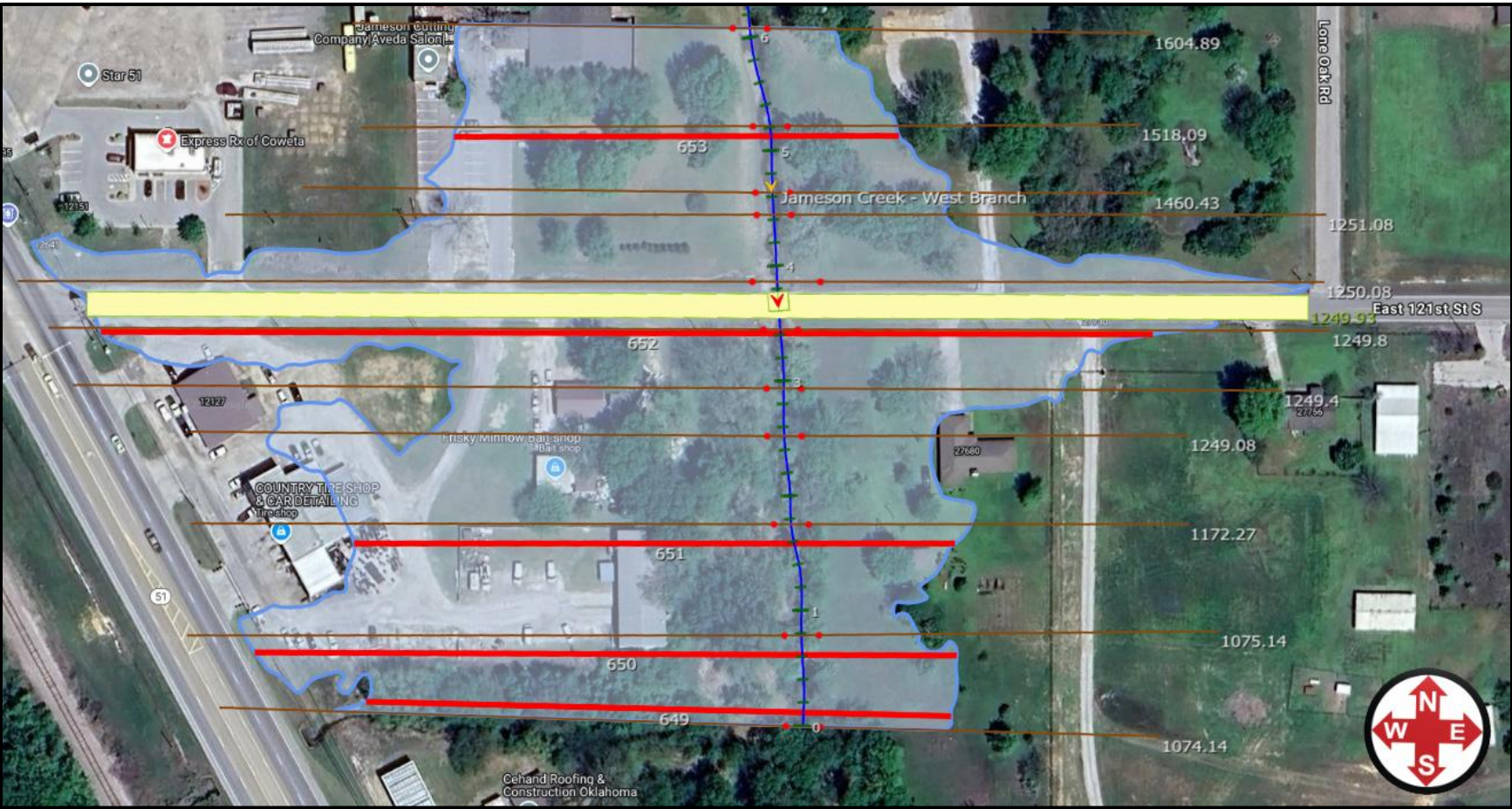


Exhibit 13.1 – Existing Spanned Bridge 50-yr Flood Elevations

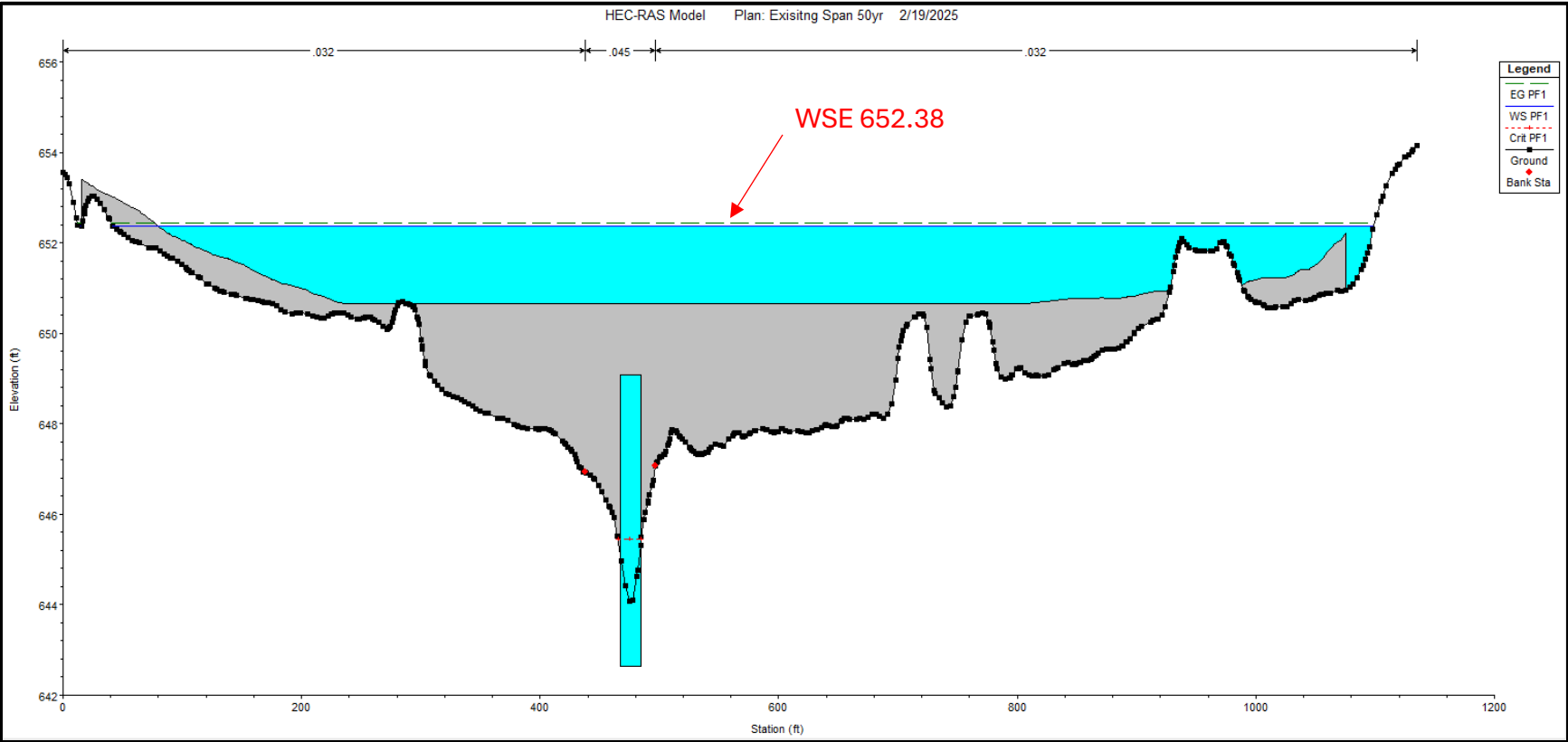
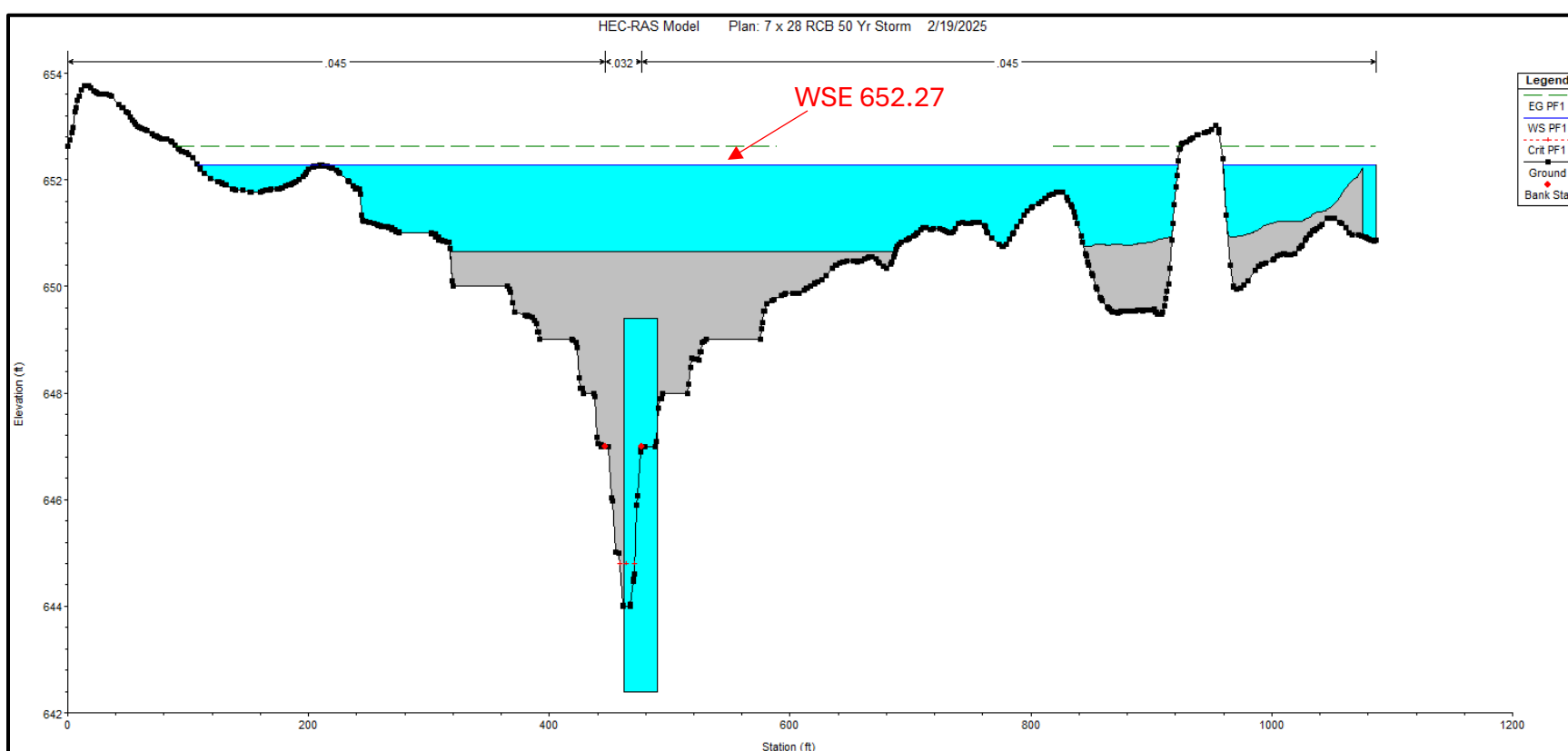
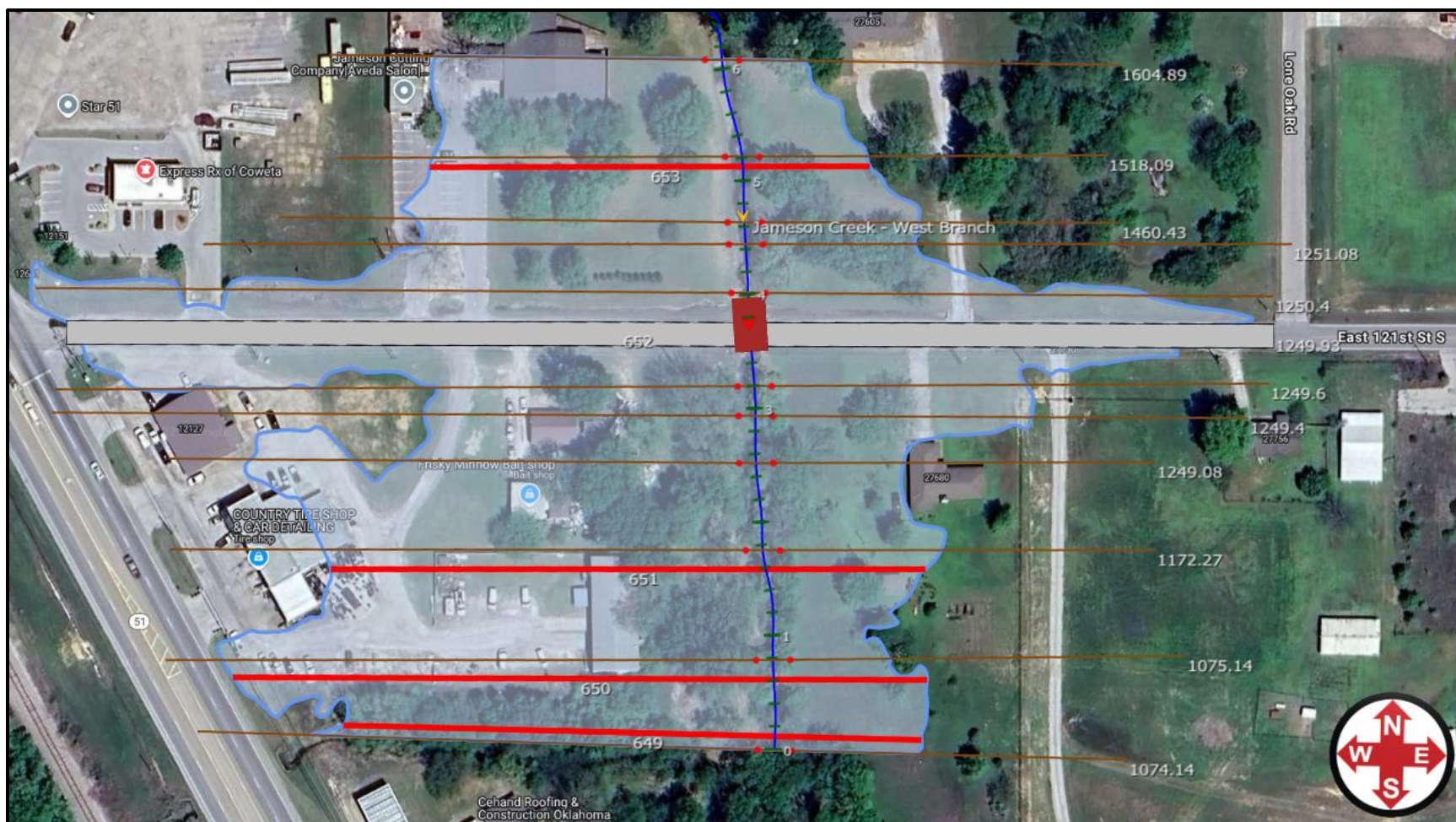


Exhibit 13.2 – Existing Spanned Bridge 50-yr Storm Profile



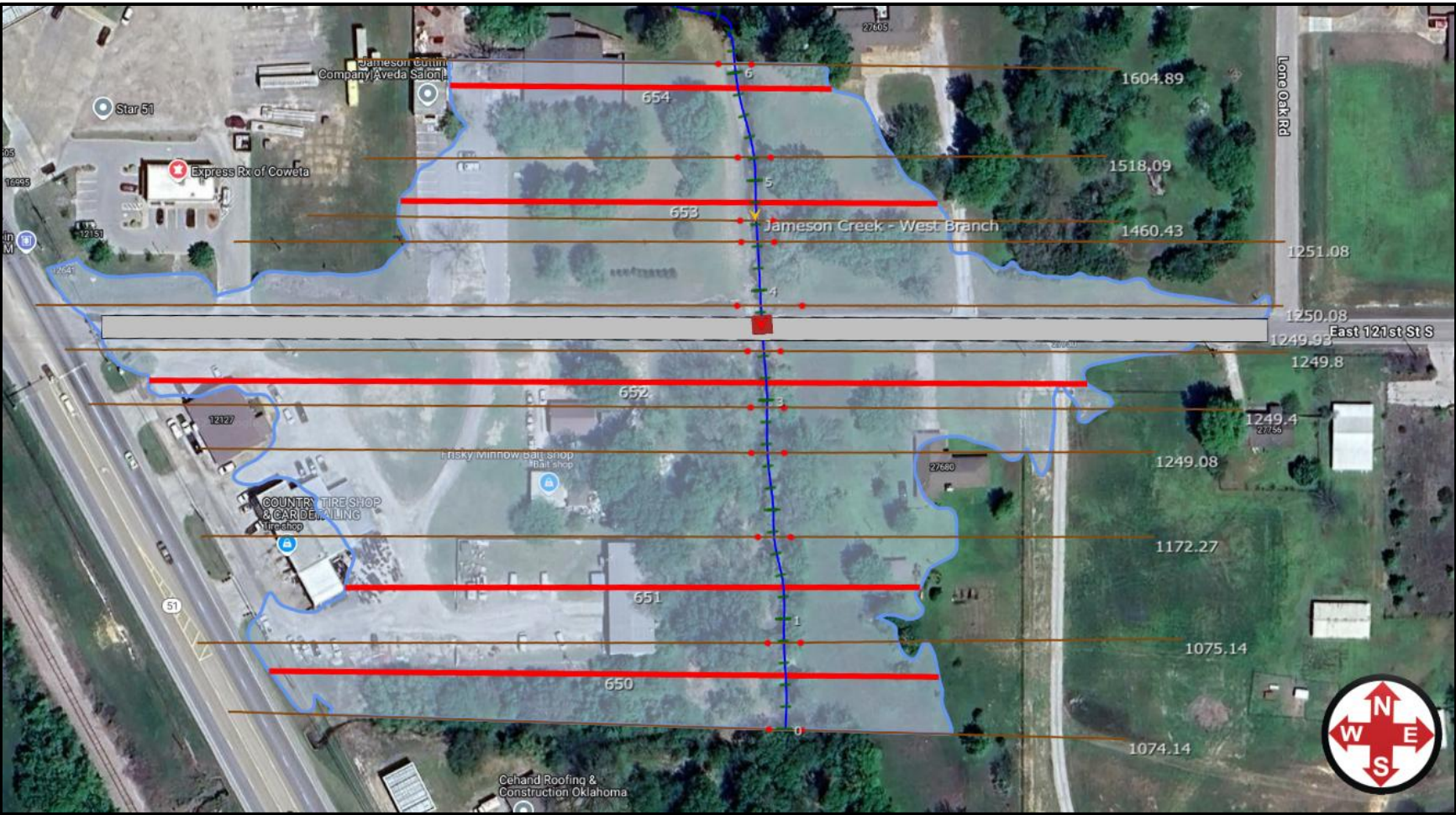


Exhibit 15.1 – Existing Spanned Bridge 100-yr Storm Flood Elevations

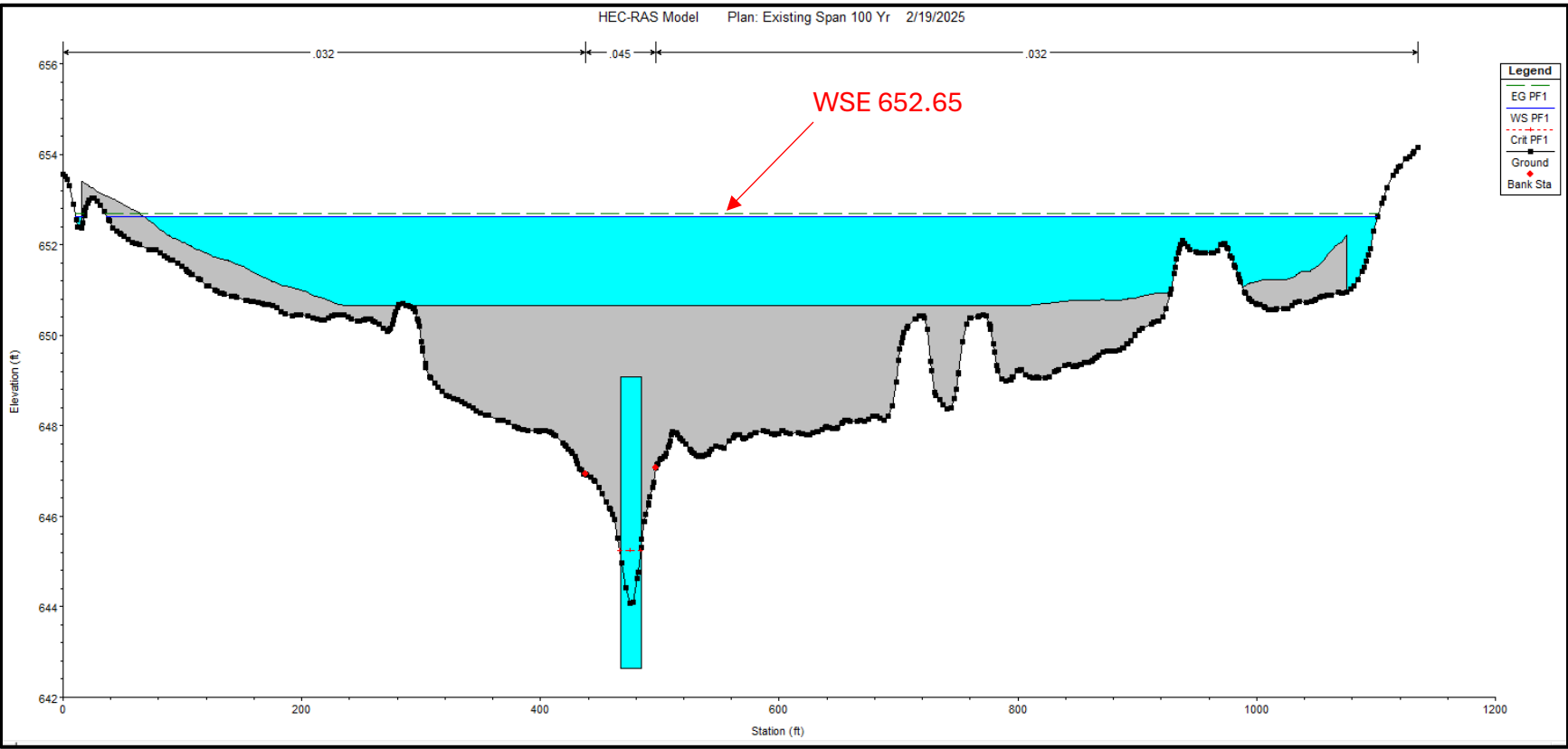


Exhibit 15.2 – Existing Spanned Bridge 100-yr Storm Profile

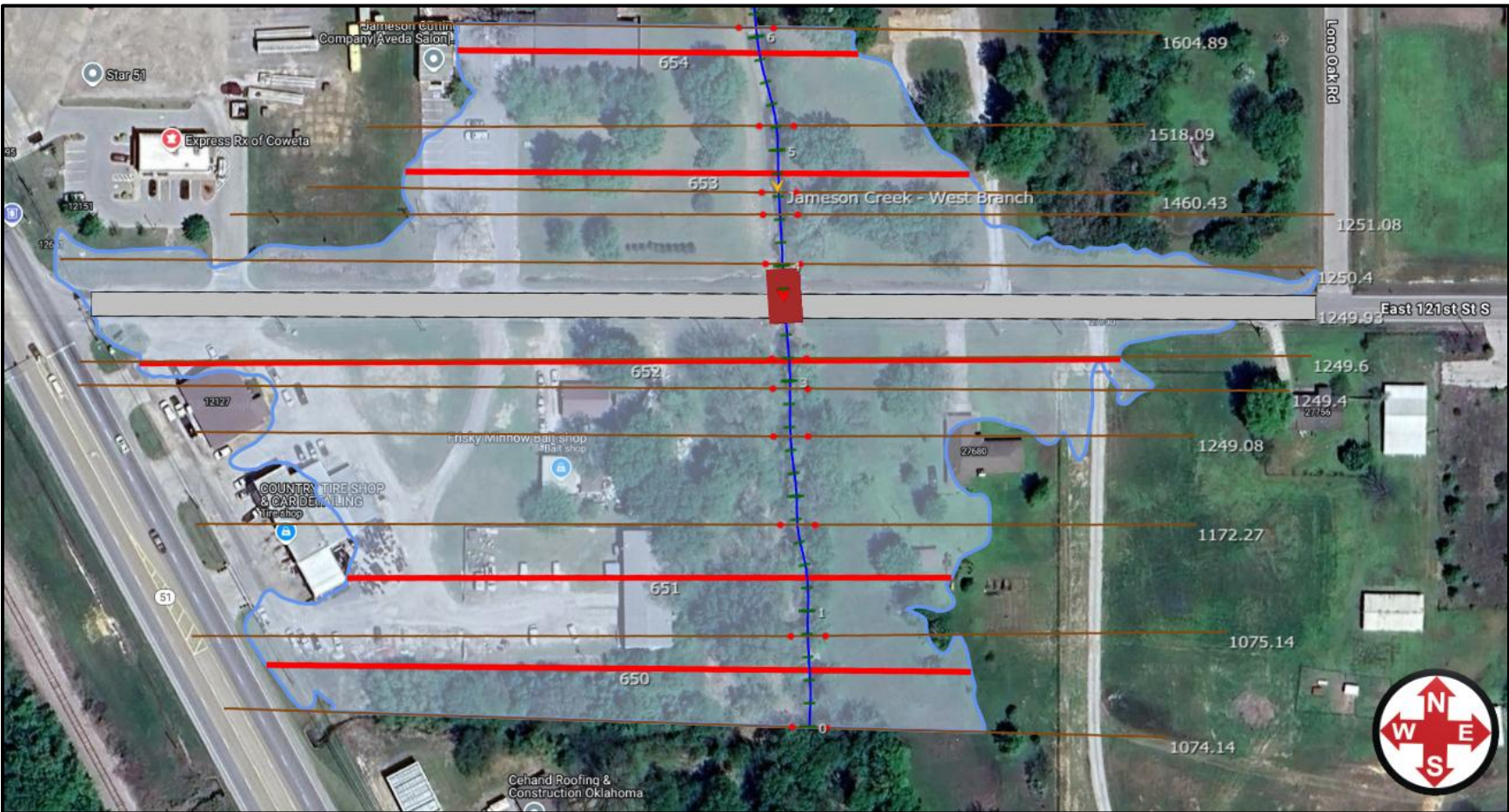


Exhibit 16.1 – Proposed RCB Culvert 100 Yr Storm Flood Elevations

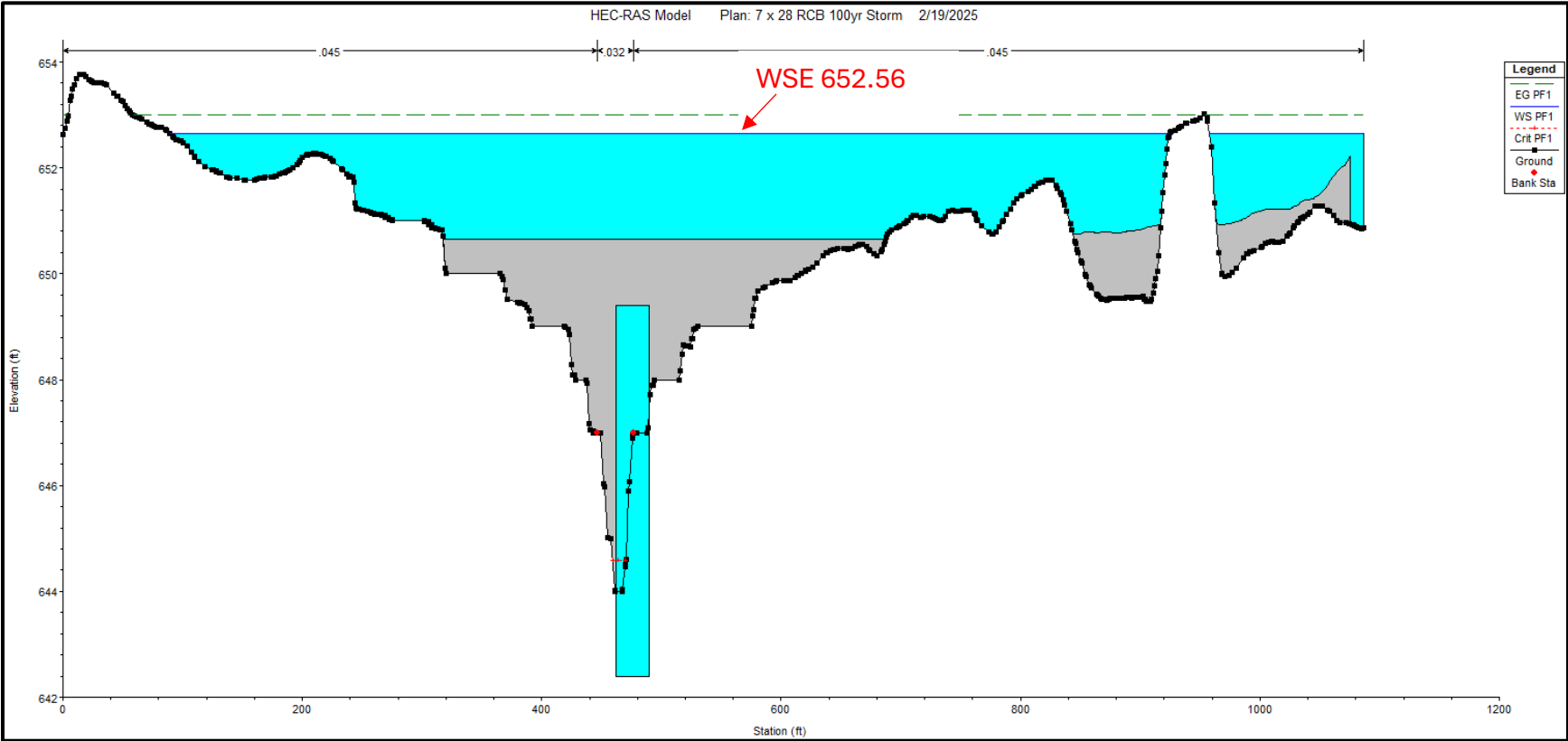


Exhibit 16.2 – Proposed RCB Culvert 100 Yr Storm Profile



P.O. BOX 850
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www.cityofcoweta-ok.gov

Memorandum

To: Honorable Mayor and City Council

From: Julie Casteen, City Manager

Re: **GENERAL FUND/PUBLIC WORKS REORGANIZATION**

Date: March 3, 2025

BACKGROUND

The Public Works department consists of several departments staffed by Full-Time Equivalent employees (FTEs) described below:

GENERAL FUND: 9.6 TOTAL FTEs:

Cemetery: 1.5 FTEs

(1.0 FTE) Sexton and (0.5 FTE) Maintenance Worker split with Parks & Rec.

Parks & Rec: 3.0 FTEs

(0.5 FTE) Maintenance Supervisor split with PWA Administration and (2.5 FTE) Maintenance Workers, one split with Cemetery.

Streets: 5.1 FTEs

(0.5 FTE) Supervisor split with Water Distribution, (2 FTE) Equipment Operators, (2 FTE) Maintenance Workers, and one Mechanic (0.6 FTE), which is shared with Police and Fire.

PUBLIC WORKS AUTHORITY:

There are an additional 12 FTEs funded in the PWA for the Public Works department.

The Parks department has taken over mowing for work that was previously contracted out. No personnel were added, except for a Maintenance Supervisor. That position has been shifted to an additional maintenance worker, but a foreman is still needed to manage the crew and perform routine maintenance on equipment and facilities.

In addition to the changes above, we recently hired a Grant Writer to replace our retiring receptionist. The receptionist position was budgeted in the PWA, while the Grant Writer is

budgeted in the Finance Department. We also moved a part-time Library Clerk back to full-time from the change that was made in FY2021, and added two additional Fire Volunteers.

With the proposed changes, there will be an increase of 2 FTEs in the General Fund and 1 FTE in the PWA.

No additional funding is needed in FY2025 for the General Fund to cover the four months needed for personal services. A separate action item is on the PWA Agenda to address the budgetary needs of the Public Works Authority.

I feel it is critical to our operations to get the Public Works positions filled quickly. In the long term, adding competent staff will reduce the amount spent on contracted services as well as overtime.

STAFF RECOMMENDATION

Staff recommends a motion to approve the change in staffing levels with an increase of two FTEs for the General Fund.

ATTACHMENTS

None



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Memorandum

To: Honorable Mayor and City Council

From: Julie Casteen, City Manager

Re: **FY2025-2026 BUDGET CALENDAR**

Date: March 3, 2025

BACKGROUND

To maintain compliance with the Municipal Budget Act (O.S. 11-17-201 et seq.), the City's annual budget process must follow certain guidelines, including taking certain actions within certain timeframes. To that end, staff requests that Council approve a budget calendar to help keep the City on track to complete the budget process. The proposed calendar is as follows:

- March – Meetings with Department Heads to consider requests
- April 4 – Budget draft to be presented for discussion at a Budget Workshop
- May 5 – Submission of final Proposed Budget to Council
- May 21 – Publication of Budget Summary and Notification of Public Hearing
- June 2 – Public Hearing on the Budget
- June 2 – Adoption of the Budget

The process has already begun at the staff level, with personnel budget estimates and estimates of revenues underway. Once the base budget has been established, department heads will begin working on their discretionary expenditure budgets. A draft of the budget will be prepared for the Council to review and discuss at the budget workshop in April.

STAFF RECOMMENDATION

Staff recommends approval of the FY2025-2026 Budget Calendar

ATTACHMENTS

1. FY26 Budget calendar

CITY OF COWETA
BUDGET CALENDAR FOR FISCAL YEAR 2026

2/28/2025

ACTION	PARTIES INVOLVED	LEGAL DEADLINE	ACTUAL DEADLINE
Prepare FY26 revenue estimates and FY25 revenue projections for all funds	Assistant City Manager	N/A	January 24 (Friday)
Finalize FY26 preliminary (base) budget estimate for operating funds	Assistant City Manager	N/A	February 28 (Friday)
Department Budget Capital Improvement Plan worksheets submitted to Finance Director	Department Heads	N/A	March 3 (Monday)
Set up worksheets into Incode and send to Dept Heads	Assistant City Manager	N/A	March 7 (Friday)
Department Budget Worksheets submitted to Finance Director	Department Heads	N/A	March 17 (Monday)
Individual Meetings with Dept Heads	Assistant City Manager/ City Manager	N/A	March 24-25 (Mon-Tue)
CIP Workshop with Dept Heads	Assistant City Manager/ City Manager	N/A	March 26 (Wednesday)
Preliminary draft Fiscal Year 2026 budget document for all funds	Assistant City Manager	N/A	April 1 (Tues)
Budget Workshop	City Council/ City Manager/Dept Heads	N/A	April 4 (Friday)
Prepare Final Proposed Budget summaries of revenues by source, summary of expenditure by department to submit to City Council	Assistant City Manager	Not less than 30 days prior to the beginning of the budget year	May 5 (Monday)
Notice of budget hearing deadline to Newspaper to be published by May 21	Assistant City Manager	10 AM Wednesday prior to Wednesday Publication	May 14 for May 21 Publication
Publish notice of budget hearing & have draft budgets available to public in City Clerks' Office	Assistant City Manager	Not less than 5 days prior to day of the hearing	May 14 for May 21 Publication
Public Hearing	City Council/ Assistant City Manager	Not less than 15 days prior to the beginning of the new budget year	June 2 (Monday)
City Council/Trusts will consider adoption of the FY26 budget	City Council/Trusts	Not less than 7 days prior to the beginning of the new budget year	June 2 (Monday)
Print & File adopted budget with Oklahoma State Auditors Office	Assistant City Manager	Within 30 days of the first day of the new budget year (July 30)	June 30 (Monday)
		Legal Deadlines to Remember: June 1 - Submit budget to City Council June 9 - Publish notice of public hearing June 14 - Public Hearing June 23 - Budget Adoption July 30 - Budget filed with OK State Auditors Office Within 15 days of filing with State Auditor, any taxpayer may protest alleged irregularities (sinking fund appropriations only)	

FY 26 Budget Calendar

January 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
	City Offices Closed for New Years Day					
5	6	7	8	9	10	11
	City Council/ Trust Meetings					
12	13	14	15	16	17	18
19	20	21	22	23	24	25
					Revenue Projections	
26	27	28	29	30	31	

FY 26 Budget Calendar

February 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
	City Council/ Trust Meetings					
9	10	11	12	13	14	15
16	17	18	19	20	21	22
	City Offices Closed for Presidents Day					
23	24	25	26	27	28	
					Finalize Base Budget	

FY 26 Budget Calendar

March 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
	City Council/ Trust Meetings				Send worksheets to Dept Heads	
	CIP Requests Due From DH					
9	10	11	12	13	14	15
					Spring Break	
16	17	18	19	20	21	22
	Worksheets Due From DH					
	Spring Break					
23	24	25	26	27	28	29
	Preliminary meetings with Dept Heads		CIP Workshop with Dept Heads			
30	31					

FY 26 Budget Calendar

April 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31	1	2	3	4	5
		Budget Draft			Budget Workshop	
		City Council Elections				
6	7	8	9	10	11	12
	City Council/ Trust Meetings/					
13	14	15	16	17	18	19
	City Council/ Trust Meetings/ to seat new members				City Offices Closed for Good Friday	
20	21	22	23	24	25	26
27	28	29	30			

FY 26 Budget Calendar

May 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
	City Council/ Trust Meetings					
	PROPOSED BUDGET					
11	12	13	14	15	16	17
			Public Notice to Newspaper/Budget Summaries to Council			
18	19	20	21	22	23	24
			Notice of Public Hearing Published			
25	26	27	28	29	30	31
	City Offices Closed for Memorial Day					

FY 26 Budget Calendar

June 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
Legal deadline for submitting proposed budget to City Council	City Council/ Trust Meetings BUDGET HEARING/ ADOPTION					
8	9	10	11	12	13	14
	Legal deadline for publication of budget public hearing notice					Legal deadline for budget public hearing
15	16	17	18	19	20	21
22	23	24	25	26	27	28
	Legal deadline for budget adoption					
29	30					
	Print & File Adopted Budget w/ State Auditor					