REGULAR MEETING
CITY OF ROSWELL COUNCIL - AGENDA
THURSDAY, DECEMBER 11, 2025
Chaves County Administrative Center
Commission Chambers - #1 St. Mary's Place
Roswell, New Mexico 88203

Notice of this meeting has been given to the public in compliance with Sections 10-15-1 through 10-15-4 NMSA 1978 and Resolution No. 25-28. Except for emergency matters, the City Council shall take action only on the specific items listed on the Agenda.

DECEMBER 11, 2025 6:00 p.m.

MAYOR - Timothy Z. Jennings

Ward 1	Ward II	Ward III	Ward IV	Ward V
Cristina A. Arnold	Juliana Halvorson	Edward L. Heldenbrand	Robert B. Corn	Angela G. Moore
Juan Oropesa	Will Cavin	Christopher Cortez	Darrell Johnson	Carlos Marrujo, Jr.

WELCOME! We are very glad you have joined us for the Roswell City Council meeting. If you wish to speak, please sign up prior to 6:00 p.m. In compliance with Resolution 25-28, all matters listed under Consent Items/Consent Agenda are considered routine by the City Council and will be approved by one motion. There will be no separate discussion on these items. If any member of the council desires to discuss the matter, that item will be removed from the consent agenda and will be considered separately. Any item approved as part of the consent agenda is not an agenda item for the purpose of public participation. The Council is pleased to hear relevant comments; however, a 3-minute limit is set in accordance with Resolution 17-65 (Governing Body Rules of Order). Large groups are asked to name a spokesperson. Robert's Rules of Order govern the conduct of the meeting. "THANK YOU" for participating in your City Government.

OPENING CEREMONIES

Call to Order by Presiding Officer
Roll Call & Determination of Quorum
Pledge of Allegiance to the Flag and Invocation

1. Approval of agenda - approve the agenda for the December 11, 2025, Regular City Council Meeting. (Halvorson/Martinez)

2. Approval of consent agenda - approve the consent agenda for the December 11, 2025, Regular City Council Meeting. (Halvorson/Martinez)

CONSENT ITEMS *(items 3-23 will be approved at the time of the approval of the consent agenda)*

3. Approval of award of ITB-26-005, Annual Maintenance Contract to Abrahams Construction. (Corn/MacCornack) Pg. 1

4. Approval to proceed with South Sunset Road Diet design and construction. (Corn/MacCornack) Pg. 11

5. Approval of scope of work for the Children's Garden/Jardín de Niños, allow donated funds to be moved and spent from the Roswell Public Library's appropriate budget account and to go out for bid when funds are available. (Johnson/Costley) Pg. 44

6. Approval of budget adjustment for Special Electronics' Department FY 2026 Capital Budget Request. (Corn/MacCornack)Pg. 65

7. Approval of a budget adjustment and authorization for the purchase of a Class A HME Pumper for the Roswell Fire Department. This procurement will be made through Sourcewell #113021-CSM (Corn/Chavez) Pg. 68

8. Approval to issue a purchase order in the amount of $265,988.60 for the purchase of one Brush Truck from 411 Equipment, LLC. This procurement will be made through CES Contract #2024-25-C115-ALL. (Corn/Chavez) Pg. 277

9. Approval of a budget adjustment to establish the full FY26 EMS operating and personnel budget. (Corn/Chavez) Pg. 279

10. Approval of a budget adjustment and purchase orders in the amount of $231,895.00 for conservation of basketry, pottery, textiles, weaponry, and wood collection items by The Conservation Center. (Corn/Brooks) Pg. 296

11. Approval of a budget adjustment of $1.8 million of the Opioid Fund's money to be appropriated for expenditure by the City, consistent with the following scope, and for any real property, fixtures, and personal property necessary or related to accomplishing the goals and scope. (Corn/Arnold)Pg. 313

12. Approval of a purchase order to Simpson Norton Corporation in the amount of $193,082.60 for the purchase of two (2) Toro Groundsmaster 4000-D (T4) mowers and associated accessories, utilizing OMNIA Cooperative Contract #2023261. (Corn/Burress) Pg. 352

13. Approval of a 5-year contract with Axon Enterprise, Inc. for the Fusus real-time crime center software, hardware, and implementation services. The total contract amount for the 60-month program is $577,147 (Without GRT). The system will enable up to 225 city security cameras and 20 automatic license plate reader (ALPR) Lightpost units to stream into the Roswell Police Department's Real-Time Crime Center. This purchase will be procured under the New Mexico Statewide Price Agreement #40-00000-23-00004. (Corn/Bateman) Pg. 366

Resolution(s)

14. Resolution 25-57 Weeds - The Resolution shall mandate the cleanup of approximately thirteen (13) separate properties within the City. (Heldenbrand/Franco)Pg. 400

15. Resolution 25-58 Condemnations - adoption of Resolution 25-58 the Resolution shall require the removal or demolition of two (2) dilapidated structures. (Heldenbrand/Franco) {Pg. 404

16. Resolution 25-59: Adoption of Resolution 25-59: A Resolution Adopting New Rates and Fees for the Roswell Air Center. (Heldenbrand/Thompson) Pg. 410

17. Resolution 25-60: Adoption of Resolution 25-60: approving a budget adjustment for the fiscal year ending June 30, 2026. (Corn/Gomez)Pg. 417

ROW Leases

18. Approval of Aevex Aerospace, LLC to enter into a 5-year lease beginning October 1, 2025, and ending September 30, 2030, for Bunker 1136 and Bunker 1142 at the Roswell Air Center. (Heldenbrand/Thompson)Pg. 420

Bids, RFP's and Agreements

19. Approval of the Scope of Work for RFP: Prefabricated Modular Hold Room Facility at the Roswell Air Center. (Heldenbrand/Thompson) Pg. 443

Lodgers' Tax Request

20. Consider the recommendation of the Roswell Symphony Orchestra Lodgers' Tax Funding Request in the amount of $20,000 for Sponsorship. (Conyers)Pg. 447

21. Approval of the Not of This World Flag Football Lodgers' Tax Funding Request in the amount of $10,000 for Sponsorship. (Corn/Conyers) Pg. 452

Minutes

22. DRAFT CC Minutes November 13, 2025 (Halvorson/Martinez) Pg. 493

23. DRAFT Special CC Minutes November 18, 2025 (Halvorson/Martinez) Pg. 504

NON-ACTION ITEMS (Information Items)

24. Major General Coryton McDowell Woodbury

25. Michael Winkler with Roswell Robo Squad Robotics

26. Pepper's Bar & Grill

27. Connie Harrell, Property Manager 400 Penn Plaza

28. Airport Updates (Omar Gonzalez)

29. Presentation App 139 GateKeeper Systems (Omar Gonzalez)

30. Airport Advisory Commission Updates (Bud Kunkel)

31. Employee Out-of-State Travel Pg. 509

PUBLIC PARTICIPATION ON AGENDA ITEMS AND NON-AGENDA ITEMS

In order to speak you must sign up prior to the Council Meeting.

PUBLIC HEARING(S)

32. Approval of Final Plat to replat 5 lots into 8 lots for 8 single-family residential lots in the 800 Block W College Blvd and the 1500 Blocks of North Michigan Avenue and North Kansas Avenue. (Halvorson/Hildreth) Pg. 513

NEW BUSINESS / REGULAR ITEMS

33. Approval of the award for ITB-26-004: Diagnostic, Service, and Replacement of Heating, Air Conditioning, and Dehumidification Systems at the Aquatic Facility to Advanced Airflow Technology.(Johnson/Burress) Pg. 532

34. Approval of Mayor Jennings' recommendations for appointments to the Chaves County Joy Center is as follows: (Halvorson/Martinez) Pg. 534

    - Jan Melton -- Representative for the Seniors of Roswell, and
    - Maribel Thompson -- Representative for the Community of Roswell

35. Approval of the Drought Contingency Plan 2025. (Heldenbrand/Longway)Pg. 536

Ordinance(s)

36. Ordinance 25-07: Hold a public hearing to consider adopting proposed Ordinance 25-07: An Ordinance for the Sale of Real Property. (Heldenbrand/Verciglio) Pg. 581

CITY MANAGER REPORTS/ANNOUNCEMENTS

(Information Only)

Adjournment

If you are an individual with a disability who needs a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please get in touch with Human Resources at 575-624-6700 at least one week before the meeting or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats. Don't hesitate to get in touch with the City Clerk at 575-637-6202 if a summary in another accessible format is needed.

Printed and posted: Monday, December 8, 2025

To watch the City Council Meeting live from your computer, tablet, or smartphone, go to https://www.youtube.com/@CityofRoswellNM/featured. You can also go to www.roswell-nm.gov, then click on the YouTube link on the banner on the right side of the screen.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 3.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of award of ITB-26-005, Annual Maintenance Contract to Abrahams Construction. (Corn/MacCornack)

BACKGROUND:
Initiated by: James MacCornack

Bids were received on November 12, 2025, for the subject project and have been reviewed. A Bid Tabulation is attached. Three bids were received:

1. Abrahams Construction, Albuquerque, NM
2. J&H Services, Inc, Albuquerque, NM
3. KE&G Construction, Inc, Tucson, AZ

Please see the attached Recommendation of Award Letter. The average of Abraham's Construction's unit price on this bid is $146.04, J&H Services average unit price is $1,308.54, and KE&G Construction's average unit price is $4,360.85.

FINANCIAL CONSIDERATION
Each department that utilizes this contract must utilize their own department's operating budget.

LEGAL REVIEW:
Not Applicable for this agenda item.

BOARD AND COMMITTEE ACTION:
The Finance Committee recommended approval with a vote of 5-0 at its meeting on December 4, 2025, with consideration to be placed on the City Council's consent agenda.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Recommendation of Award letter
Bid Tabulation Form

Award Recommendation Report

Award Recommendation for: ITB-26-005 2026-2027 Annual Maintenance Contract

The City of Roswell issued Invitation to Bid (ITB) 26-005 seeking sealed bids from qualified contractors to provide annual maintenance services for concrete, asphalt, and related civil work throughout the City of Roswell. The contract establishes unit pricing for various maintenance and repair tasks, including removal and replacement of pavement, curb and sidewalk repair, asphalt patching, and other minor infrastructure improvements.

Bids were opened on November 12, 2025. Three bids were received and reviewed:

- Abraham's Construction, Inc. – Albuquerque, NM
- J&H Services, Inc. – Albuquerque, NM
- KE&G Construction, Inc. – Tucson, AZ

After review of all bids, Abraham's Construction, Inc. submitted the lowest responsive and responsible bid based on unit pricing. The bid meets all specifications outlined in the ITB. This agreement will be used on an as-needed basis; the City will request quotes for specific projects, and pricing will follow the unit rates in the bid tabulation.

Staff recommends award of ITB-26-005 to **Abraham's Construction, Inc. – Albuquerque, NM**, for the 2026–2027 Annual Maintenance Contract.

Sincerely,

Arely Peek,
Purchasing Agent

BID TABULATION

ITB No. ITB-26-005

2026-2027 Annual Maintenance Contract

RESPONSE DEADLINE: November 12, 2025 at 2:00 pm

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	1	Remove Existing Conc. Pvmt. < 50 SY	1	Square Yard	$45.00	$45.00	$115.00	$115.00	$214.16	$214.16
X	2	Remove Existing Conc. Pvmt. > 50 SY	1	Square Yard	$40.00	$40.00	$85.00	$85.00	$118.72	$118.72
X	3	Remove Existing Asph. Pvmt. < 50 SY	1	Square Yard	$45.00	$45.00	$12.00	$12.00	$200.13	$200.13
X	4	Remove Existing Asph. Pvmt. > 50SY	1	Square Yard	$40.00	$40.00	$6.00	$6.00	$107.24	$107.24
X	5	Remove Existing Curb < 10 LF	1	Linear Foot	$45.00	$45.00	$100.00	$100.00	$1,098.91	$1,098.91
X	6	Remove Existing Curb > 10< 30 LF	1	Linear Foot	$40.00	$40.00	$50.00	$50.00	$279.58	$279.58
X	7	Remove Existing Curb > 30 LF	1	Linear Foot	$40.00	$40.00	$40.00	$40.00	$186.72	$186.72
X	8	Remove Existing Sidewalk < 10 SY	1	Square Yard	$45.00	$45.00	$150.00	$150.00	$1,135.98	$1,135.98

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	9	Remove Existing Sidewalk > 10 < 25 SY	1	Square Yard	$40.00	$40.00	$120.00	$120.00	$467.52	$467.52
X	10	Remove Existing Sidewalk > 25 SY	1	Square Yard	$40.00	$40.00	$50.00	$50.00	$324.81	$324.81
X	11	Remove Existing Fillet -Drive pad < 25 SY	1	Square Yard	$50.00	$50.00	$170.00	$170.00	$443.38	$443.38
X	12	Remove Existing Fillet-Drive pad > 25 SY	1	Square Yard	$50.00	$50.00	$70.00	$70.00	$292.37	$292.37
X	13	Unclassified Excavation	1	Cubic Yard	$50.00	$50.00	$25.00	$25.00	$971.80	$971.80
X	14	Pit Run	1	Cubic Yard	$40.00	$40.00	$30.00	$30.00	$1,209.87	$1,209.87
X	15	Flowable Fill	1	Cubic Yard	$200.00	$200.00	$180.00	$180.00	$175.40	$175.40
X	16	Subgrade Prep < 50 SY	1	Square Yard	$21.00	$21.00	$10.00	$10.00	$109.53	$109.53
X	17	Subgrade Prep > 50 SY	1	Square Yard	$20.00	$20.00	$5.50	$5.50	$105.71	$105.71
X	18	Base Course, 4" < 50 SY	1	Square Yard	$30.00	$30.00	$20.00	$20.00	$427.07	$427.07
X	19	Base Course, 4" > 50 SY	1	Square Yard	$30.00	$30.00	$10.00	$10.00	$263.77	$263.77
X	20	Base Course, 6" < 50 SY	1	Square Yard	$30.00	$30.00	$25.00	$25.00	$431.30	$431.30

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	21	Base Course, 6" > 50 SY	1	Square Yard	$30.00	$30.00	$13.00	$13.00	$220.55	$220.55
X	22	PMBP - Hot-Pickup	1	Ton	$120.00	$120.00	$95.00	$95.00	$159.98	$159.98
X	23	PMBP - Cold - Pickup	1	Ton	$120.00	$120.00	$105.00	$105.00	$190.29	$190.29
X	24	PMBP in Place < 15 tons	1	Ton	$300.00	$300.00	$500.00	$500.00	$719.42	$719.42
X	25	PMBP in Place > 15 < 45 tons	1	Ton	$300.00	$300.00	$250.00	$250.00	$491.81	$491.81
X	26	PMBP in Place > 45 tons	1	Ton	$300.00	$300.00	$140.00	$140.00	$659.74	$659.74
X	27	PMBP - Hot - Delivered	1	Ton	$175.00	$175.00	$105.00	$105.00	$223.97	$223.97
X	28	Asphaltic Concrete Pavement Repair < 15 tons	1	Ton	$250.00	$250.00	$500.00	$500.00	$740.69	$740.69
X	29	Asphaltic Concrete Pavement Repair > 15 tons	1	Ton	$250.00	$250.00	$250.00	$250.00	$590.14	$590.14
X	30	Bituminous Material for Tack Coat	1	Ton	$500.00	$500.00	$850.00	$850.00	$3,451.22	$3,451.22
X	31	Bituminous Curb	1	Linear Foot	$50.00	$50.00	$50.00	$50.00	$245.08	$245.08

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	32	Pavement Crack Sealing	1	Linear Foot	$20.00	$20.00	$15.00	$15.00	$58.07	$58.07
X	33	Concrete Sidewalk, 4" < 10 SY	1	Square Yard	$100.00	$100.00	$300.00	$300.00	$2,212.76	$2,212.76
X	34	Concrete Sidewalk, 4" > 10 <25 SY	1	Square Yard	$90.00	$90.00	$250.00	$250.00	$809.23	$809.23
X	35	Concrete Sidewalk, 4" > 25 SY	1	Square Yard	$80.00	$80.00	$175.00	$175.00	$384.74	$384.74
X	36	Monolithic Curb and Sidewalk	1	Square Yard	$100.00	$100.00	$325.00	$325.00	$1,353.87	$1,353.87
X	37	Repair Existing Brick Paver	1	Square Yard	$90.00	$90.00	$500.00	$500.00	$364.71	$364.71
X	38	Concrete Drive pad, 6"	1	Square Yard	$150.00	$150.00	$250.00	$250.00	$1,336.12	$1,336.12
X	39	Concrete Pavement - Fillet, 6"	1	Square Yard	$150.00	$150.00	$250.00	$250.00	$1,295.69	$1,295.69
X	40	Concrete Curb, 6" x 24" < 10 LF	1	Linear Foot	$70.00	$70.00	$100.00	$100.00	$1,308.99	$1,308.99
X	41	Concrete Curb, 6" x 24" >10 < 30 LF	1	Linear Foot	$65.00	$65.00	$100.00	$100.00	$543.03	$543.03
X	42	Concrete Curb, 6" x 24" > 30 LF	1	Linear Foot	$65.00	$65.00	$75.00	$75.00	$385.09	$385.09

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	43	Concrete Curb, 6" xx30" < 25 LF	1	Linear Foot	$75.00	$75.00	$120.00	$120.00	$518.15	$518.15
X	44	Concrete Curb, 6" x 30" > 25 LF	1	Linear Foot	$75.00	$75.00	$120.00	$120.00	$305.70	$305.70
X	45	Concrete Valley Gutter, 6" x 24"	1	Linear Foot	$75.00	$75.00	$100.00	$100.00	$1,292.13	$1,292.13
X	46	Concrete Valley Gutter, 6" x 36"	1	Linear Foot	$80.00	$80.00	$125.00	$125.00	$1,501.01	$1,501.01
X	47	Concrete Header Curb, 6" x 12"	1	Linear Foot	$40.00	$40.00	$75.00	$75.00	$845.36	$845.36
X	48	Concrete Header Curb 6" x 24"	1	Linear Foot	$50.00	$50.00	$100.00	$100.00	$851.02	$851.02
X	49	Standard Coring with Water any Depth	1	Each	$150.00	$150.00	$1,250.00	$1,250.00	$75.77	$75.77
X	50	Structural Concrete, 3000 PSI	1	Cubic Yard	$800.00	$800.00	$1,750.00	$1,750.00	$15,904.12	$15,904.12
X	51	Structural Steel for Miscellaneous Structures	1	Pound	$10.00	$10.00	$15.00	$15.00	$23.40	$23.40
X	52	Wire Enclosed Riprap, Class A	1	Cubic Yard	$150.00	$150.00	$750.00	$750.00	$9,348.90	$9,348.90

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	53	Adjust Manhole to Grade with Concrete Collar	1	Each	$750.00	$750.00	$3,500.00	$3,500.00	$3,105.02	$3,105.02
X	54	Adjust Manhole to Grade without Concrete Collar	1	Each	$300.00	$300.00	$2,500.00	$2,500.00	$188.86	$188.86
X	55	Adjust Valve to Grade with Concrete Collar	1	Each	$300.00	$300.00	$2,500.00	$2,500.00	$1,171.67	$1,171.67
X	56	Adjust Valve to Grade without Concrete Collar	1	Each	$250.00	$250.00	$2,000.00	$2,000.00	$846.51	$846.51
X	57	Motor Grader w/ Operator Caterpillar Model 12 - 5/ Equal	1	Hour	$125.00	$125.00	$230.00	$230.00	$352.06	$352.06
X	58	Grouted Rock Slope Paving	1	Square Yard	$125.00	$125.00	$500.00	$500.00	$15,185.09	$15,185.09
X	59	Furnish and Install Concrete Stop Blocks	1	Each	$125.00	$125.00	$350.00	$350.00	$518.81	$518.81
X	60	Welded Pipe Railing Fence	0	Each	$0.00	$0.00	$350.00	$0.00	$0.00	$0.00
X	61	Sanitary Sewer Line, 8" - Up to 10' Depth	1	Linear Foot	$125.00	$125.00	$95.00	$95.00	$933.03	$933.03

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	62	Sanitary Sewer Line. 8" - Over 10' Depth	1	Linear Foot	$180.00	$180.00	$120.00	$120.00	$1,543.34	$1,543.34
X	63	4' Diameter Sewer Manhole 0' to 8' Depth	1	Each	$750.00	$750.00	$20,000.00	$20,000.00	$80,383.53	$80,383.53
X	64	4' Diameter Sewer Manhole Over 8' Depth	1	Each	$750.00	$750.00	$25,000.00	$25,000.00	$105,190.57	$105,190.57
X	65	Cold Milling Bituminous Pavement, 2" Depth	1	Square Yard	$30.00	$30.00	$3.00	$3.00	$6.99	$6.99
X	66	Cold Milling Bituminous Pavement, 3" Depth	1	Square Yard	$35.00	$35.00	$4.00	$4.00	$8.30	$8.30
X	67	Cold Milling Bituminous Pavement, 4" Depth	1	Square Yard	$30.00	$30.00	$5.00	$5.00	$9.70	$9.70
X	68	Cold Milling Bituminous Pavement, 5" Depth	1	Square Yard	$30.00	$30.00	$6.00	$6.00	$11.53	$11.53
X	69	Cold Milling Concrete Pavement, 2" Depth	1	Square Yard	$30.00	$30.00	$6.00	$6.00	$15.51	$15.51

					Abraham's Construction, Inc.		J&H Services, Inc.		KE&G Construction, Inc.	
	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	70	Cold Milling Concrete Pavement, 3" Depth	1	Square Yard	$40.00	$40.00	$9.00	$9.00	$23.81	$23.81
X	71	Traffic Control on Major Arterials	1	Each	$500.00	$500.00	$15,000.00	$15,000.00	$49,366.50	$49,366.50
X	72	ADA Detectable Waring Plate (NMDOT Approved) 5' x 2'	1	Each	$250.00	$250.00	$500.00	$500.00	$353.63	$353.63
X	73	Curb Drop Inlet Type I - B (NMDOT) Up to 5' Depth	1	Each	$530.00	$530.00	$15,000.00	$15,000.00	$22,274.69	$22,274.69
X	74	Geogrid	1	Square Yard	$50.00	$50.00	$7.00	$7.00	$55.23	$55.23
X	75	Concrete Sealing NP1	1	Linear Foot	$10.00	$10.00	$3,500.00	$3,500.00	$69.62	$69.62
X	76	Gravel Landscaping	1	Square Yard	$50.00	$50.00	$50.00	$50.00	$484.00	$484.00
X	77	10" Concrete Pavement	1	Square Yard	$130.00	$130.00	$250.00	$250.00	$1,041.15	$1,041.15
X	78	City of Roswell Landfill Tipping Fee	1	Ton	$75.00	$75.00	$55.00	$55.00	$32.30	$32.30
Total						$11,391.00		$102,066.50		$340,146.17

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 4.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval to proceed with South Sunset Road Diet design and construction. (Corn/MacCornack)

BACKGROUND:
Initiated by: James MacCornack

Councilor Johnson requested that this item be brought to the Infrastructure Committee as an action item. A road diet implementation on S. Sunset Ave. between McGaffey and Brasher is a proposed treatment to address existing traffic safety issues, including speeding and crash history. Based on FHWA research as well as traffic studies that were completed on this roadway segment, this is an appropriate treatment for this roadway segment. This project is proposed to be completed in Spring 2026.

FINANCIAL CONSIDERATION
The estimated cost of obliterating and replacing existing striping on this roadway segment is approximately $58,000.00. The Street Department has $150,000 identified for pavement markings and striping in the current budget.

LEGAL REVIEW:
Not Applicable for this agenda item.

BOARD AND COMMITTEE ACTION:
The Infrastructure Committee recommended approval 3-2 at its meeting on October 20, 2025. The Finance Committee recommended approval 4-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

City Speed Study Report
Lee Engineering Intersection Study Report
S. Sunset & Poe Updated Crash Records
FHWA HSIS Road Diet Crash Reduction Study
Excerpt from S. Sunset Road Diet Plans

City of Roswell, New Mexico
Traffic Engineering
Speed Study
S. Sunset from McGaffey to Brasher

Date: ..... April 27, 2025 – May 2, 2025
Time of Day: ..... 24 hour study
Speed (posted or 85%): .. 35 MPH
Traffic Controls Present: . Two Way Stop Control On Side Streets
Intersection Maneuver : .. Left/Right Turn/Through (Straight)
Weather: ..... Clear
Horizontal Curve: ..... None
Vertical Curve: ..... None
Study Conducted by:…….Clifford Boehms & James MacCornack

Major Roadway Width: .... 41 Feet
Number of Lanes: 4
Minor Roadway Width: .... Varies
Number of Lanes: 2

Conclusion: A study was conducted to examine and document vehicle speed on S. Sunset between McGaffey & Brasher. City Special Electronics department placed radar speed detection units to measure speed.

The results of this study showed that the 85th percentile speed was measured to be approximately 46 MPH, approximately 11 MPH over the posted speed limit of 35 MPH.

Traffic count data from NMDOT was also reviewed, this data showed that the Average Daily Traffic (ADT) ranges from approximately 8,755 vehicles per day on Sunset between McGaffey and Hobbs to approximately 4,579 vehicles per day between Jaffa and Brasher.

Traffic Volume Characteristics

The New Mexico Department of Transportation Traffic Count Data System (NMDOT TCDS) was reviewed to determine the approximate daily traffic volume on S. Sunset between McGaffey and Brasher. There were three data records available for this road segment.

The first data set was from a count conducted on S. Sunset near the intersection with Hobbs St. This count indicated an approximately ADT of 8,755 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (4,565 northbound and 4,190 southbound).

The second data set was from a count conducted on S. Sunset near the intersection with Poe St. This count indicated an approximately ADT of 6,635 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (3,409 northbound and 3,226 southbound).

The third data set was from a count conducted on S. Sunset near the intersection with Jaffa St. This count indicated an approximately ADT of 5,365 vehicles per day on S. Sunset in this area. This traffic was split roughly equally between northbound and southbound directions of travel (2,690 northbound and 2,675 southbound).

Speed Study Results

A study was conducted to examine and document vehicle speed on S. Sunset between McGaffey & Brasher. City Special Electronics placed radar speed detection units to measure speed from April 27th, 2025 to May 2nd, 2025. There was a total of 40,043 vehicles whose speed was detected during this study period. Of these, 79.74% were exceeding the speed limit of 35 MPH. The average speed was approximately 40 MPH and the 85th percentile speed was determined to be 46 MPH. This indicates that the normal traffic flow speed is approximately 46 MPH, or 11 MPH over the posted speed limit.

Traffic Speed Data S. Sunset

SPECIAL ELECTRONICS

Survey Summary

Survey Description		
Survey Location	NB SUNSET	
Survey GPS Coordinates	+33.37396,-104.54105	
Survey Dates	**Start**	**Stop**
	Sunday, 4/27/2025 3:59 PM	Friday, 5/2/2025 9:22 AM
Posted Speed Limit	35 mph	
Traffic Zone	Normal	

Survey Result			
Total Vehicle Count		40043	
Traffic Direction	**Closing North**	**Away South**	**Combined**
Vehicle Count	21654	18389	40043
Posted Speed Limit		35 mph	
Vehicles Under the Speed Limit Count	4398	3716	8114
Vehicles Under the Speed Limit Percentage	20.31%	20.21%	20.26%
Vehicles Over the Speed Limit Count	17256	14673	31929
Vehicles Over the Speed Limit Percentage	79.69%	79.79%	79.74%
Excessive Speed Threshold		35 mph	
Vehicles Over the Excessive Speed Count	18360	15648	34008
Vehicles Over the Excessive Speed Percentage	84.79%	85.09%	84.93%
Average Violation Speed	42.03 mph	42.15 mph	42.09 mph
Speed Profile			
Average Speed	40.01 mph	40.01 mph	40.01 mph
Minimum Speed	10 mph	6 mph	6 mph
Maximum Speed	79 mph	83 mph	83 mph
Standard Deviation	6 mph	6 mph	6 mph
85 % Percentile Speed - Free Flow	45 mph	46 mph	46 mph
10 mph Pace - Free Flow	35-44 mph	36-45 mph	36-45 mph
In Pace Count - Free Flow	5722	5369	11091

SPECIAL ELECTRONICS

Survey Description

Survey Location	NB SUNSET	
Survey GPS Coordinates	+33.37396,-104.54105	
Survey Dates	**Start**	**Stop**
	Sunday, 4/27/2025 3:59 PM	Friday, 5/2/2025 9:22 AM
Posted Speed Limit	35 mph	
Traffic Zone	Normal	

Speed - Volume Matrix

Date Range: 2025-04-27 - 2025-05-02

Direction: Both

Date Span	Total	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86+
00:00 - 00:59	220				1	2	41	107	42	11	7	4	2	1		2		
01:00 - 01:59	155	4			3	2	37	58	29	17	3		1			1		
02:00 - 02:59	128				1	6	22	46	34	11	4	1	1		1	1		
03:00 - 03:59	199				1	2	38	60	58	25	5	6	3	1				
04:00 - 04:59	445	2	1	2	2	4	63	164	115	57	21	9	4			1		
05:00 - 05:59	878			2	6	15	124	361	240	92	24	11	2		1			
06:00 - 06:59	1474			1	4	29	168	506	441	235	63	20	6	1				
07:00 - 07:59	3871		8	13	54	127	472	1194	1221	560	161	48	9	2	1	1		
08:00 - 08:59	2886		2	13	45	109	435	973	815	341	94	47	9	3				
09:00 - 09:59	1785	1	6	12	28	63	329	615	464	189	63	13	2					
10:00 - 10:59	1588		5	9	38	67	257	591	377	180	48	13	3					
11:00 - 11:59	1861	3	6	15	28	79	329	605	508	216	58	12	2					
12:00 - 12:59	2060		1	6	20	54	312	722	591	253	80	17	2	2				
13:00 - 13:59	2134		3	6	22	87	377	741	581	221	75	14	4	2	1			
14:00 - 14:59	2378		3	2	21	66	376	852	648	288	85	25	8	2	1	1		
15:00 - 15:59	2747		7	7	37	100	442	1001	762	291	79	15	5		1			
16:00 - 16:59	3003		2	9	30	99	383	1025	949	363	108	24	6	2	1	1	1	
17:00 - 17:59	3332		2	3	27	68	351	1113	1124	456	139	37	7	4	1			
18:00 - 18:59	2627		4	9	24	65	301	860	854	374	92	33	5	2	3		1	
19:00 - 19:59	2180	2	1	3	26	63	370	817	575	246	55	16	4	2				
20:00 - 20:59	1733			3	18	63	441	685	382	105	26	4	3	2	1			
21:00 - 21:59	1245				6	52	280	539	268	78	14	8						
22:00 - 22:59	696		1	1	9	26	165	273	156	39	20	4	1		1			
23:00 - 23:59	418		1	3	1	18	99	158	97	29	8		1	1		1	1	

TECHNICAL MEMORANDUM

DATE: July 15, 2025

TO: James McCornack
Senior Engineer
City of Roswell

FROM: Willie E. Roman, P.E., PTOE



RE: Sunset Ave Traffic Analysis - Roswell, NM

INTRODUCTION

This report documents an all-way stop control warrant study, capacity analysis, and crash analysis of Sunset Ave in Roswell, New Mexico. The City requested that Lee Engineering evaluate traffic operations on the following intersections:

- Sunset Ave & Hobbs St
- Sunset Ave & Poe St
- Sunset Ave & Brasher St

Data collection includes existing roadway condition, current traffic counts, vehicle travel speeds, and pedestrian volumes. This study aims to evaluate traffic operations and pedestrian usage along the study area. This report documents project proceedings and findings.

ROADWAY CHARACTERISTICS AND EXISTING CONDITIONS

Sunset Ave is a four-lane undivided minor arterial running north to south, the study area focus is between Brasher Rd and Hobbs St with a posted speed limit of 35 MPH. Figure 1 shows the location of the project area and data collection, Figure 2 shows the existing volumes. This segment of road provides access to residential and institutional land uses.

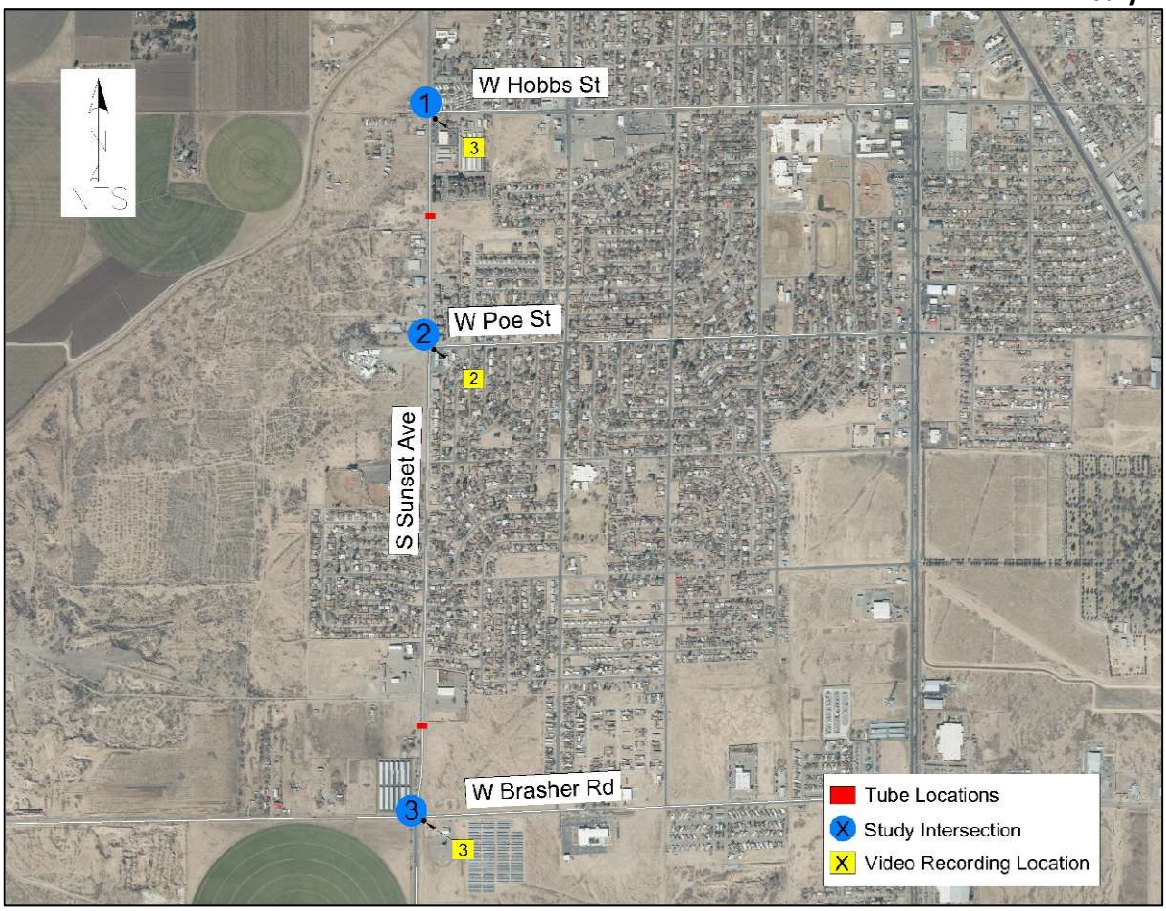


Figure 1: Study Area and Traffic Counter Locations

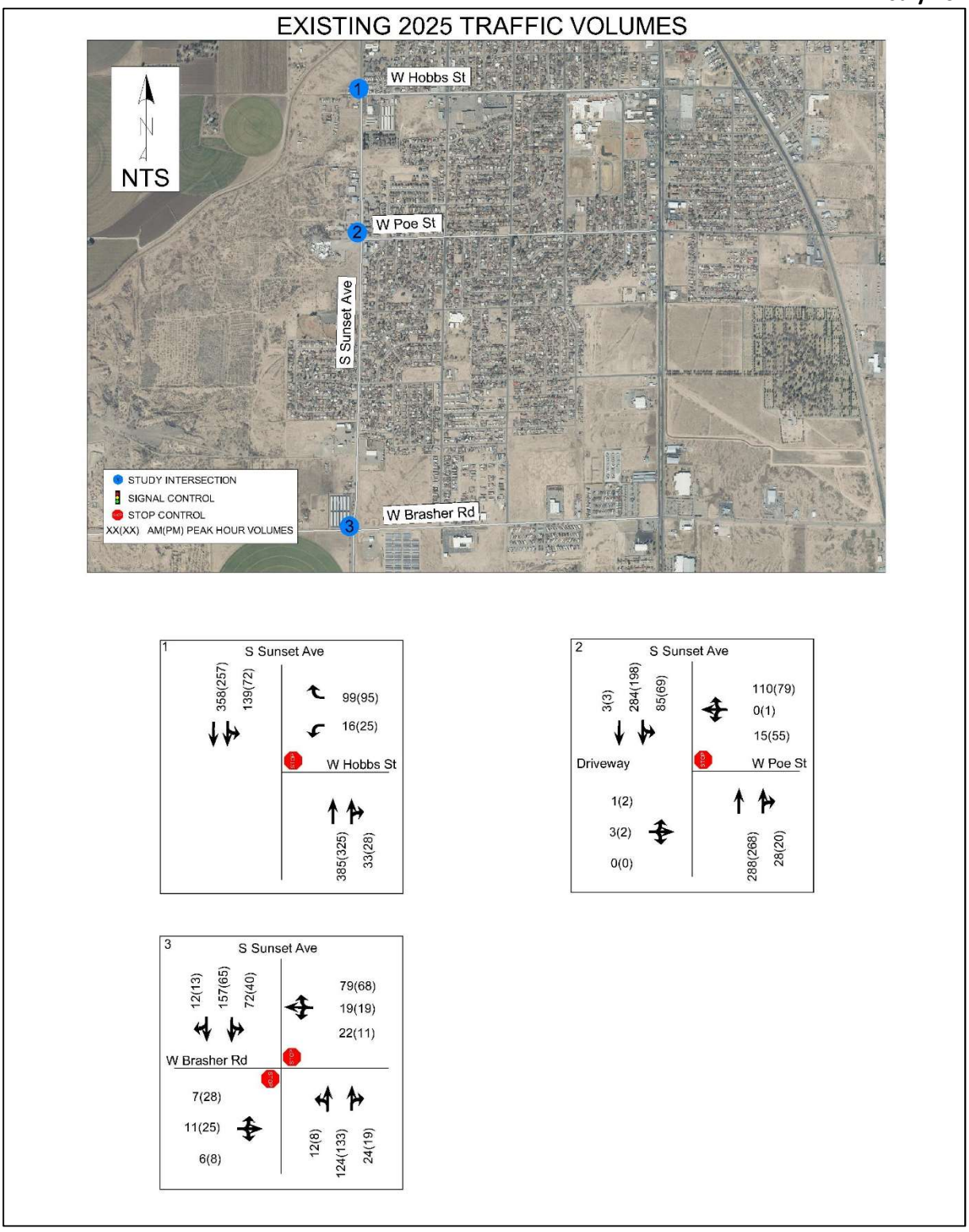


Figure 2: Existing Volumes 2025

CRASH SUMMARY

Crash data was obtained for the study area from the NMDOT database agency for the most recently available years of data. This included the years 2018 to 2022. Crashes were then summarized by year, type, severity, and cause. To compare and summarize trends, crashes were grouped by study intersection. The crash summary is shown below in Table 1.

Table 1: Crash Summary

Crash Summary		Sunset Ave & Hobbs St	Sunset Ave & Poe St	Sunset Ave & Brasher Rd
	Total Crashes	13	11	10
By Year	2018	3	2	1
	2019	3	1	2
	2020	0	2	3
	2021	5	2	4
	2022	2	4	0
CONTRIBUTING FACTORS	Avoid No Contact Vehicle		1	
	Driver Inattention	4	1	1
	Excessive Speed	1	1	
	Failed To Yield Right Of Way	2	3	3
	Following Too Closely	1	1	
	Improper Overtaking	2		
	Made Improper Turn	1		1
	None	1	2	5
	Other, No Driver Error		1	
	Speed Too Fast For Conditions	1		
	Under The Influence Of Drugs or Medication		1	
SEVERITY	Visible Injury (B)	5	4	3
	Property Damage Only (O)	8	7	7
LIGHTING CONDITION	Daylight	11	7	8
	Dark-Lighted	0	3	2
	Dark-Not Lighted	2	1	0
CRASH TYPE	Fixed Object	3	2	0
	Left Blank	0	0	1
	Other Vehicle - From Same Direction/One Left Turn	1	0	0
	Other Vehicle - From Same Direction/Sideswipe Collision	1	0	0
	Other Vehicle - From Same Direction/Both Going Straight	3	2	1
	Other Vehicle - One Left Turn/Entering At Angle	1	1	1
	Other Vehicle - One Right Turn/Entering At Angle	0	1	0
	Other Vehicle - One Vehicle/Backing From Driveway Access	1	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	0	3	1
	Other Vehicle - From Opposite Direction/Both Going Straight	1	0	1
	Other Vehicle - From Opposite Direction/One Left Turn	1	0	0
	Other Vehicle - From Opposite Direction/Sideswipe Collision	0	0	1
	Other Vehicle - From Opposite Direction	0	2	4
	Pedestrian	1	0	0

From the above table, the following observations were made for the study intersections:

- Sunset Ave & Hobbs St
  - From 2018 to 2022, 13 crashes were reported.
  - The most common contributing factor for vehicle crashes was driver inattention.
  - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
  - The most common lighting condition was daylight.
  - Based on the crash type, most of the vehicle crashes were from same direction/both going straight and fixed object.

- Sunset Ave & Poe St
    - From 2018 to 2022, 11 crashes were reported.
    - The most common contributing factor for vehicle crashes was failed to yield right of way.
    - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
    - The most common lighting condition was daylight.
    - Based on the crash type, most of the vehicle crashes were from both going straight/entering at angle.

- Sunset Ave & Poe St
    - From 2018 to 2022, 10 crashes were reported.
    - The most common contributing factor for vehicle crashes was failed to yield right of way.
    - Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes.
    - The most common lighting condition was daylight.
    - Based on the crash type, most of the vehicle crashes were from opposite direction.

SIGHT DISTANCE

The following presents a narrative detailing the development's recommended intersection sight distance requirements. Intersection sight distance requirements were calculated using the 2018 AASHTO "Green Book" chapter 9.5. Three sight distance cases were used for this analysis:

- Case B1 – A stopped vehicle turning left from a minor street approach onto a major road
- Case B2 – A stopped vehicle turning right from a minor street approach onto a major road
- Case F – Left turns from the major road into a minor road

Intersection sight distances were calculated based on the following assumptions:

- The required intersection sight distance for Case B1 was calculated based on the design vehicle turning left across the intersection
- The required intersection sight distance for Case B2 was calculated based on the design vehicle crossing into the nearest traffic lane
- The required intersection sight distance for Case F at the intersection was calculated based on the design vehicle turning left from the major road into the minor road

A passenger vehicle was used as the design vehicle. The required sight distance values for S Sunset Ave & W Hobbs St, S Sunset Ave & W Poe St and S Sunset Ave & W Brasher Rd are provided in Table 2, Table 3, and Table 4 respectively, which are rounded up to the nearest 5-foot increment. The formulas, values, and calculations used in the sight distance analysis are in Appendix D.

Table 2: Required and Available Sight Distance Values for S Sunset Ave/W Hobbs St

Vehicles Exiting W Hobbs St onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)				Making a Right (Case B2)	
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	550	415	840	335	840
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Hobbs St from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2900
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Table 3: Required and Available Sight Distance Values for S Sunset Ave/W Poe St

Vehicles Exiting W Poe St onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)				Making a Right (Case B2)	
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	1940	415	1140	335	1140
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Poe St from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2830
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Table 4: Required and Available Sight Distance Values for S Sunset Ave/W Brasher Rd

Vehicles Exiting W Brasher Rd onto S Sunset Ave (Passenger Car)					
Making a Left (Case B1)				Making a Right (Case B2)	
Required Sight Distance to the Right (ft)	Approximate Available Sight Distance to the Right (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)	Required Sight Distance to the Left (ft)	Approximate Available Sight Distance to the Left (ft)
415	1820	415	4000	335	4000
Sight Distance Available > Required					
To the Right		To the Left		To the Left	
Yes		Yes		Yes	

Vehicles Entering W Brasher Rd from S Sunset Ave (Passenger Car)	
Making a Left (Case F)	
Required Sight Distance to Opposing Traffic (ft)	Approximate Available Sight Distance to Opposing Traffic (ft)
310	Approximately 2920
Sight Distance Available > Required	
To Opposing Traffic	
Yes	

Based on the conditions that existed in the field at the time of the site visit, the estimated available sight distance appears to exceed the required intersection sight distances at the study intersections.

ALL-WAY STOP CONTROL WARRANT

The intersections were evaluated to determine if a multi-way stop would be appropriate in lieu of a two-way stop control. The MUTCD contains four multi-way stop conditions outlining specific criteria to justify a multi-way stop at an intersection. The criteria considered to warrant a multi-way stop are:

A. *Crash Experience*
   - *For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
   - *For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*

B. *Sight Distance*
   - *All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.*

C. *Transition to Signal Control or Transition to Yield Control at a Circular Intersection*
   - *All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.*

D. *8-Hour Volume*
   - *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day.*
   - *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.*

E. *Other Factors*
   - *The need to control left-turn conflicts.*
   - *An intersection of two residential neighborhood collectors (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.*
   - *Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

Each criterion is evaluated at the study intersections under current conditions of a single lane for the northbound and southbound westbound approaches, one through lane, and one left-turn lane for the east- and westbound approach.

Criterion A

Crashes subject to correction from an all-way stop installation include crashes occurring during right and left turns and right-angle crashes. Using the same crash data from Table 1 it was determined that:

- For Sunset Ave and Hobbs St, **Criteria A is NOT SATISFIED** because the intersection did not experience four or more crashes in 12 months or five or more crashes in 36 months that may be correctable by installing an all-way stop.
- For Sunset Ave and Poe St, **Criteria A is SATISFIED** because the intersection experienced five or more crashes in 36 months that may be correctable by installing an all-way stop.
- For Sunset Ave and Brasher Rd, **Criteria A is NOT SATISFIED** because the intersection did not experience five or more crashes in 12 months or six or more crashes in 36 months that may be correctable by installing an all-way stop.

Criterion B

- For Sunset Ave and Hobbs St, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.
- For Sunset Ave and Poe St, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.
- For Sunset Ave and Brasher Rd, **Criteria B is NOT SATISFIED** because the estimated available sight distance appears to exceed the required intersection sight distance.

Criterion C

A Traffic Control Signal was not warranted at this intersection; thus, **Criterion C DOES NOT apply.**

Criterion D

Data Collection

13-hour intersection turning movement counts were collected on Wednesday, May 21, 2025, using portable video recording equipment between 6:00 AM and 7:00 PM. Table 5 summarizes the hourly vehicle volume at all study intersections.

Table 5: Total Volumes

Time	Intersection Volume (Veh/hr)		
	Intersections		
	S Sunset Ave & W Hobbs St	S Sunset Ave & W Poe St	S Sunset Ave & W Brasher St
6:00 AM	335	267	277
7:00 AM	867	726	473
8:00 AM	651	496	355
9:00 AM	460	352	277
10:00 AM	499	372	278
11:00 AM	542	433	317
12:00 PM	669	519	375
1:00 PM	706	550	371
2:00 PM	633	507	365
3:00 PM	744	605	435
4:00 PM	772	606	402
5:00 PM	791	698	416
6:00 PM	726	586	345

Existing Conditions

When analyzing the existing intersection configuration, 100% of the vehicular volumes were used as well as the combined vehicular, pedestrian, and bicycle volumes for the warrant analysis criteria. The relevant threshold values are 300 vehicles per hour (vph) on the major street and 200 vph on the minor street. Figure 3 through Figure 5 below summarize 13 hours of intersection approach volume data collected.

Figure 3: Sunset Ave and Hobbs St Criteria D Summary

Sunset Ave & Hobbs St

M. U. T. C. D. MULTIWAY STOP - Criterion D
Minimum Volume and Average Delay

Required Average Volume on Major Street	300	**Criteria D Not Met**
Required Average Volume on Minor Street	200	
Observed Average 8-hour Volume on Major Street	635	
Observed Average 8-hour Volume on Minor Street	106	

CRITERION D:	**NOT SATISFIED**

RANKING BY MAJOR STREET HOURLY VOLUMES

HOURLY VOLUME			
RANK	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	780	87
2	5:00 PM	687	104
3	4:00 PM	651	121
4	3:00 PM	641	103
5	6:00 PM	611	115
6	NOON	578	91
7	8:00 AM	571	80
8	1:00 PM	562	144
9	2:00 PM	530	103
10	11:00 AM	470	72
11	10:00 AM	406	93
12	9:00 AM	384	76
13	6:00 AM	291	44
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0

AVERAGE OF EIGHT HOURLY VOLUMES			
RANKED HOURS	MAJOR STREET	MINOR STREET	CRITERIA MET?
1 to 8	635	106	No
2 to 9	604	108	No
3 to 10	577	104	No
4 to 11	546	100	No
5 to 12	514	97	No
6 to 13	474	88	No
7 to 14	402	77	No
8 to 15	330	67	No
9 to 16	260	49	No
10 to 17	194	36	No
11 to 18	135	27	No
12 to 19	84	15	No
13 to 20	36	6	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.

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Figure 4: Sunset Ave and Poe St Criteria D Summary

Sunset Ave & Poe St

M. U. T. C. D. MULTIWAY STOP - Criterion C
Minimum Volume and Average Delay

Required Average Volume on Major Street	300	**Criteria D Not Met**
Required Average Volume on Minor Street	200	
Observed Average 8-hour Volume on Major Street	492	
Observed Average 8-hour Volume on Minor Street	106	

CRITERION D:	**NOT SATISFIED**

RANKING BY MAJOR STREET HOURLY VOLUMES

HOURLY VOLUME			
RANK	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	607	119
2	5:00 PM	558	140
3	3:00 PM	502	103
4	4:00 PM	502	104
5	6:00 PM	485	101
6	1:00 PM	454	96
7	NOON	420	99
8	8:00 AM	411	85
9	2:00 PM	408	99
10	11:00 AM	367	66
11	10:00 AM	308	64
12	9:00 AM	298	54
13	6:00 AM	241	26
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0

AVERAGE OF EIGHT HOURLY VOLUMES			
RANKED HOURS	MAJOR STREET	MINOR STREET	CRITERIA MET?
1 to 8	492	106	No
2 to 9	468	103	No
3 to 10	444	94	No
4 to 11	419	89	No
5 to 12	394	83	No
6 to 13	363	74	No
7 to 14	307	62	No
8 to 15	254	49	No
9 to 16	203	39	No
10 to 17	152	26	No
11 to 18	106	18	No
12 to 19	67	10	No
13 to 20	30	3	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but

3. If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.

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Figure 5: Sunset Ave and Brasher Rd Criteria D Summary

Sunset Ave & Brasher Rd

M. U. T. C. D. MULTIWAY STOP - Criterion D
Minimum Volume and Average Delay

Required Average Volume on Major Street	300	**Criteria D Not Met**
Required Average Volume on Minor Street	200	
Observed Average 8-hour Volume on Major Street	284	
Observed Average 8-hour Volume on Minor Street	114	

CRITERION D:	**NOT SATISFIED**

RANKING BY MAJOR STREET HOURLY VOLUMES

HOURLY VOLUME			
RANK	BEGIN TIME	MAJOR STREET	MINOR STREET
1	7:00 AM	365	108
2	5:00 PM	318	98
3	3:00 PM	277	158
4	4:00 PM	274	128
5	6:00 PM	269	76
6	NOON	262	113
7	1:00 PM	256	115
8	2:00 PM	248	117
9	8:00 AM	230	125
10	6:00 AM	215	62
11	11:00 AM	214	103
12	9:00 AM	184	93
13	10:00 AM	179	99
14	1:00 AM	0	0
15	2:00 AM	0	0
16	3:00 AM	0	0
17	4:00 AM	0	0
18	5:00 AM	0	0
19	7:00 PM	0	0
20	8:00 PM	0	0
21	9:00 PM	0	0
22	10:00 PM	0	0
23	11:00 PM	0	0
24	MIDNITE	0	0

AVERAGE OF EIGHT HOURLY VOLUMES			
RANKED HOURS	MAJOR STREET	MINOR STREET	CRITERIA MET?
1 to 8	284	114	No
2 to 9	267	116	No
3 to 10	254	112	No
4 to 11	246	105	No
5 to 12	235	101	No
6 to 13	224	103	No
7 to 14	191	89	No
8 to 15	159	75	No
9 to 16	128	60	No
10 to 17	99	45	No
11 to 18	72	37	No
12 to 19	45	24	No
13 to 20	22	12	No
14 to 21	0	0	No
15 to 22	0	0	No
16 to 23	0	0	No
17 to 24	0	0	No

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street vehicular traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70% of the above values.

LEE ENGINEERING

- For Sunset Ave and Hobbs St, **Criteria D is <u>NOT SATISFIED</u>** for vehicle volumes entering the intersection.
- For Sunset Ave and Poe St, **Criteria D is <u>NOT SATISFIED</u>** for vehicle volumes entering the intersection.
- For Sunset Ave and Brasher Rd, **Criteria D is <u>NOT SATISFIED</u>** for vehicle volumes entering the intersection.

LOS, CAPACITY, AND QUEUEING ANALYSIS

Per the HCM, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but it is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect measurements of delay, especially for lower-volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question.

Table 6 below, reproduced from the HCM, show delay thresholds and the associated Level of service assigned to delay ranges for stop-controlled intersections, respectively. Generally, a LOS of D or better is considered an acceptable level of service.

Table 6: LOS Criteria for Unsignalized Intersections

Level of service	Average Control Delay (sec/vehicle)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Queueing is reported in vehicles for all intersections. Queues are reported for queue measurements falling within the 95th percentile. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's sign cycles. It is also noted that unreported average queueing at an intersection would statistically be much shorter than 95th-percentile queueing.

The volume-to-capacity (V/C) ratio is a performance measure that shows the ratio of traffic volume to the lane group capacity. A V/C ratio greater than 1.00 indicates that demand creates a residual queue for the analysis period.

For the purposes of this analysis, acceptable levels of service (LOS) are defined to be a LOS D or better. Based on procedures outlined in the HCM, intersection delay and level of service for stop-controlled intersections are reported as the delay and level of service for the worst-case movement at each intersection. For all other control types, they are taken for the whole intersection. Detailed output sheets can be found in Appendix A.

Existing Year 2025 Conditions

Table 7 summarizes the intersection delay, level of service, and queueing under Existing Year 2025 conditions. The following conclusions are made from the Existing Conditions analysis shown in Figure 2:

Delay and LOS Results

At all intersections where LOS results are present, all movements operate at acceptable LOS during the AM and PM peak hours.

Queuing Results

At all intersections where queue length results are present, existing storage lengths are sufficient to accommodate 95th percentile queue lengths.

Table 7: HCS Results for Existing 2025 Year Conditions

Sunset Ave & Hobbs St (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBL	0.4	0.13	30.9	D	---	---		WBL	0.2	0.07	15.1	C	---	---
	WBR	0.6	0.18	11.0	B				WBR	0.4	0.12	9.9	A		
	SBL	0.6	0.18	9.3	A				SBL	0.2	0.06	8.2	A		
Sunset Ave & Poe St (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	WBT	1.1	0.27	12.7	B	---	---		WBT	0.8	0.22	12.4	B	---	---
	SBL	0.3	0.10	8.6	A				SBL	0.2	0.06	8.0	A		
Sunset Ave & Brasher Rd (Unsignalized)															
AM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS	PM Peak	Movement	95% Queue Length (veh)	V/C	Delay (s/veh)	LOS	Intersection Delay	Intersection LOS
	EBT	0.3	0.09	15.6	C	---	---		EBT	0.4	0.12	12.1	B	---	---
	WBT	1.2	0.29	13.7	B				WBT	0.5	0.14	10.4	B		
	NBL	0.0	0.01	7.8	A				NBL	0.0	0.01	7.4	A		
	SBL	0.2	0.08	7.9	A				SBL	0.1	0.03	7.7	A		

FINDINGS AND CONCLUSIONS

Based on the analysis, the following conclusion can be made:

- Sunset Ave & Hobbs St
  - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.
- Sunset Ave & Poe St
  - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.
- Sunset Ave & Brasher Rd
  - Capacity issues were not observed for this intersection under Existing 2025 Conditions, all the approaches presented were acceptable LOS D or better. Queuing issues were not observed for any movements during the AM and PM peak hours.

<u>Crash Summary</u>

- Sunset Ave & Hobbs St

  From 2018 to 2022, 13 crashes were reported. The most common contributing factor for vehicle crashes was driver inattention. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from same direction/both going straight and fixed object.

- Sunset Ave & Poe St

  From 2018 to 2022, 11 crashes were reported. The most common contributing factor for vehicle crashes was failed to yield right of way. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from both going straight/entering at angle.

- Sunset Ave & Poe St

  From 2018 to 2022, 10 crashes were reported. The most common contributing factor for vehicle crashes was failed to yield right of way. Most of the vehicle crashes were reported as property damage only, and there were no fatal injured (killed) crashes. The most common lighting condition was daylight. Based on the crash type, most of the vehicle crashes were from opposite direction.

All-Way Stop Control Warrant

- Sunset Ave & Hobbs St
  None of the criteria required for an all-way stop control were satisfied for this intersection. Therefore, an all-way stop is **NOT WARRANTED.**

- Sunset Ave & Poe St
  Criteria A (Crash Summary) was satisfied for this intersection. Therefore, an all-way stop is **WARRANTED.**

- Sunset Ave & Poe St
  None of the criteria required for an all-way stop control were satisfied for this intersection. Therefore, an all-way stop is **NOT WARRANTED.**

3 Year Crash Hitory Summary Sunset & Poe

June 2022 - June 2025

Note: Warrant Per MUTCD: 5 correctable crashes in any 12 month period

Crash Record #	Date	Cause	Injury Crash?	Time of Day	Correctable w/ All Stop?	Notes
4638	6/19/2022	Driver Inattention	No	16:57	No	Lane Change
6301	8/20/2022	Nightime/Pedestrian in Roadway	Yes	21:44	No	Pedestrian
3374	5/17/2023	Driver Inattention	Yes	15:16	No	Rear End Crash
6643	9/11/2023	Rear End-Speeding	Yes	17:54	No	Rear End Crash
7940	10/27/2023	Failure to Yield	No	6:33	Yes	Right Angle Crash
5944	8/19/2024	Rear End-Speeding	No	20:05	No	Rear End Crash
7572	10/21/2024	Failure to Yield	No	14:15	Yes	Right Angle Crash

HSIS
Highway Safety Information System

SUMMARY REPORT

Evaluation of Lane Reduction "Road Diet" Measures on Crashes

This Highway Safety Information System (HSIS) summary replaces an earlier one, Evaluation of Lane Reduction "Road Diet" Measures and Their Effects on Crashes and Injuries *(FHWA-HRT-04-082), describing an evaluation of "road diet" treatments in Washington and California cities. This summary reexamines those data using more advanced study techniques and adds an analysis of road diet sites in smaller urban communities in Iowa.*

A *road diet* involves narrowing or eliminating travel lanes on a roadway to make more room for pedestrians and bicyclists.[1] While there can be more than four travel lanes before treatment, road diets are often conversions of four-lane, undivided roads into three lanes—two through lanes plus a center turn lane (see figure 1 and figure 2). The fourth lane may be converted to a bicycle lane, sidewalk, and/or on-street parking. In other words, the existing cross section is reallocated. This was the case with the two sets of treatments in the current study. Both involved conversions of four lanes to three at almost all sites.

Road diets can offer benefits to both drivers and pedestrians. On a four-lane street, speeds can vary between lanes, and drivers must slow or change lanes due to slower vehicles (e.g., vehicles stopped in the left lane waiting to make a left turn). In contrast, on streets with two through lanes plus a center turn lane, drivers' speeds are limited by the speed of the lead vehicle in the through lanes, and through vehicles are separated from left-turning vehicles. Thus, road diets may reduce vehicle speeds and vehicle interactions, which could potentially reduce the number and severity of vehicle-to-vehicle crashes. Road diets can also help pedestrians by creating fewer lanes of traffic to cross and by reducing vehicle speeds. A 2001 study found a reduction in pedestrian crash risk when crossing two- and three-lane roads compared to roads with four or more lanes.[2]

Under most annual average daily traffic (AADT) conditions tested, road diets appeared to have minimal effects on vehicle capacity because left-turning vehicles were moved into a common two-way left-turn lane (TWLTL).[3,4] However, for road diets with AADTs above approximately 20,000 vehicles, there is an increased likelihood that traffic congestion will increase to the point of diverting traffic to alternative routes.

While potential crash-related benefits are cited by road diet advocates, there has been limited research concerning such benefits. Two prior studies were conducted using data from different urbanized areas. The first, conducted by HSIS researchers, used data from treatment sites in eight cities in California and Washington.[5] The second study analyzed data from treatment sites in relatively small towns in Iowa.[6] While the nature of the treatment was the same in both studies (four lanes reduced to three), the settings, analysis methodologies, and results of the studies differed. Using a comparison of treated and matched comparison sites before and after treatment and the development of negative binomial regression models, the earlier HSIS study found a 6 percent reduction in crash frequency per mile and no significant change in crash rates at the California and Washington sites. Using a long-term (23-year) crash history for treated and reference sites and the development of a hierarchical Poisson model in a Bayesian approach, the later Iowa study

The Highway Safety Information System (HSIS) is a multi-State safety database that contains crash, roadway inventory, and traffic volume data for a select group of States. The participating States—California, Illinois, Maine, Michigan, Minnesota, North Carolina, Ohio, Utah, and Washington—were selected based on the quality of their data, the range of data available, and their ability to merge the data from the various files. The HSIS is used by FHWA staff, contractors, university researchers, and others to study current highway safety issues, direct research efforts, and evaluate the effectiveness of accident countermeasures.

U.S. Department of Transportation
Federal Highway Administration

Research, Development, and Technology
Turner-Fairbank Highway Research Center
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Figure 1. Photo. Four-lane configuration before road diet.



Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009.

Figure 2. Photo. Three-lane configuration after road diet.



Source: Pedestrian Bike Information Center, "Road Diets" training module, 2009.

found a 25.2 percent reduction in crash frequency per mile and an 18.8 percent reduction in crash rate. Because of these differences, researchers from the National Cooperative Highway Research Program (NCHRP) 17-25 project team obtained and reanalyzed both data sets using a common methodology.[7] This summary documents the results of that reanalysis.

Methodology

Research Design

The basic objective of this reanalysis effort was to estimate the change in total crashes resulting from the conversions in each of the two databases and to combine these estimates into a crash modification factor (CMF). To do this, the empirical Bayes (EB) methodology described by Hauer was used.[8] A prediction of what would have happened at the treatment sites in the after period without treatment is based on a weighted combination of the following two factors: (1) the frequency of crashes on the treated sites in the before period and (2) the crash-frequency predictions from regression models developed with data from similar untreated reference sites. The prediction of what would have happened without treatment is then compared to what actually happened with treatment to estimate the safety effect of the treatment. The methodology corrects for the regression bias, changes in traffic volume at the treatment sites, and other possible confounding factors as well as provides a method for combining results from different jurisdictions by accounting for differences in crash experience and reporting practice. Details of the methodology are in appendix C of *NCHRP Report 617*.[7]

Databases Used

The two databases used were obtained from the original study authors. Both databases provided data on site characteristics for treatment and comparison or reference sites and on crashes and AADT for both the before and after periods.

The HSIS study database contained data on treatment and comparison sites obtained from local traffic engineers in six cities in California—Mountain View, Oakland, Sacramento, San Francisco, San Leandro, and Sunnyvale—and two cities in Washington—Bellevue and Seattle.[5] The data included 30 treatment sites and 51 reference sites. The reference sites were matched by the local traffic engineer to be similar to the treatment sites in terms of functional class, type of development, speed limit, intersection spacing, and access control.

The Iowa database included data from the original study for 15 treatment and 15 reference sites from U.S. and State routes in small urban towns with an average population of 17,000.[6] These data were supplemented with additional information provided by the Iowa Department of Transportation for 281 similar reference sites.

As noted earlier, the road diet treatment was very similar at the sites in both databases. All 15 of the Iowa treatment sites involved conversion from four lanes to three lanes, with the third lane being a TWLTL. Bike lanes were installed in only one case, and parallel parking was retained for a section within one other site. In the HSIS database, most treatment sites involved the same conversion from four lanes to three lanes as at the Iowa sites. At one site, the after condition included a raised median and left-turn pockets at intersections rather than a TWLTL.

Table 1 provides descriptive characteristics for the treatment and control sites from each database. Crash statistics are also provided. In both data sets, the treatment and reference segments were divided into "homogeneous sites" for analysis purposes, and the average length was approximately 1 mi in all cases. In the Iowa data, the mean AADT for the reference sites was approximately the same as for the treatment sites, and the resulting crashes per mile-year for the reference sites and the before-period treatment sites were very similar. In the HSIS data, the mean AADT and the crashes per mile-year for the reference sites were somewhat higher than for the treatment sites. However, the AADT range in the reference site data included the AADT range in the treatment data, making it suitable for the predictive models produced.

Table 1. Descriptive statistics of evaluation sites

DATABASE/SITE TYPE	CHARACTERISTIC	MEAN	MINIMUM	MAXIMUM
Iowa Treatment (15 sites)	Years before	17.53	11.00	21.00
	Years after	4.47	1.00	11.00
	Crashes/mile-year before	23.74	4.91	56.15
	Crashes/mile-year after	12.19	2.27	30.48
	AADT before	7,987	4,854	11,846
	AADT after	9,212	3,718	13,908
	Average length (mi)	1.02	0.24	1.72
Iowa Reference (296 sites)	Years	21.8	5	23
	Crashes/mile-year	26.8	0.2	173.7
	AADT	8,621	296	27,530
	Average length (mi)	0.99	0.27	3.38
HSIS Treatment (30 sites)	Years before	4.7	1.8	8.5
	Years after	3.5	0.6	8.8
	Crashes/mile-year before	28.57	0.00	111.10
	Crashes/mile-year after	24.07	0.00	107.62
	AADT before	11,928	5,500	24,000
	AADT after	12,790	6,194	26,376
	Average length (mi)	0.84	0.08	2.54
HSIS Reference (51 sites)	Years	7.82	4.50	12.17
	Crashes/mile-year	42.19	5.96	169.73
	AADT	15,208	1,933	26,100
	Average length (mi)	0.95	0.10	3.31

Analysis

As previously noted, one component of the prediction of after-period accident frequencies at the treatment sites without treatment is a regression model developed using data from the untreated reference sites. This model is referred to as a safety performance function (SPF). In this study, generalized linear modeling was used to estimate the SPF coefficients using the software package SAS® and assuming a negative binomial error distribution, all consistent with the state of research in developing these models. Examination of several model forms indicated that the most appropriate and useful models for both databases included AADT and segment length. The final model form and coefficients differed for the two databases. The final model for the Iowa data is shown in equation 1, where a_y is a series of yearly calibration factors developed to account for the safety effect of changes other than AADT (e.g., accident reporting practices, demography, weather).

The final model for the HSIS data is shown in equation 2. The HSIS data did not allow the development of yearly calibration factors.

$$\text{Expected number of accidents per year} = a_y(\text{length})\exp(-8.4439)(\text{AADT})^{1.2917} \quad (1)$$

$$\text{Expected number of accidents per year} = \exp(-3.6323)(\text{length})^{0.7182}(\text{AADT})^{0.5722} \quad (2)$$

Results

The EB evaluation of total crash frequency indicated a statistically significant effect of the road diet treatment in both data sets and when the results are combined. Table 2 shows the results from each of the two studies and the combined results—the CMFs and their standard deviations.

Table 2. Results of the EB analysis for the Iowa and HSIS data concerning 4-lane to 3-lane road diets.[5,6,7]

	CRASH TYPE STUDIED AND ESTIMATED EFFECTS		
STATE/ SITE CHARACTERISTICS	ACCIDENT TYPE	NUMBER OF TREATED SITES	CMF (STANDARD DEVIATION)
Iowa: Predominately U.S. and State routes within small urban areas (average population of 17,000)	Total crashes	15 (15 mi)	0.53 (0.02)
California/Washington: Predominately corridors within suburban areas surrounding larger cities (average population of 269,000)	Total crashes	30 (25 mi)	0.81 (0.03)
All sites	Total crashes	45 (40 mi)	0.71 (0.02)

The Iowa data indicate a 47 percent reduction in total crashes while the HSIS (California and Washington) data indicate a 19 percent decrease—a substantial difference. These reanalysis results also differ from the original Iowa study results (a 25 percent reduction) and from the original HSIS results (a 6 percent reduction). Combining both data sets results in a 29 percent reduction in total crashes.

Discussion and Recommendations

The authors identified two likely reasons the reanalysis differed from the original Iowa results. First, the reanalysis involved a much larger reference group than was available in the original study. Second, while the results of the original study weighted all treatment sites equally regardless of length, the reanalysis results provided more weight to longer sites. While not stated in the reanalysis report, the difference in the two analyses of the HSIS data could have resulted from the use of improved methodology (the EB method) in the reanalysis effort. This methodology made it possible to use all 30 treatment sites and 51 reference sites. In the original study, data from only 11 treatment sites and 24 reference sites were used, with the remaining sites being omitted due to small sample sizes of crashes because of short segment lengths, short data periods, or low average daily traffic.

Of more importance than the differences between the original and current study efforts are the differences between the Iowa and HSIS treatment effects estimated in the reanalysis effort. These differences may be a function of traffic volumes and characteristics of the urban environments where the road diets were implemented. The sites in Iowa ranged in AADT from 3,718 to 13,908 and were predominately on U.S. or State routes passing through small urban towns with an average population of 17,000. The sites in Washington and California ranged in AADT from 6,194 to 26,376 and were predominately on corridors in suburban environments that surrounded larger cities with an average population of 269,000. In addition, based on a separate study of one site in Iowa, there appeared to be a traffic calming effect that resulted in a 4–5 mi/h reduction in 85th percentile free-flow speed and a 30 percent reduction in the percentage of vehicles traveling more than 5 mi/h over the speed limit (i.e., vehicles traveling 35 mi/h or higher).[9] The reanalysis authors speculated that while there could have been significant differences in speeds between the rural U.S. or State highway approaching a small town and the road diet section, this calming effect would be less likely in the larger cities in the HSIS study, where the approaching speed limits (and traffic speeds) might have been lower before treatment.

Given these differences, it is recommended that the choice of which CMF to use should be based on the characteristics of the site being considered. If the proposed treatment site is more like the Iowa sites (i.e., U.S. or State routes with moderate AADTs in small urban areas), then the 47 percent reduction found in Iowa should be used. If the treatment site is part of a corridor in a suburban area of a larger city, then the 19 percent reduction should be used. If the proposed site matches neither of these site types, then the combined 29 percent reduction is most appropriate.

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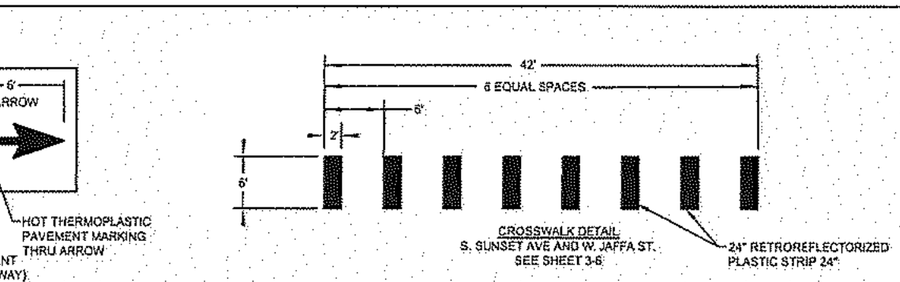
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FOR MORE INFORMATION

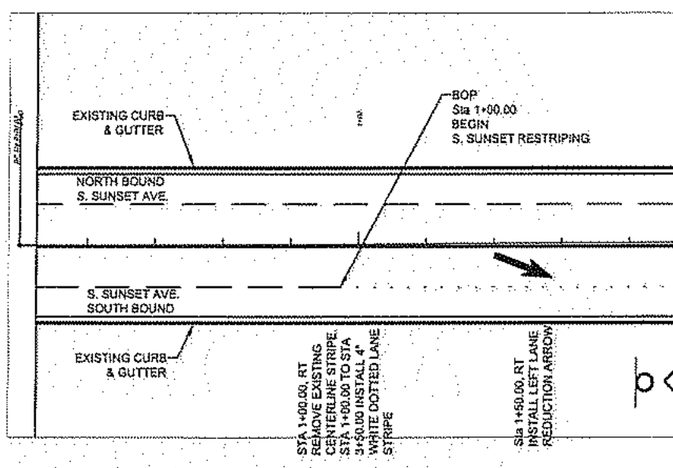
The research combining both databases was conducted by Bhagwant Persaud and Craig Lyon of Ryerson University, Toronto, Canada, as part of *NCHRP Report 617*.[7] The full study and appendix C can be downloaded from the Web address shown in the reference list. References to the initial studies that generated the two databases are also included in that list.[5,6] For more information about HSIS, contact Carol Tan, HSIS Program Manager, HRDS, (202) 493-3315, carol.tan@dot.gov.

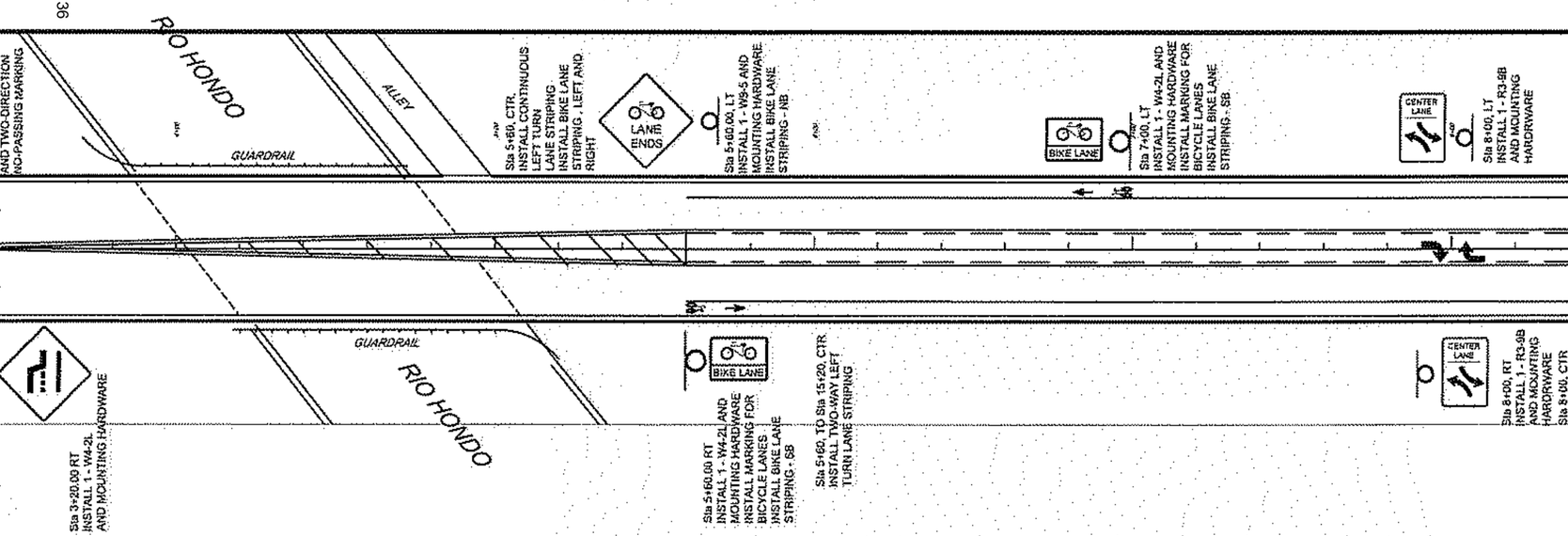
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G SIZES.





CITY OF ROSWELL CHAVES COUNTY, NM	PROJECT: S. SUNSET ST. RESTRIPING
DATE DRAWN: AUGUST, 2025 DRAWN BY: GN	SHEET DESCRIPTION: PLAN SHEETS
SCALE: NTS CHECKED BY: TBD	PROJECT NO.: CONTROL NO.: TBD

SHEE

NSET RESTRIPING GN\PCN\PLANS.03_SHEETS

Sta 16+88, LT
END BIKE LANE
STRIPING - NB

W. HOBBS

Sta 18+00, TO Sta 41+60, CTR
INSTALL TWO-WAY LEFT
TURN LANE STRIPING

Sta 18+00, RT
INSTALL 1 - R3-17 AND
MOUNTING HARDWARE.
INSTALL MARKINGS FOR
BICYCLE LANES

BIKE LANE

Sta 17+60, CTR,
INSTALL CONTINUOUS
LEFT TURN
LANE STRIPING
INSTALL BIKE LANE
STRIPING - NB

CENTER LANE

Sta 19+00, RT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE
Sta 19+00, CTR
PLACE 2- RIGHT
TURN ARROWS

CENTER LANE

Sta 13+00, RT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE
Sta 13+00, CTR
PLACE 2- RIGHT
TURN ARROWS

CENTER LANE

Sta 13+00, LT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE

CITY OF ROSWELL CHAVES COUNT, NM	PROJECT: S. SUNSET ST: RESTRIPING
DATE DRAWN: AUGUST, 2025	DRAWN BY: GN
SCALE: NTS	CHECKED BY: TBD
SHEET DESCRIPTION: PLAN SHEETS	
PROJECT NO.:	CONTROL NO.: TBD

SHEET

S_SUNSET RESTRIPING GN\PCN\PLANS\03_SHEETS

Sta 30+00, RT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE

Sta 30+00, CTR
PLACE 2- RIGHT
TURN ARROWS

Sta 30+00, LT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE

Sta 24+00, RT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE

Sta 24+00, CTR
PLACE 2- RIGHT
TURN ARROWS

Sta 24+00, LT
INSTALL 1 - R3-9B
AND MOUNTING
HARDRWARE

CITY OF ROSWELL CHAVES COUNT, NM	PROJECT: S. SUNSET ST. RESTRIPING
DATE DRAWN: AUGUST, 2025	DRAWN BY: GN
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SHEET DESCRIPTION: PLAN SHEETS	
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SHEET

S:\SUNSET RESTRIPING GN\PCN\PLANS\03_SHEETS

Sta 43+20, RT
INSTALL STRIPING AND FOR RIGHT TURN BAY, INSTALL LEFT TURN ARROWS AND "ONLY" MARKINGS

Sta 43+42, LT
END BIKE LANE STRIPING - NB

W. POE STREET

Sta 44+20, TO Sta 55+34, CTR
INSTALL TWO-WAY LEFT TURN LANE STRIPING

Sta 44+27, LT
BEGIN BIKE LANE STRIPING - NB

Sta 44+20, RT
INSTALL R3-17 AND MOUNTING HARDWARE
INSTALL MARKINGS FOR BICYCLE LANES

Sta 45+40, LT
INSTALL R3-17 AND MOUNTING HARDWARE
INSTALL MARKINGS FOR BICYCLE LANES

Sta 36+00, RT
INSTALL 1 - R3-9B AND MOUNTING HARDWARE

Sta 36+00, CTR
PLACE 2- RIGHT TURN ARROWS

Sta 36+00, LT
INSTALL 1 - R3-9B AND MOUNTING HARDWARE

CITY OF ROSWELL, CHAVES COUNT, NM

DATE DRAWN: AUGUST, 2025 DRAWN BY: GN

SCALE: NTS CHECKED BY: TBD

PROJECT: S. SUNSET ST. RESTRIPING

SHEET DESCRIPTION: PLAN SHEETS

PROJECT NO.: CONTROL NO.: TBD

SHEET

Sta 55+70, RT
INSTALL STRIPING AND FOR RIGHT TURN BAY, INSTALL LEFT TURN ARROWS AND "ONLY" MARKINGS

Sta 56+94, LT
END BIKE LANE STRIPING - NB

W. GAYLE STREET

Sta 57+69, TO Sta 62+40, CTR
INSTALL TWO-WAY LEFT TURN LANE STRIPING

Sta 57+46, LT
BEGING BIKE LANE STRIPING - NB

Sta 57+50, RT
INSTALL R3-17 AND MOUNTING HARDWARE
INSTALL MARKINGS FOR BICYCLE LANES

Sta 58+20, LT
INSTALL R3-17 AND MOUNTING HARDWARE
INSTALL MARKINGS FOR BICYCLE LANES

Sta 50+00, RT
INSTALL 1 - R3-9B AND MOUNTING HARDRWARE
Sta 50+00, CTR
PLACE 2- RIGHT TURN ARROWS

Sta 50+00, LT
INSTALL 1 - R3-9B AND MOUNTING HARDRWARE

CITY OF ROSWELL CHAVES COUNT, NM
DATE DRAWN: AUGUST, 2025 DRAWN BY: GN
SCALE: NTS CHECKED BY: TBD
PROJECT: S. SUNSET ST. RESTRIPING
SHEET DESCRIPTION: PLAN SHEETS
PROJECT NO.: CONTROL NO.: TBD
SHEET

S:\SUNSET RESTRIPING GN\PCN\PLANS\03_SHEETS

Sta 64+40 TO Sta 67+00, CTR
INSTALL DOUBLE YELLOW
NO-PASSING STRIPES

Sta 67+50 LT
INSTALL STRIPING AND
FOR RIGHT TURN BAY,
INSTALL LEFT TURN
ARROWS AND "ONLY"
MARKINGS
BEGIN BIKE LANE
STRIPING - NB

Sta 69+60 RT
INSTALL STRIPING AND FOR
RIGHT TURN BAY, INSTALL
LEFT TURN ARROWS AND
"ONLY" MARKINGS

Sta 70+40, SB
END BIKE LANE
STRIPING - SB
INSTALL CROSSWALK
MARKINGS

Sta 70+40, LT
BEGIN BIKE LANE
STRIPING - NB

W. JAFFA ST.

W. JAFFA ST.

Sta 70+76, RT
BEGIN BIKE LANE
STRIPING - SB

Sta 70+75 LT
INSTALL STRIPING AND FOR
RIGHT TURN BAY, INSTALL
LEFT TURN ARROWS AND
"ONLY" MARKINGS
BEGIN BIKE LANE STRIPING
NB

Sta 72+40 RT
INSTALL STRIPING AND FOR
RIGHT TURN BAY, INSTALL
LEFT TURN ARROWS AND
"ONLY" MARKINGS

Sta 62+80, RT
INSTALL STRIPING AND FOR RIGHT
TURN BAY, INSTALL LEFT TURN
ARROWS AND "ONLY" MARKINGS

Sta 64+07, RT
END BIKE LANE
STRIPING - SB

Sta 64+05, LT
END BIKE LANE
STRIPING - NB

SUNSET PLACE

SUNSET PLACE

Sta 64+45 RT
BEGIN BIKE LANE
STRIPING - SB

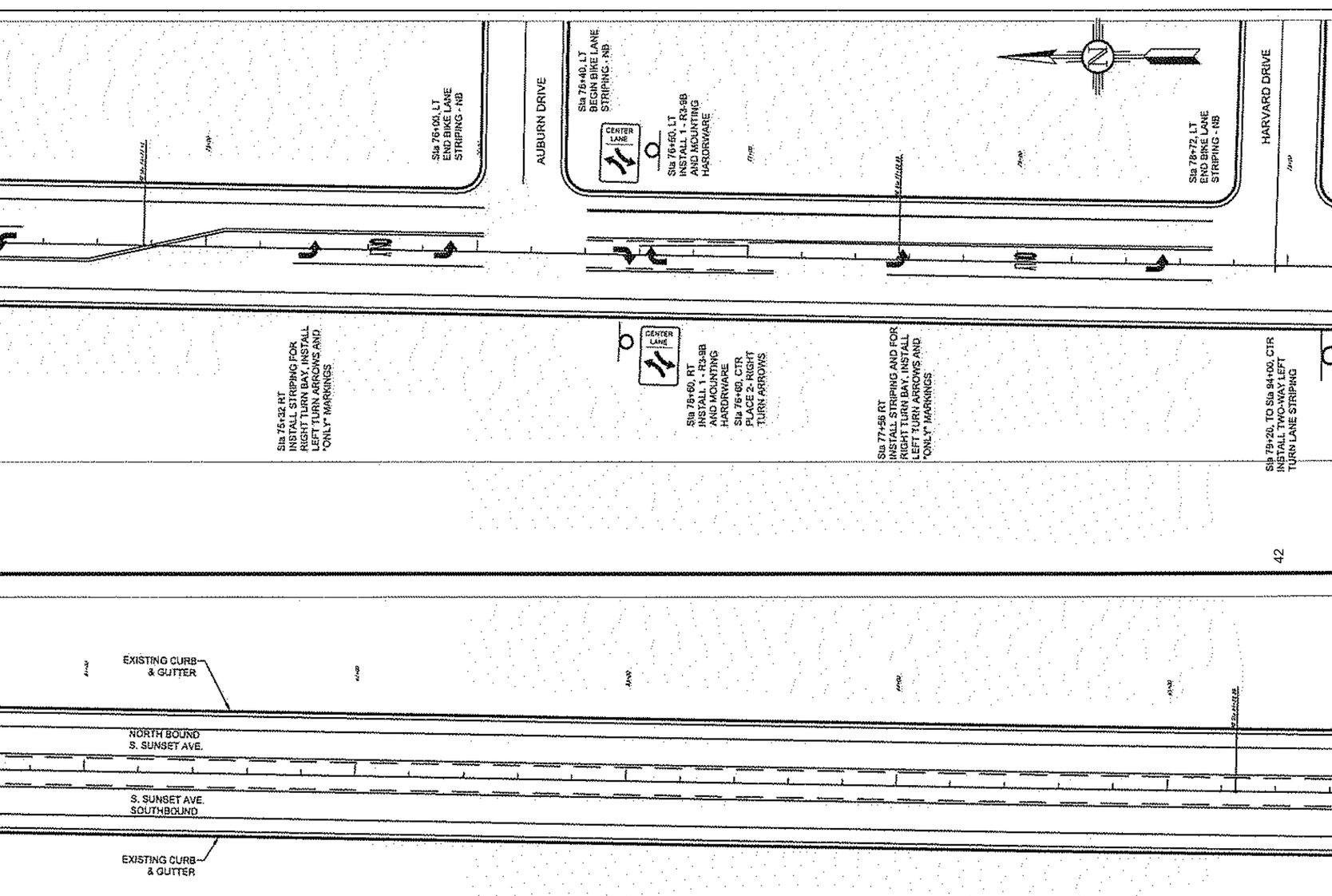
Sta 64+40 TO Sta 67+00, CTR
INSTALL DOUBLE YELLOW
NO-PASSING STRIPES

Sta 64+40, LT
INSTALL STRIPING FOR RIGHT
TURN BAY, INSTALL LEFT TURN
ARROWS AND "ONLY" MARKINGS
INSTALL BIKE LANE STRIPING - NB

Sta 66+20, RT
INSTALL STRIPING FOR RIGHT TURN
BAY, INSTALL LEFT TURN ARROWS AND
"ONLY" MARKINGS

CITY OF ROSWELL CHAVES COUNTY, NM

SCALE: NTS	DATE DRAWN: AUGUST, 2023
CHECKED BY: TBD	DRAWN BY: GN
PROJECT NO.:	CONTROL NO.: TBD
SHEET DESCRIPTION: PLAN SHEETS	PROJECT: S. SUNSET ST. RESTRIPING



42

CITY OF ROSWELL CHAVES COUNT, NM	PROJECT: S. SUNSET ST. RESTRIPING
DATE DRAWN: AUGUST, 2025 DRAWN BY: GN	SHEET DESCRIPTION: PLAN SHEETS
SCALE: NTS CHECKED BY: TBD	PROJECT NO.: CONTROL NO.: TBD

SHEE

NSET RESTRIPING GN:PCN:PLANS.03_SHEETS

Sta 94+00, RT
END BIKE LANE
STRIPING - SB

Sta 94+00, LT
INSTALL R3-9B AND
MOUNTING
HARDWARE

Sta 94+00, LT
INSTALL R3-17 AND
MOUNTING
HARDWARE
INSTALL MARKINGS
FOR BICYCLE LANES
END BIKE LANE
STRIPING - NB

Sta 96+20, RT
INSTALL W9-5 AND
MOUNTING
HARDWARE

Sta 94+00, CTR TO Sta 96+00, CTR
INSTALL YELLOW DIAGONAL
MARKINGS AND TWO-DIRECTION
NO-PASSING MARKING

Sta 96+00, LT
INSTALL LEFT LANE
REDUCTION ARROW

Sta 96+20, LT
INSTALL W4-2L AND
MOUNTING
HARDWARE

STA 96+00 TO Sta 97+00 LT
REMOVE EXISTING
CENTERLINE STRIP.
INSTALL 4" WHITE DOTTED
LANE STRIPE

Sta 96+80, LT
INSTALL LEFT LANE
REDUCTION ARROW

SHER ROAD

EOP
Sta 97+00.00
END
S. SUNSET RESTRIPING

Sta 98+00, LT
INSTALL W9-1L AND
MOUNTING
HARDWARE

Sta 89+00, CTR
PLACE 2- RIGHT
TURN ARROWS

Sta 89+00, RT
INSTALL R3-9B AND
MOUNTING HARDWARE

Sta 89+00, LT
INSTALL R3-9B AND
MOUNTING
HARDWARE

INSET RESTRIPING GN:PCN:PLANS:03_SHEETS

CITY OF ROSWELL CHAVES COUNT, NM	PROJECT: S. SUNSET ST. RESTRIPING
DATE DRAWN: AUGUST, 2025	SHEET DESCRIPTION: PLAN SHEETS
SCALE: NTS	PROJECT NO:
DRAWN BY: GN	CONTROL NO.: TBD
CHECKED BY: TBD	SHEET

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 5.
Meeting Date: 12/11/2025
COMMITTEE: Infrastructure
CONTACT: James MacCornack **CHAIR:** Darrell Johnson

ACTION REQUESTED:
Approval of scope of work for the Children's Garden/Jardín de Niños, allow donated funds to be moved and spent from the Roswell Public Library's appropriate budget account and to go out for bid when funds are available. (Johnson/Costley)

BACKGROUND:
Initiated by: Enid Costley

The City of Roswell awarded professional services to Studio 27 for a complete set of engineer-designed plans for developing and constructing an outdoor early childhood play and learning area (now known as the Children's Garden /Jardín de Niños. To include, but not limited to, full site design, including topographic survey, excavation, earthwork and grading, irrigation and ADA accessibility, full site designs and details required to pursue construction funding, advertise, bid, and construction needs.

FINANCIAL CONSIDERATION
Project will be paid for with donations gifts and grants.

LEGAL REVIEW:
The Legal Department is reviewing the final plans.

BOARD AND COMMITTEE ACTION:
The project was presented to the Infrastructure Committee meeting on November 11, 2025. The committee members voted 5-0 to approve the scope of work for the Children's Garden/Jardín de Niños and to go out for bid when funds are available. The Finance Committee recommended approval by a vote of 5-0 at its December 4, 2025, meeting.

STAFF RECOMMENDATION:
Consider approval of the scope of work for the Children's Garden/ Jardín de Niños. Allow donated funds to be moved and spent out of the appropriate account. To go out for a bid when funds are available.

Attachments

Roswell Public Library - Children's Garden

GENERAL CONSTRUCTION NOTES

1. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH LOCAL LAWS, REGULATIONS, ORDINANCES, BUILDING CODES AND OTHER REQUIREMENTS BEARING ON THE CONDUCT OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL PERMITS AND APPROVALS NECESSARY FOR THE CONSTRUCTION OF THE PROJECT PRIOR TO ORDERING ANY MATERIALS, FABRICATIONS, OR BEGINNING ANY PERMANENT CONSTRUCTION. FAILURE TO DO SO WILL MAKE THE CONTRACTOR RESPONSIBLE FOR COSTS RESULTING FROM ANY SUBSEQUENT CHANGES REQUIRED FOR APPROVALS AND PERMITS.
2. THE CONTRACTOR SHALL VISIT SITE AND FAMILIARIZE HIMSELF WITH THE BUILDING AND THE WORK. THE CONTRACTOR SHALL SUBMIT WITH HIS BID, A WRITTEN REPORT INDICATING ANY DISCREPANCIES BETWEEN THE DRAWINGS AND THE ACTUAL JOB SITE CONDITIONS. ALL WORK SHALL BE LIMITED TO THAT SHOWN ON THE DRAWINGS. NO ADDITIONAL WORK SHALL BE DONE WITHOUT PRIOR WRITTEN APPROVAL OF THE OWNER. ANY ADDITIONAL WORK PERFORMED WITHOUT HIS CONSENT SHALL BE DONE AT THE CONTRACTOR'S SOLE EXPENSE.
3. THE CONTRACTOR IS TO PATCH, REPAIR, REFINISH, ETC. AS NEEDED ANY WORK DISTURBED IN THE COURSE OF CONSTRUCTION.
4. THE CONTRACTOR SHALL PERFORM THE WORK IN HIGHEST QUALITY WORKMANSHIP. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH CUSTOMARY CONSTRUCTION BUILDING STANDARDS THE ABOVE INCLUDES SUBMITTALS AND GENERAL CONDITIONS. THE SCOPE OF THESE DOCUMENTS MANDATES THAT SAID STANDARDS BE IN COMPLIANCE WITH ALL APPLICABLE CODES. IT SHALL BE THE CONTRACTOR'S DUTY TO VERIFY SAID COMPLIANCE. IF FOUND TO BE OUT OF COMPLIANCE OR SUB-STANDARD, THE CONTRACTOR SHALL CORRECT, WITHOUT EXCEPTION, ANY DEFICIENCIES NOTED BY THE ARCHITECT.
5. DO NOT SCALE FROM THESE DRAWINGS. ALL DIMENSIONS ARE TO FACE OF STUD OR STRUCTURAL GRID LINES UNLESS NOTED OTHERWISE.
6. FINISH WORK SHALL BE SMOOTH, FREE FROM ABRASION, TOOL MARKS, RAISED GRAIN, ETC. ON EXPOSED SURFACES. TO THE HIGHEST EXTENT POSSIBLE, ALL FASTENINGS AND ATTACHMENTS SHALL BE FULLY CONCEALED FROM VIEW AND FREE FROM SHARP OR DANGEROUS PROTRUSIONS.
7. ALL CONCEALED WOOD BLOCKING OR BRACING REQUIRED FOR CONSTRUCTION OF THIS PROJECT TO BE TREATED FIRE RETARDANT LUMBER. PROVIDE BLOCKING AT WALLS SPECIFIED TO RECEIVE WALL MOUNTED FIXTURES.
8. ALL GYPSUM WALLBOARD CONSTRUCTION SHALL CONFORM TO RECOMMENDATIONS AND INSTRUCTIONS PUBLISHED BY UNITED STATE GYPSUM COMPANY IN THE GYPSUM CONSTRUCTION HANDBOOK. THE ABOVE SHALL INCLUDE ALL LIGHT GAUGE STUDS AND HANGERS.
9. PRIOR TO ORDERING FINISHED MATERIALS, THE CONTRACTOR SHALL SUBMIT CURRENT PRODUCTION SAMPLES OF EACH MATERIAL SPECIFIED (I.E. PAINT, EIFS, BRICKS, STONES, MARBLE, TILE, VCT, PLASTIC LAMINATE, ETC.) TO THE ARCHITECT. FAILURE TO DO SO WILL MAKE THE CONTRACTOR RESPONSIBLE FOR ANY CHANGES REQUESTED BY THE ARCHITECT OR THE OWNER.
10. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH TWO COPIES OF BROCHURES, CUTS, SHOP DRAWINGS, OPERATION MANUALS FOR ALL EQUIPMENT AND MATERIALS INSTALLED ON THE PROJECT. REFERENCE TO OWNER PROVIDED CLOSE- OUT MANUAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
12. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS. DIMENSIONS AT VARIANCE WITH THOSE SHOWN ON THE PLANS SHALL BE CALLED TO THE ATTENTION OF THE ARCHITECT. FAILURE TO FIELD VERIFY DIMENSIONS PRIOR TO PLACING PERMANENT WALLS OR FIXTURES OR ORDERING FABRICATIONS, MATERIALS, OR EQUIPMENT WILL MAKE THE CONTRACTOR RESPONSIBLE FOR COSTS OF ANY NECESSARY ADJUSTMENTS.
13. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER TO CLEARLY DEFINE MATERIALS AND WORK PROVIDED BY THE GENERAL CONTRACTOR, MATERIALS AND WORK TO BE COMPLETED BY OTHERS, AND MATERIALS PROVIDED BY THE OWNER AND INSTALLED BY THE CONTRACTOR.
14. ALL EMERGENCY LIGHTING AND EXIT SIGNS SHALL HAVE BACK- UP FOR OPERATION DURING INTERRUPTION OF POWER SERVICE TO THE BUILDING. PLEASE REFER TO ELECTRICAL DRAWINGS OR REFLECTED CEILING PLANS FOR ADDITIONAL INFORMATION.
15. SIGNS, LOCATIONS, NUMBER AND SIZE ARE NOT APPROVED UNDER THIS BUILDING PERMIT. A SEPARATE PERMIT IS REQUIRED FOR EACH SIGN.
16. DOORS IN EXITS SHALL NOT BE SUBJECT TO THE USE OF A KEY FOR OPERATION FROM THE INSIDE OF THE BUILDING. EVERY DOOR INSIDE AND OUTSIDE THE BUILDING SHALL BE PROVIDED WITH HANDICAP HARDWARE (LEVERS, PANIC HARDWARE, OR U-SHAPE DESIGNED DEVICES, ETC.). THE FLOOR ON BOTH SIDES OF A DOOR SHALL BE LEVEL AND SHALL HAVE THE SAME ELEVATION ON BOTH SIDES OF THE DOOR, FOR A DISTANCE ON EACH SIDE AT LEAST EQUAL TO THE WIDTH OF THE WIDEST SINGLE DOOR.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF CONSTRUCTION AND FOR COMPLIANCE WITH SAFETY GUIDELINES, PROCEDURES AND REGULATIONS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR ANY MEANS, METHODS OR SAFETY PROCEDURES.
18. INTERIOR AND EXTERIOR SIGNAGE SHALL BE SUPPLIED AND INSTALLED BY CONTRACTOR'S VENDOR. INCLUDING FOR STREET ADDRESS & RESTROOM SIGNAGE WHICH SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR IN FULL COMPLIANCE WITH A.D.A./TAS
19. ALL GLASS IN DOORS AND GLASS PANELS ADJACENT TO DOORS MUST BE TEMPERED. ALL FULL HEIGHT GLASS MUST BE TEMPERED
20. THE GENERAL CONTRACTOR SHALL INSURE PROPER SOIL COMPACTION. IN ADDITION, HE/SHE SHALL INSURE THAT ALL FINISH GRADES SLOPE AWAY FROM BUILDING FOR POSITIVE DRAINAGE. REFERENCE TO STRUCTURAL AND CIVIL DRAWINGS FOR MIN. SOIL BEARING CAPACITY, COMPACTION AND SLOPE REQUIREMENTS. REGARDLESS OF THE CONTENT OF THESE DRAWINGS, THE CONTRACTOR IS REQUIRED TO INSURE POSITIVE DRAINAGE PRIOR TO COMPLETING CONSTRUCTION. ANY AND ALL CORRECTIVE DRAINAGE WORK SHALL BE DONE AT THE CONTRACTOR'S SOLE EXPENSE.
21. INSPECTION AND LABORATORY TESTING FEES SHALL BE PAID FOR BY THE OWNER. ALL PERMIT FEES AND INSPECTIONS SHALL BE PAID FOR BY THE GENERAL CONTRACTOR. THE OWNER SHALL PAY FOR ALL IMPACT FEES. (INCLUDING TRANSPORTATION AND SANITARY SEWER) HOWEVER, SANITARY SEWER TAP FEES, SPRINKLER TAP FESS, WATER METER FEES, AND DETECTION VALVE TAP FEES, IF ANY, SHALL BE PAID FOR BY THE CONTRACTOR. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO COORDINATE LOCATION, INSTALLATION AND ROUGH GRADING FOR ALL OF THE ABOVE EQUIPMENT.
22. CONCRETE TESTING AS REQUIRED BY STRUCTURAL DRAWINGS SHALL BE PROVIDED AND PAID FOR BY THE OWNER AND COORDINATED BY THE CONTRACTOR.
23. ALL EXPOSED METALS INCLUDING FASTENERS SHALL BE SMOOTH AND FREE OF ABRASIONS AND EXCESSIVE WELDS. PRIME AND PAINT (COLOR TO BE SELECTED BY ARCHITECT) WITH THE FOLLOWING EXCEPTIONS:

ROOF BAR JOISTS:	PRIMED GREY ONLY
INT. EXP. METAL DECKING:	PRIMED GREY ONLY
STRUCTURAL STEEL:	PRIMED GREY ONLY

ANY EXPOSED STRUCTURAL STEEL SHALL BE PAINTED PER SPECIFICATIONS IN ADDITION TO PRIMER

ALL EXPOSED METALS (ELECTRICAL OR PLUMBING) SHALL BE PAINTED (COLOR PER ARCHITECT) PER SPECIFICATIONS IN ADDITION TO PRIMER.

24. CONTRACTOR TO COORDINATE THE LOCATION OF ALL UTILITIES AND EQUIPMENT WITH THE UTILITY COMPANIES. COORDINATE THE LOCATION OF ALL CONDUITS, WATER AND SANITARY PIPES UNDER PADS AND WALKWAYS. VERIFY COMPLIANCE WITH ALL LOCAL AND AND STATE CODES. LOCATE ALL UTILITIES PRIOR TO EXCAVATION.
25. ELECTRICAL OUTLET OR SWITCH BOXES ARE NOT PERMITTED ADJACENT TO EACH OTHER IN RATED FIREWALL CONSTRUCTION. THE BOXES MUST BE SPACED A MINIMUM 2-FT LATERALLY APART OR PROVIDED WITH FIRE PUTTY PADS EQUIVALENT TO THE FIREWALL RATING.
26. NOTE TO CONTRACTOR: FIREWALL AND/OR FIRE BARRIER STENCILING MUST BE LABELED ON ALL FIREWALLS, FIRE BARRIERS OR SMOKE BARRIERS PER IBC SECTION 703.5. THE LABELING MUST BE INSTALLED ABOVE THE SUSPENDED CEILINGS @ 12-FT. O.C. STATING: "1-HR RATED FIRE OF SMOKE BARRIER, PROTECT ALL OPENINGS".
27. CONTRACTOR SHALL PROVIDE THE STREET ADDRESS (SUITE #) WHICH MUST BE VISIBLE FROM THE ROAD. NUMBER MUST BE A MINIMUM OF 8" IN HEIGHT AND HAVE A MINIMUM STROKE WIDTH OF 1/2 INCH. THE NUMBERS MUST BE IN CONTRASTING COLOR TO THE BUILDING MATERIALS OR "SILVER" IF PLACED ON GLASS.

ROSWELL PUBLIC LIBRARY

CHILDREN'S GARDEN

301 N. P AVE.
ROS 1



G1.0 COVER SHEET

C1.0 CIVIL SITE PLAN

ARCHITE X

A0.1
A1.0
A1.1
A1.2 ONS
A1.3 FRAMING AND FIXTURES SITE PLAN
A2.1 ARCH 3D IMAGES
A2.2 ARCH 3D DETAILS
A2.3 ARCH 3D DETAILS
A3.1 ARCHITECTURAL DETAILS
A3.2 ARCHITECTURAL DETAILS
A3.3 ARCHITECTURAL DETAILS
A3.4 ARCHITECTURAL DETAILS
A4.1 ARCHITECTURAL SPECIFICATIONS
A4.2 ARCHITECTURAL SPECIFICATIONS
A4.3 DOOR AND WINDOW SCHEDULE

RECORDED DATE
OF ISSUE
10/31/2025
Gregory D. Holman NM# 5926

PROJECT INFORMATION

PROJECT CONTACT INFORMATION

ARCHITECT

GREGORY D. HOLMAN, AIA
STUDIO 27, INC.
817-907-6477
GREG@STUDIO27INC.NET

MECHANICAL/ELECTRICAL/PLUMBING ENGINEERS

CARL W. WAMPLER, P.E. (MECH/PLUMBING)
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806-780-7475
CARL@BSAENGINEERING.COM

BRENT DEVITT (ELECTRICAL)
BSA CONSULTING ENGINEERS, PLLC
806-780-7475
BRENTD@BSAENGINEERING.COM

PROJECT DESCRIPTION

PROJECT CONSISTS OF EXISTING EXTERIOR LANDSCAPE AREA TO BE CONVERTED TO OUTDOOR CHILDREN'S PLAY AND LEARN AREA. ENTIRE AREA TO BE FENCED AND PROVIDED WITH EMERGENCY EXITING, SITE LIGHTING AND SECURITY CAMERAS.

Studio 27, Inc.
601 West 2nd St., SUITE 8
Roswell, NM 88201
Telephone: 817.907.6477
575.628.8786

STATE OF NEW MEXICO
GREGORY D HOLMAN
NO. 005926
REGISTERED ARCHITECT
10/31/2025

CONSULTANTS:

MECH./ELEC./PLUMB. ENGINEER

BSA Consulting Engineers, PLLC
Electrical & Mechanical Consulting Engineers
14302 Slide Road
Lubbock, TX 79424-6655
Phone: 806.780.7475
Fax: 806.780.0129
www.bsaengineering.com
TEXAS FIRM REGISTRATION NO. F-4415

STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

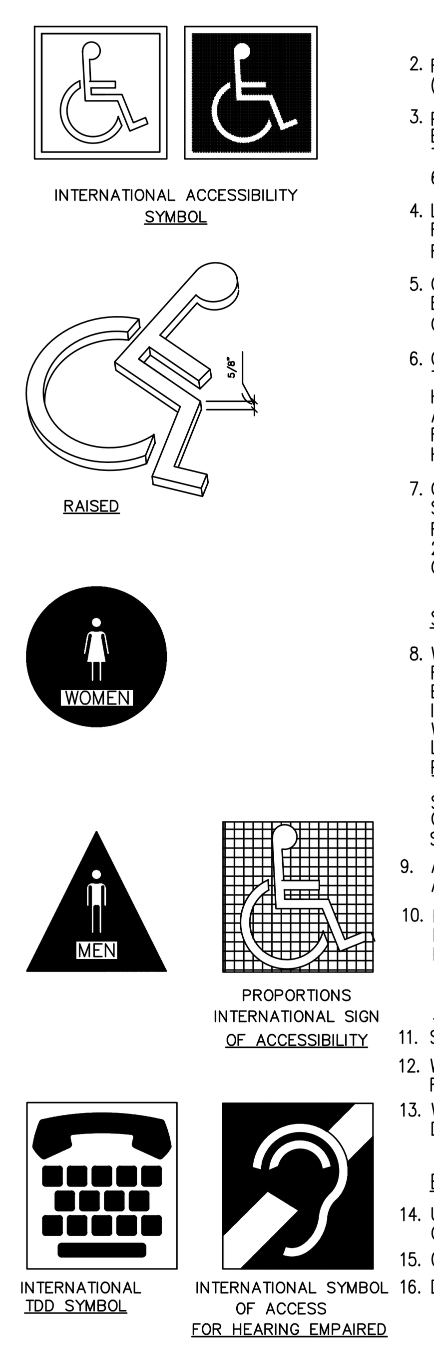
PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
COVER SHEET

SHEET NUMBER:
G1.0



A SIGNS & PICTOGRAMS

LETTERS AND NUMBERS:

1. LETTERS AND NUMBERS ON SIGNS SHALL BE RAISED 1/32" MINIMUM AND SHALL BE SANS-SERIF UPPERCASE CHARACTERS ACCOMPANIED BY GRADE 2 BRAILLE. (SEC. 4.30.4)
2. RAISED CHARACTERS OR SYMBOLS SHALL BE A MINIMUM OF 5/8" HIGH. (SEC. 4.30.4)
3. PICTORIAL SYMBOL SIGNS (PICTOGRAMS) SHALL BE ACCOMPANIED BY THE EQUIVALENT VERBAL DESCRIPTION PLACED DIRECLY BELOW THE PICTOGRAM. THE BORDER DIMENSION OF THE PICTOGRAM SHALL BE A MINIMUM OF 6" IN HEIGHT. (SEC. 4.30.4)
4. LETTERS AND NUMBERS ON SIGNS SHALL HAVE A WIDTH-TO-HEIGHT RATIO OF BETWEEN 3:5 AND 1:1 AND A STROKE WIDTH-TO-HEIGHT RATIO BETWEEN 1:5 AND 1:10. (SEC. 4.30.2)
5. CHARACTERS AND SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND, EITHER LIGHT CHARACTERS ON A DARK BACKGROUND OR DARK CHARACTERS ON A LIGHT BACKGROUND. (SEC. 4.30.5)
6. CHARCTERS AND NUMBERS ON SIGNS SHALL BE SIZED ACCORDING TO THE VIEWING DISTANCE FROM WHICH THEY ARE TO BE READ. THE MINIMUM HEIGHT IS MEASURED USING AN UPPER CASE X. LOWER CASE CHARACTERS ARE PERMITTED. FOR SIGNS SUSPENDED OR PROJECTED ABOVE THE FINISH FLOOR IN COMPLIANCE WITH SECTION 1121B, THE MINIMUM CHARACTER HEIGHT SHALL BE 3". (SEC. 4.30.3)
7. CONTRACTED GRADE 2 BRAILLE SHALL BE USED WHEREVER BRAILLE SYMBOLS ARE SPECIFICALLY REQUIRED IN OTHER PORTIONS OF THESE REGULATIONS. DOTS SHALL BE 1/10" ON CENTERS IN EACH CELL WITH 2/10" SPACE BETWEEN CELLS. DOTS SHALL BE RAISED A MINIMUM OF 1/40" ABOVE THE BACKGROUND.

SIGN LOCATIONS:

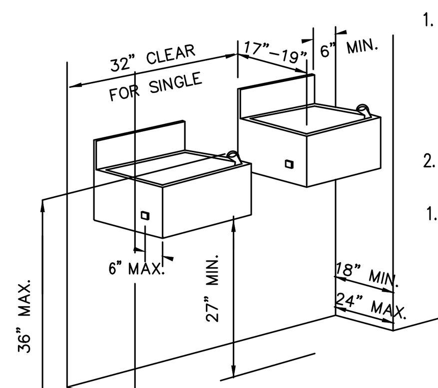
8. WHEN PERMANENT IDENTIFICATION IS PROVIDED FOR ROOMS AND SPACES, RAISED LETTERS SHALL BE PROVIDED AND SHALL BE ACCOMPANIED BY BRAILLE IN CONFORMANCE WITH SECTION 1117B.5.6. SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO THE LATCH OUTSIDE OF THE DOOR. WHERE THERE IS NO WALL SPACE ON THE LATCH SIDE, INCLUDING AT LEAF DOORS, SIGNS SHALL BE PLACE ON THE NEAREST ADJACENT WALL, PREFERABLY ON THE RIGHT. MOUNTING HEIGHT SHALL BE 60" ABOVE THE FINISH FLOOR TO THE CENTERLINE OF THE SIGN. MOUNTING LOCATION SHALL BE DETERMINED SO THAT THE PERSON MAY APPROACH WITHIN 3" OF THE SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR. (SEC. 1117B.5.9)
9. ADDITIONAL DIRECTIONAL SIGNS ALONG ACCESSIBLE PATH OF TRAVEL ARE REQUIRED.
10. BUILDINGS REMODELED TO PROVIDE ACCESSIBLE SANITARY FACILITIES FOR PUBLIC USE SHALL HAVE INFORMATION POSTED IN THE LOBBY AS PART OF THE BUILDING DIRECTORY.

INTERNATIONAL SYMBOL OF ACCESSIBILITY:

11. STANDARD USED TO IDENTIFY ACCESSIBLE FACILITIES.
12. WHITE FIGURE ON BLUE BACKGROUND, COLOR # 15090 ON FEDERAL STANDARD # 595A.
13. WHEN ENFORCING AGENCY DETERMINES, IF APPROPRIATE, SPECIAL DESIGNS AND COLORS MAY BE APPROVED.

BRAILLE:

14. USE CONTRASTED GRADE 2 BRAILLE. DOTS TO BE 0.1 INCH ON CENTER IN EACH CELL.
15. 0.2 INCH SPACE BETWEEN CELLS.
16. DOTS RAISED MINIMUM 0.025 INCH ABOVE BACKGROUND.



A RECESSED FOUNTAINS

RECESSED FOUNTAINS:

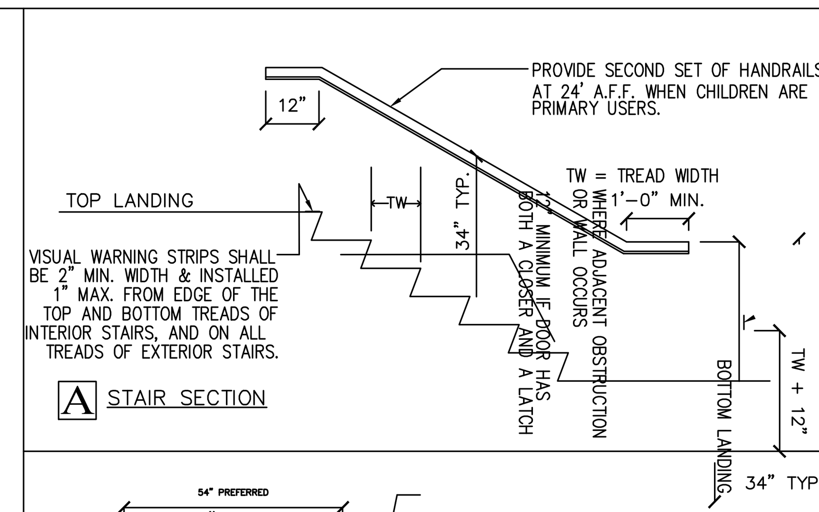
1. WITHIN ALCOVES MINIMUM 63" WIDE, MINIMUM 18" DEEP WHEN DOUBLE DRINKING FOUNTAINS ARE REQUIRED AND 32" MIN. CLR. WHEN A SINGLE FOUNTAIN IS PERMITTED.
   A. CONTRACTOR SHALL COORDINATE WITH SIZE OF WATER FOUNTAIN TO BE USED AND SIZE ALCOVE ACCORDINGLY COMPLYING WITH REQUIREMENTS AND RECOMMENDATIONS AND COORDINATING WITH THE ARCHITECT.
2. SEE TYPICAL ACCESSIBILITY NOTES SHEET SECTIONS "R" & "U".

PROJECTED FOUNTAINS

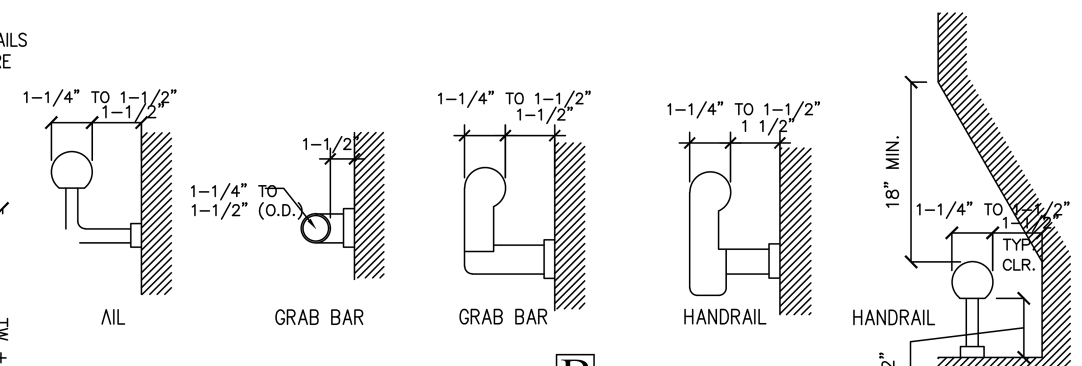
1. WARNING FOR THE VISION IMPAIRED AT A PROJECTED DRINKING FOUNTAIN CAN BE PROVIDED BY EITHER OF THE FOLLOWING MEANS:
   A. THE SURFACE OF THE FLOOR OR GROUND AT THE DRINKING FOUNTAIN CAN BE OF CONTRASTING COLOR WITH A TEXTURE THAT CONTRASTS IN RESILIENCY WITH THE ADJACENT FINISHED FLOOR MATERIAL, SO THAT IT CAN BE SENSED BY A CANE, WITH THE TEXTURE EXTENDING FROM THE WALL TO ONE FOOT BEYOND THE FRONT EDGE OF THE DRINKING FOUNTAIN AND ONE FOOT BEYOND EACH SIDE OF THE FOUNTAIN, OR
   B. INSTALL WING WALLS ON EACH SIDE OF THE DRINKING FOUNTAIN TO PROJECT OUT FROM THE MAIN WALL AT LEAST AS FAR AS THE DRINKING FOUNTAIN AND TO WITHIN 6" OF THE PATH OF TRAVEL FLOOR FINISH. THERE MUST BE 32" CLEAR BETWEEN THE WING WALLS, OR

NOTE:

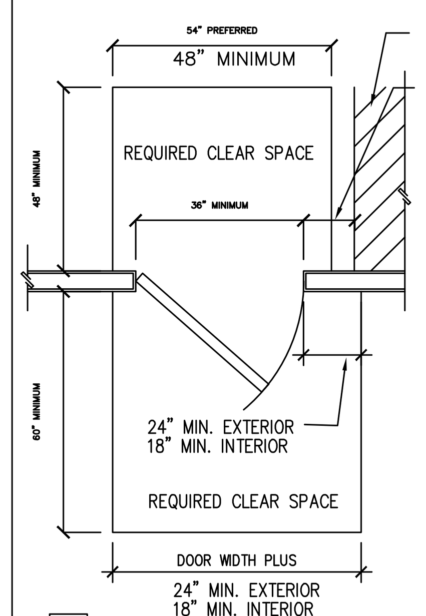
ILLUSTRATIONS SHOWN HERE ARE FOR DIMENSIONAL ACCESSIBILITY PURPOSES ONLY. A SECOND DRINKING FOUNTAIN SHOULD BE PROVIDED AT A MOUNTING HEIGHT SUITABLE TO PERSONS WITH LIMITED PHYSICAL BENDING ABILITY, ADJACENT TO THE ACCESSIBLE FOUNTAIN, MAINTAINING MINIMUM CLEARANCES NOTED AND AS REQUIRED. PROVIDE TEXTURED AREA OF CONTRASTING COLOR TO IDENTIFY WATER FOUNTAIN LOCATION AS NOTED. WHEN FOUNTAIN IS AT AN INTERIOR LOCATION, THE TEXTURED AREA SHALL ALSO BE OF DIFFERENT RESILIENCY THAN THAT OF THE ADJACENT FLOOR SURFACE FINISH. SEE TYPICAL ACCESSIBILITY NOTES SHEET FOR ADDITIONAL REQUIREMENTS.



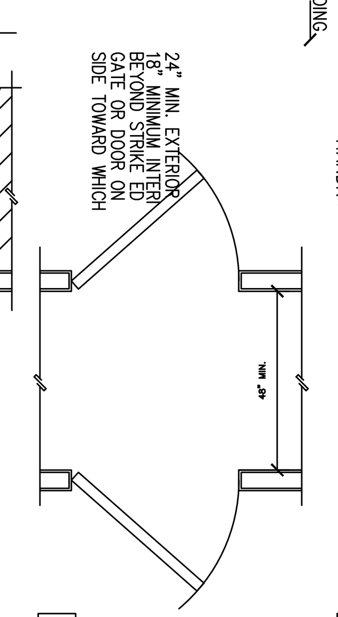
A STAIR SECTION



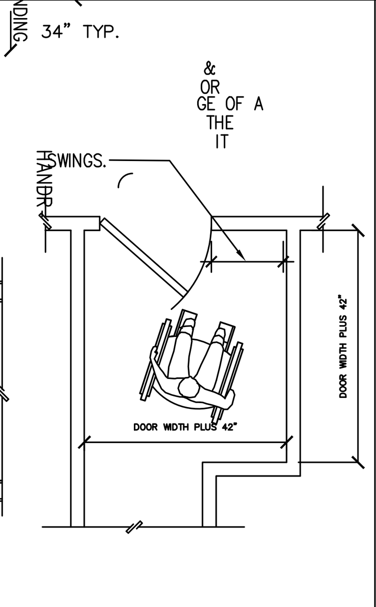
B HANDRAILS



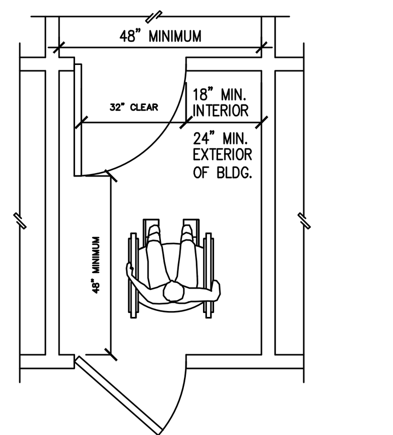
A PLAN



B CORRIDOR PLAN



C RAMP LANDING AT DOORWAY PLAN

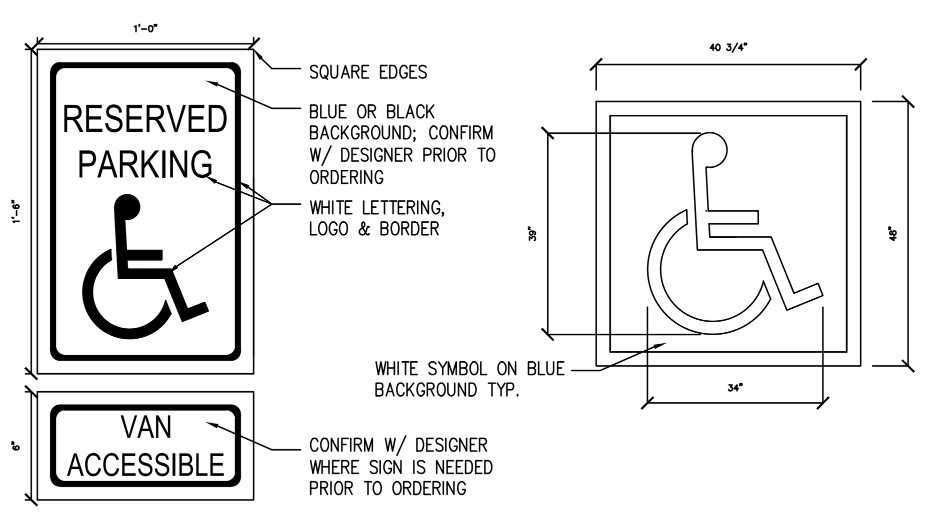


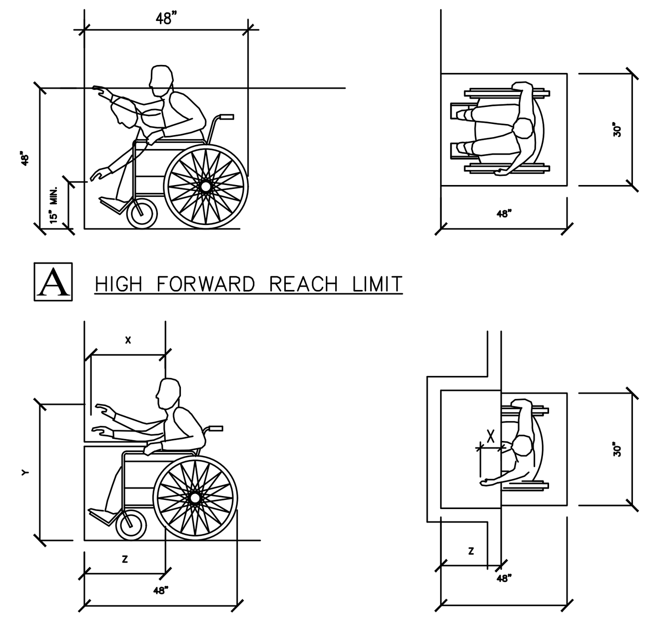
D VESTIBULE PLAN

NOTES:

1. CLEAR SPACES MUST BE LEVEL TO PREVENT WHEELCHAIRS FROM ROLLING WHEN THE OCCUPANT RELEASES THE WHEEL GRIPS TO REACH FOR THE DOOR. 1/4" PER FOOT IS ALLOWED FOR DRAINAGE.
2. WHERE DOORS OPEN ONTO, BUT NOT INTO A CORRIDOR, THE REQUIRED LEVEL AREA BEYOND THE DOORS MAY BE A MINIMUM OF 48". FOR ADDITIONAL INFORMATION, SEE APPLICABLE NOTES ON TYPICAL ACCESSIBILITY NOTES SHEET.

A PARKING SIGNS



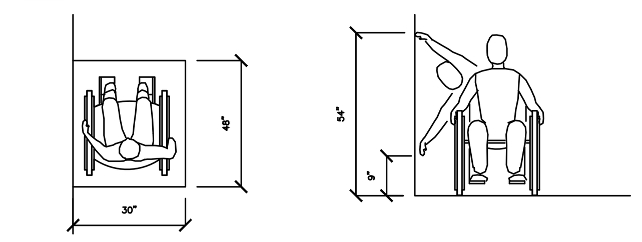


A HIGH FORWARD REACH LIMIT

NOTES:

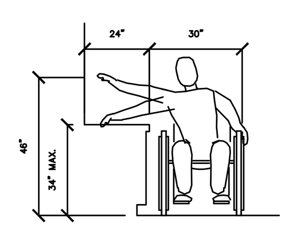
1. X SHALL BE < 25 INCHES; Z SHALL BE > X.
2. WHEN X < 20 INCHES, THEN Y SHALL BE 48 INCHES MAXIMUM.
3. WHEN X IS 20 TO 25 INCHES, THEN Y SHALL BE 44 INCHES MAXIMUM.

B MAXIMUM FORWARD REACH OVER AN OBSTRUCTION

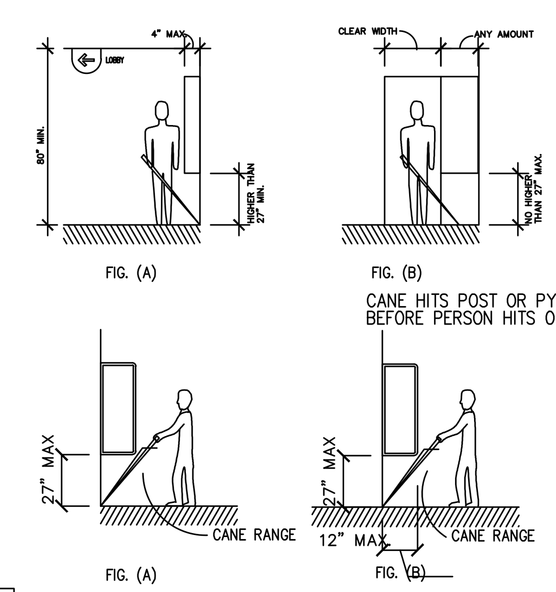


C CLEAR FLOOR SPACE PARALLEL APPROACH

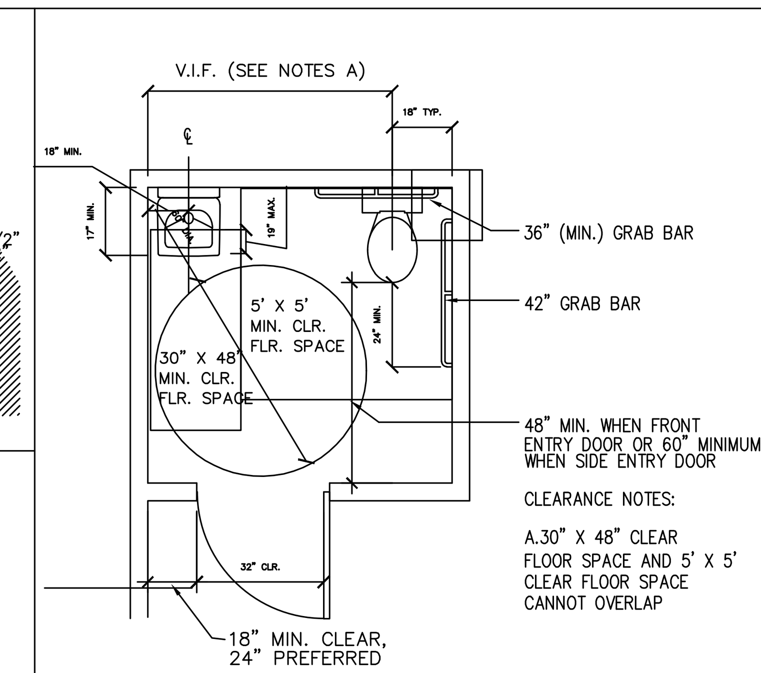
D HIGH AND LOW SIDE REACH LIMITS



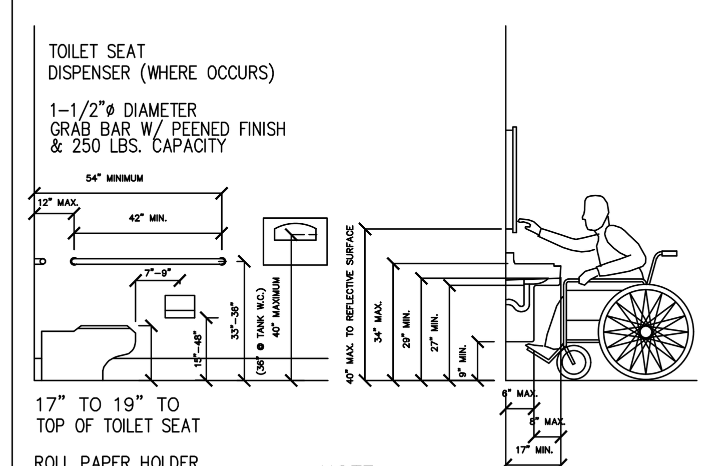
E MAXIMUM SIDE REACH OVER AN OBSTRUCTION



A PROTRUDING OBJECTS



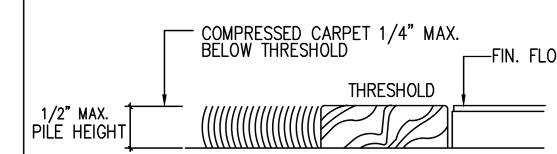
A PLAN



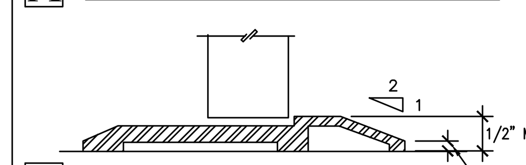
B ELEVATIONS

NOTE:

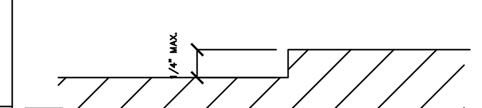
1. PROVIDE PRIVACY DOOR LOCK WHEN IT IS A PRIVATE TOILET OR FOR UNISEX USE.
2. GRAB BARS; SEE TYPICAL ACCESSIBILITY NOTES SHEET.



A TRANSITION BETWEEN FLOOR FINISHES



B THRESHOLD



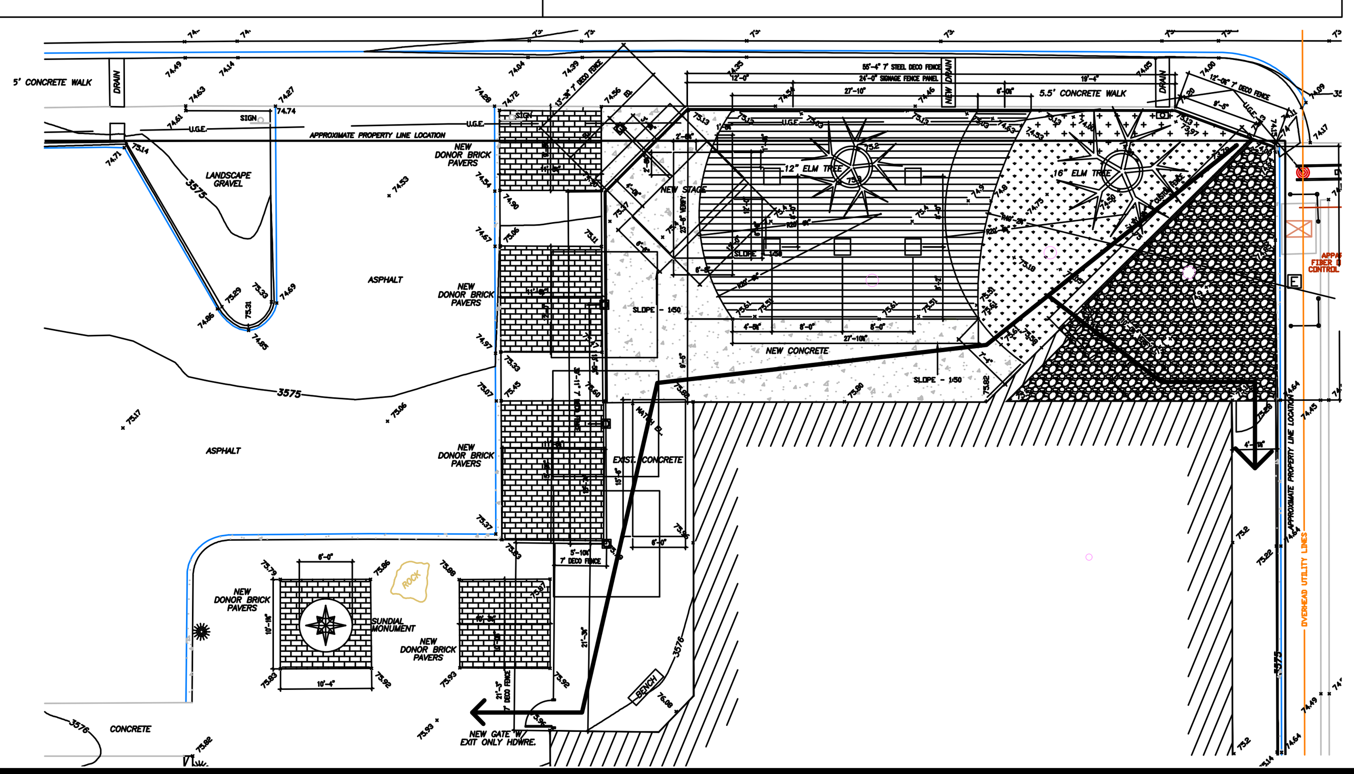
C LEVEL CHANGES

NOTES:

1/2" MAXIMUM TOTAL HEIGHT WITH 1/4" MAXIMUM VERTICAL CHANGE AT EDGE.

1 : 2 SLOPED BEVEL REQUIRED IF LEVEL CHANGE IS OVER 1/4" VERTICAL LEVEL CHANGE.

1/4" MAXIMUM VERTICAL LEVEL CHANGE.



ARCHITECTURAL CODE PLAN

NOT TO SCALE

CODE INFORMATION			
APPLICABLE CODE: 2021 IBC - 2021 IFC 2021 IPC, 2021 IMC, 2020 NEC - 2021 IECC			
EXISTING CONSTRUCTION TYPE N/A - OUTDOOR SPACE			
BUILDING HAS EXIST. FIRE SPRINKLER - N/A			
OCCUPANT TYPE: GROUP: A-3			
NEW CONSTRUCTION TYPE: OUTDOOR SPACE N/A			
TOTAL OUTDOOR AREA	2,871 S.F.		
CONSTRUCTION TYPE: N/A			
OCCUPANCY LOAD - TABLE 1004.5			
OCCUPANT TYPE	GSF	RATIO FACTOR	OCC LOAD
LIBRARY	2,871 SF	50 NET	57
TOTAL OCCUPANT LOAD			57

GROUND FLOOR EGRESS

REQUIRED # OF EXITS - TABLE 1006.2.1	2
PROVIDED # OF EXITS	2
EXIT ACCESS TRAVEL DISTANCE -TABLE 1006.2.1	
MAX ALLOWED W/O SPRINKLER	75 FEET
MAX DISTANCE IN PLAN	70 FEET
CORRIDORS: TABLE 1020.3 — MINIMUM CORRIDOR WIDTH	
MIN WIDTH BY OCC LOAD <50	36"
MINIMUM WIDTH PROVIDED	N/A

REQUIRED PARKING (CITY OF ROSWELL ZONING ORDINANCE)

REQUIRED # OF PARKING SPACES ACCOUNTED FOR IN EXISTING PARKING LOT FOR ROSWELL PUBLIC LIBRARY

ACCESSIBLE PARKING

REQUIRED # OF PARKING SPACES ACCOUNTED FOR IN EXISTING PARKING LOT FOR ROSWELL PUBLIC LIBRARY

BUILDING KEYED NOTES	
×	BEGINNING POINT FOR TRAVEL DISTANCE
▬	FARTHEST TRAVEL DISTANCE

BUILDING DESCRIPTION

PROJECT CONSISTS OF EXISTING EXTERIOR LANDSCAPE AREA TO BE CONVERTED TO OUTDOOR CHILDREN'S PLAY AND LEARN AREA. ENTIRE AREA TO BE FENCED AND PROVIDED WITH EMERGENCY EXITING, SITE LIGHTING AND SECURITY CAMERAS.

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STATE OF NEW MEXICO
GREGORY D HOLMAN
NO. 005926
REGISTERED ARCHITECT
10/31/2025

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TEXAS FIRM REGISTRATION NO. F-4415
STRUCTURAL ENGINEER
CIVIL ENGINEER
INTERIOR DESIGNER

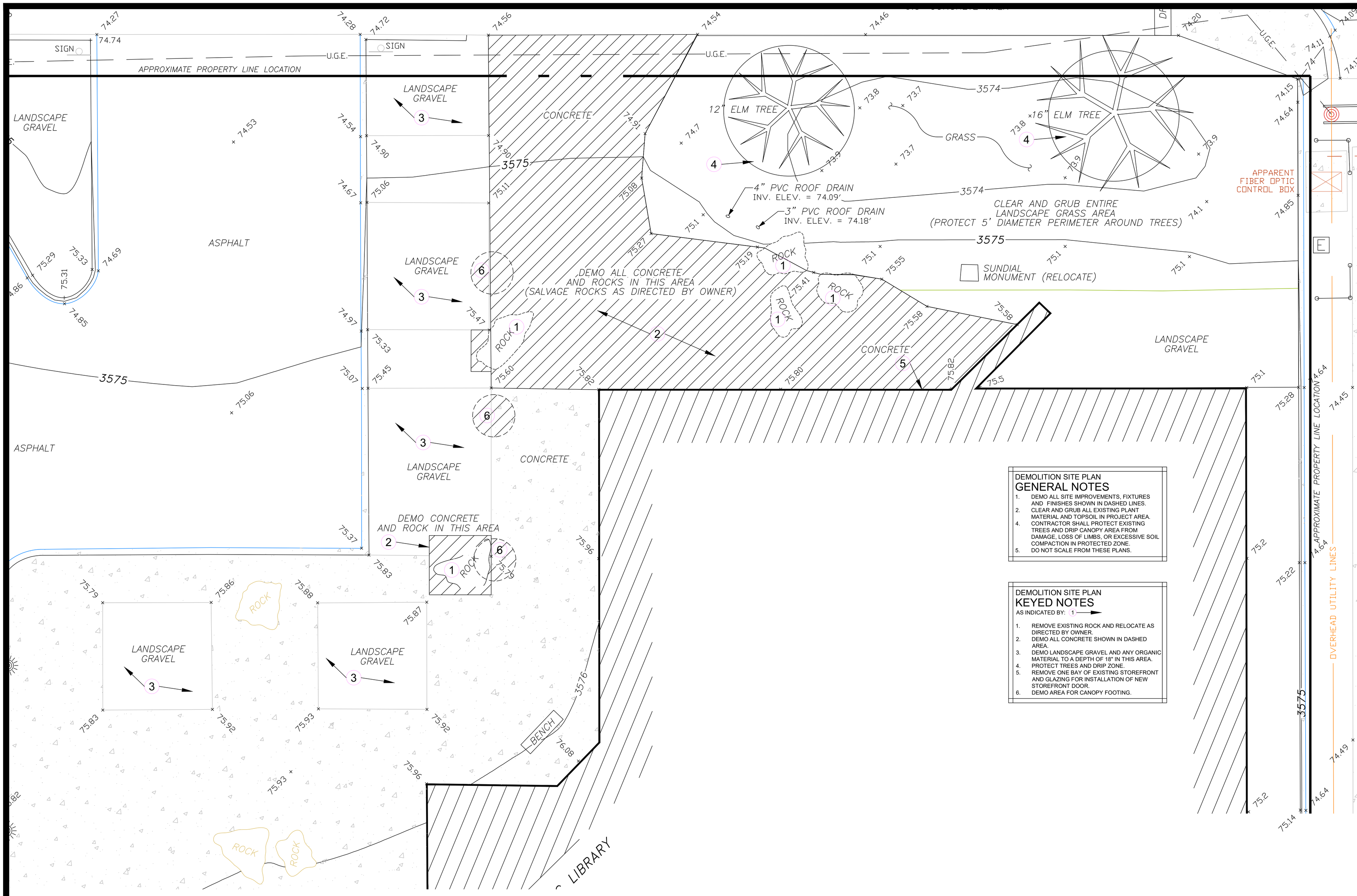
PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME: ARCHITECTURAL CODE SHEET

SHEET NUMBER: A0.1



DEMO SITE PLAN

SCALE: 1/4" = 1'-0"

DEMOLITION SITE PLAN
GENERAL NOTES

1. DEMO ALL SITE IMPROVEMENTS, FIXTURES AND FINISHES SHOWN IN DASHED LINES.
2. CLEAR AND GRUB ALL EXISTING PLANT MATERIAL AND TOPSOIL IN PROJECT AREA.
4. CONTRACTOR SHALL PROTECT EXISTING TREES AND DRIP CANOPY AREA FROM DAMAGE, LOSS OF LIMBS, OR EXCESSIVE SOIL COMPACTION IN PROTECTED ZONE.
5. DO NOT SCALE FROM THESE PLANS.

DEMOLITION SITE PLAN
KEYED NOTES

AS INDICATED BY: 1

1. REMOVE EXISTING ROCK AND RELOCATE AS DIRECTED BY OWNER.
2. DEMO ALL CONCRETE SHOWN IN DASHED AREA.
3. DEMO LANDSCAPE GRAVEL AND ANY ORGANIC MATERIAL TO A DEPTH OF 18" IN THIS AREA.
4. PROTECT TREES AND DRIP ZONE.
5. REMOVE ONE BAY OF EXISTING STOREFRONT AND GLAZING FOR INSTALLATION OF NEW STOREFRONT DOOR.
6. DEMO AREA FOR CANOPY FOOTING.

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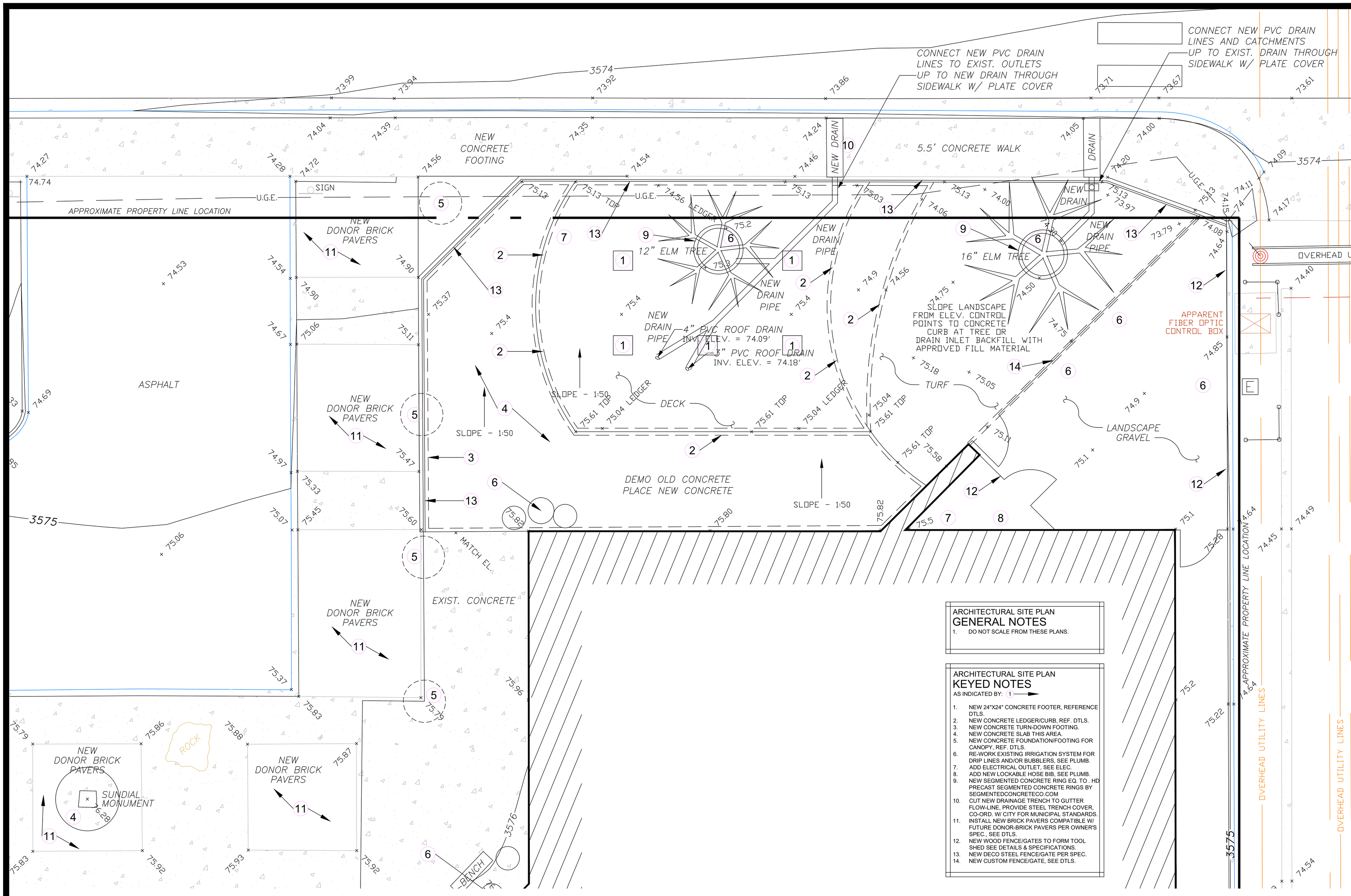
PROJECT NAME:
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NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
DEMO SITE PLAN

SHEET NUMBER:
A1.0



SITE IMPROVEMENT PLAN

SCALE: 1/4" = 1'-0"

ARCHITECTURAL SITE PLAN
GENERAL NOTES

1. DO NOT SCALE FROM THESE PLANS.

ARCHITECTURAL SITE PLAN
KEYED NOTES

AS INDICATED BY: 1

1. NEW 24"X24" CONCRETE FOOTER, REFERENCE DTLS.
2. NEW CONCRETE LEDGER/CURB, REF. DTLS.
3. NEW CONCRETE TURN-DOWN FOOTING.
4. NEW CONCRETE SLAB THIS AREA.
5. NEW CONCRETE FOUNDATION/FOOTING FOR CANOPY, REF. DTLS.
6. RE-WORK EXISTING IRRIGATION SYSTEM FOR DRIP LINES AND/OR BUBBLERS, SEE PLUMB.
7. ADD ELECTRICAL OUTLET, SEE ELEC.
8. ADD NEW LOCKABLE HOSE BIB, SEE PLUMB.
9. NEW SEGMENTED CONCRETE RING EQ. TO . HD PRECAST SEGMENTED CONCRETE RINGS BY SEGMENTEDCONCRETECO.COM
10. CUT NEW DRAINAGE TRENCH TO GUTTER FLOW-LINE, PROVIDE STEEL TRENCH COVER, CO-ORD. W/ CITY FOR MUNICIPAL STANDARDS.
11. INSTALL NEW BRICK PAVERS COMPATIBLE W/ FUTURE DONOR-BRICK PAVERS PER OWNER'S SPEC., SEE DTLS.
12. NEW WOOD FENCE/GATES TO FORM TOOL SHED SEE DETAILS & SPECIFICATIONS.
13. NEW DECO STEEL FENCE/GATE PER SPEC.
14. NEW CUSTOM FENCE/GATE, SEE DTLS.

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STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

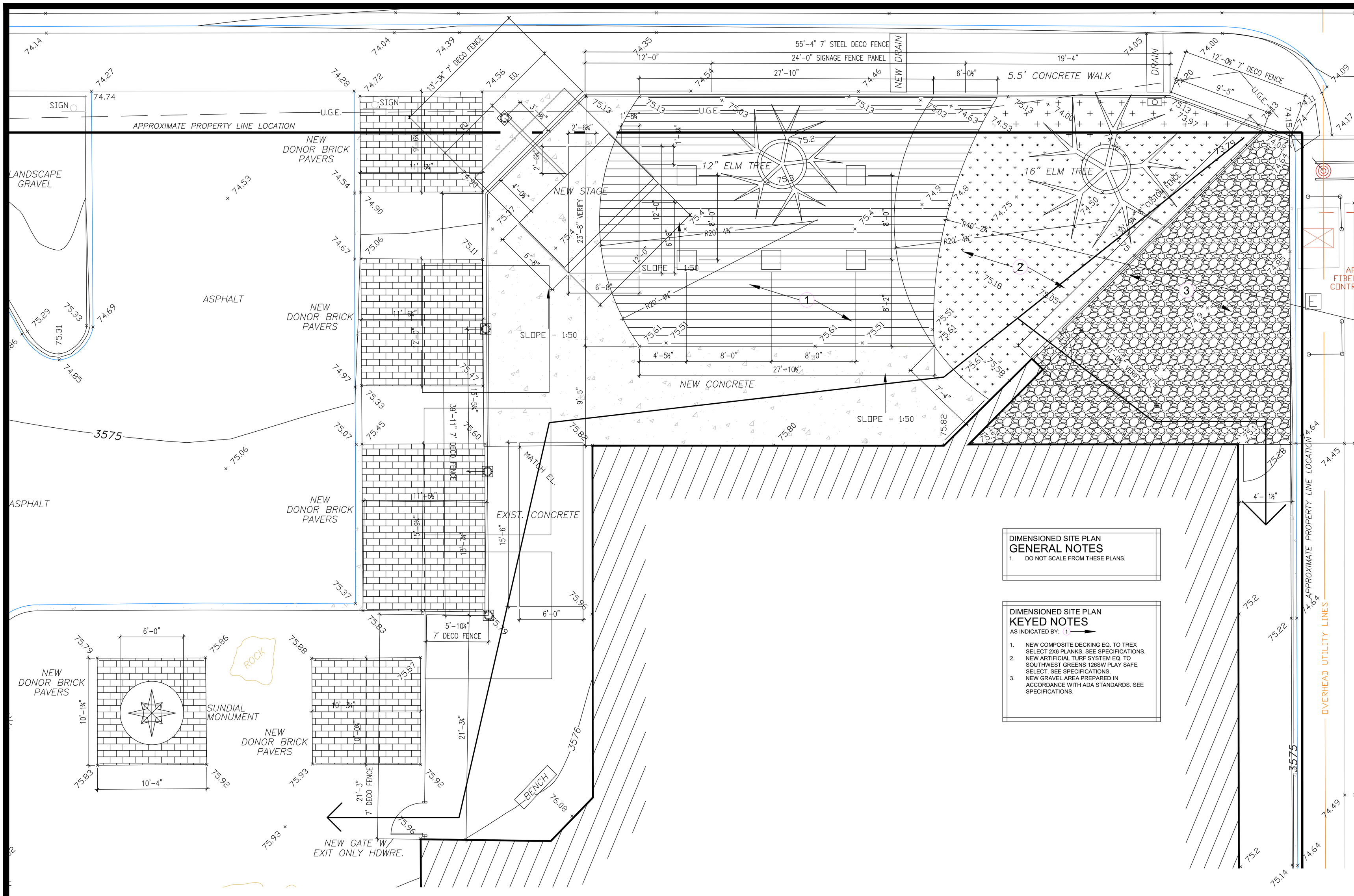
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NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
SITE IMPROVEMENT PLAN

SHEET NUMBER:
A1.1



DIMENSIONED SITE PLAN
GENERAL NOTES

1. DO NOT SCALE FROM THESE PLANS.

DIMENSIONED SITE PLAN
KEYED NOTES

AS INDICATED BY: (1) →

1. NEW COMPOSITE DECKING EQ. TO TREX SELECT 2X6 PLANKS. SEE SPECIFICATIONS.
2. NEW ARTIFICIAL TURF SYSTEM EQ. TO SOUTHWEST GREENS 126SW PLAY SAFE SELECT. SEE SPECIFICATIONS.
3. NEW GRAVEL AREA PREPARED IN ACCORDANCE WITH ADA STANDARDS. SEE SPECIFICATIONS.

DIMENSION SITE PLAN - NEW WORK & MATERIALS

SCALE: 1/4" = 1'-0"

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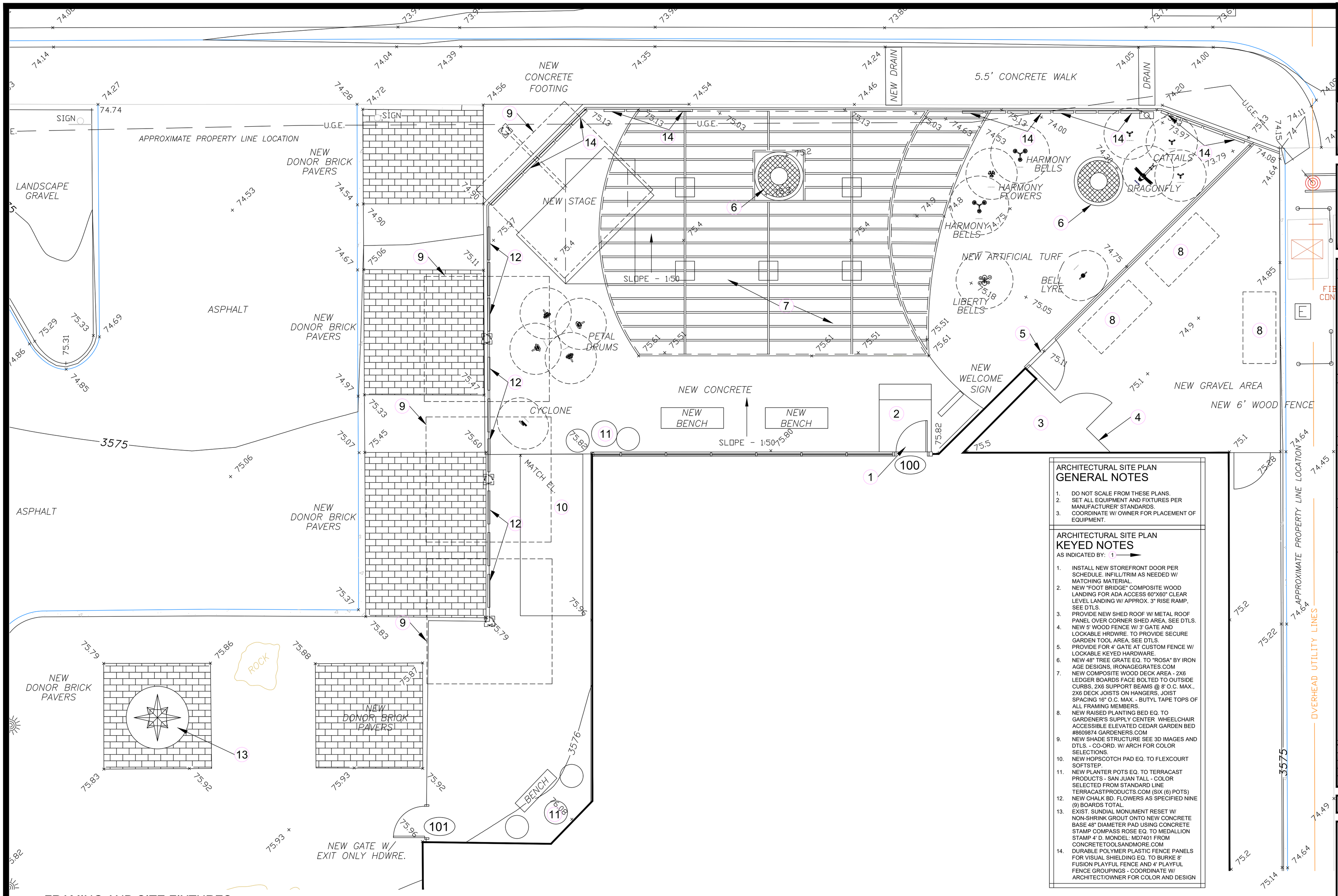
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NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
DIMENSION SITE PLAN

SHEET NUMBER:
A1.2



FRAMING AND SITE FIXTURES

SCALE: 1/4" = 1'-0"

ARCHITECTURAL SITE PLAN
GENERAL NOTES

1. DO NOT SCALE FROM THESE PLANS.
2. SET ALL EQUIPMENT AND FIXTURES PER MANUFACTURER' STANDARDS.
3. COORDINATE W/ OWNER FOR PLACEMENT OF EQUIPMENT.

ARCHITECTURAL SITE PLAN
KEYED NOTES

AS INDICATED BY: 1

1. INSTALL NEW STOREFRONT DOOR PER SCHEDULE. INFILL/TRIM AS NEEDED W/ MATCHING MATERIAL.
2. NEW "FOOT BRIDGE" COMPOSITE WOOD LANDING FOR ADA ACCESS 60"X60" CLEAR LEVEL LANDING W/ APPROX. 3" RISE RAMP, SEE DTLS.
3. PROVIDE NEW SHED ROOF W/ METAL ROOF PANEL OVER CORNER SHED AREA, SEE DTLS.
4. NEW 5' WOOD FENCE W/ 3' GATE AND LOCKABLE HRDWRE. TO PROVIDE SECURE GARDEN TOOL AREA, SEE DTLS.
5. PROVIDE FOR 4' GATE AT CUSTOM FENCE W/ LOCKABLE KEYED HARDWARE.
6. NEW 48" TREE GRATE EQ. TO "ROSA" BY IRON AGE DESIGNS, IRONAGEGRATES.COM
7. NEW COMPOSITE WOOD DECK AREA - 2X6 LEDGER BOARDS FACE BOLTED TO OUTSIDE CURBS, 2X6 SUPPORT BEAMS @ 8' O.C. MAX., 2X6 DECK JOISTS ON HANGERS, JOIST SPACING 16" O.C. MAX. - BUTYL TAPE TOPS OF ALL FRAMING MEMBERS.
8. NEW RAISED PLANTING BED EQ. TO GARDENER'S SUPPLY CENTER WHEELCHAIR ACCESSIBLE ELEVATED CEDAR GARDEN BED #8609874 GARDENERS.COM
9. NEW SHADE STRUCTURE SEE 3D IMAGES AND DTLS. - CO-ORD. W/ ARCH FOR COLOR SELECTIONS.
10. NEW HOPSCOTCH PAD EQ. TO FLEXCOURT SOFTSTEP.
11. NEW PLANTER POTS EQ. TO TERRACAST PRODUCTS - SAN JUAN TALL - COLOR SELECTED FROM STANDARD LINE TERRACASTPRODUCTS.COM (SIX (6) POTS)
12. NEW CHALK BD. FLOWERS AS SPECIFIED NINE (9) BOARDS TOTAL.
13. EXIST. SUNDIAL MONUMENT RESET W/ NON-SHRINK GROUT ONTO NEW CONCRETE BASE 48" DIAMETER PAD USING CONCRETE STAMP COMPASS ROSE EQ. TO MEDALLION STAMP 4' D. MONDEL: MD7401 FROM CONCRETETOOLSANDMORE.COM
14. DURABLE POLYMER PLASTIC FENCE PANELS FOR VISUAL SHIELDING EQ. TO BURKE 8' FUSION PLAYFUL FENCE AND 4' PLAYFUL FENCE GROUPINGS - COORDINATE W/ ARCHITECT/OWNER FOR COLOR AND DESIGN

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NO.	DATE	DESCRIPTION
01	–	–

DATE: 10.31.2025

SHEET NAME:
FRAMING & SITE FIXTURES PLAN

SHEET NUMBER:
A1.3



01 OVERALL 3D VIEW
NO SCALE



02 OVERALL 3D VIEW
NO SCALE



03 3D VIEW WALLFLOWERS
NO SCALE



04 3D VIEW STAGE AREA
NO SCALE

3D RENDERED IMAGES FOR REFERENCE ONLY - PLEASE VERIFY W/ DETAIL SHEETS & SPECIFICATIONS FOR CONSTRUCTION REQUIREMENTS

Gregory D. Holman NM# 5926

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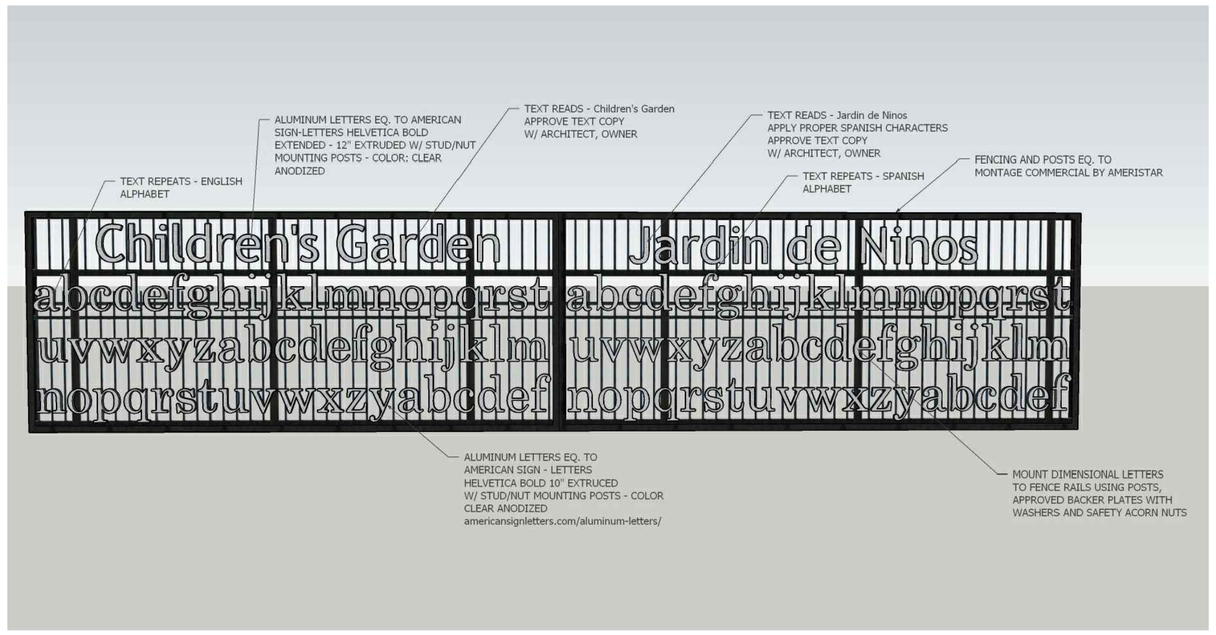
NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
ARCHITECTURAL
3D VIEWS

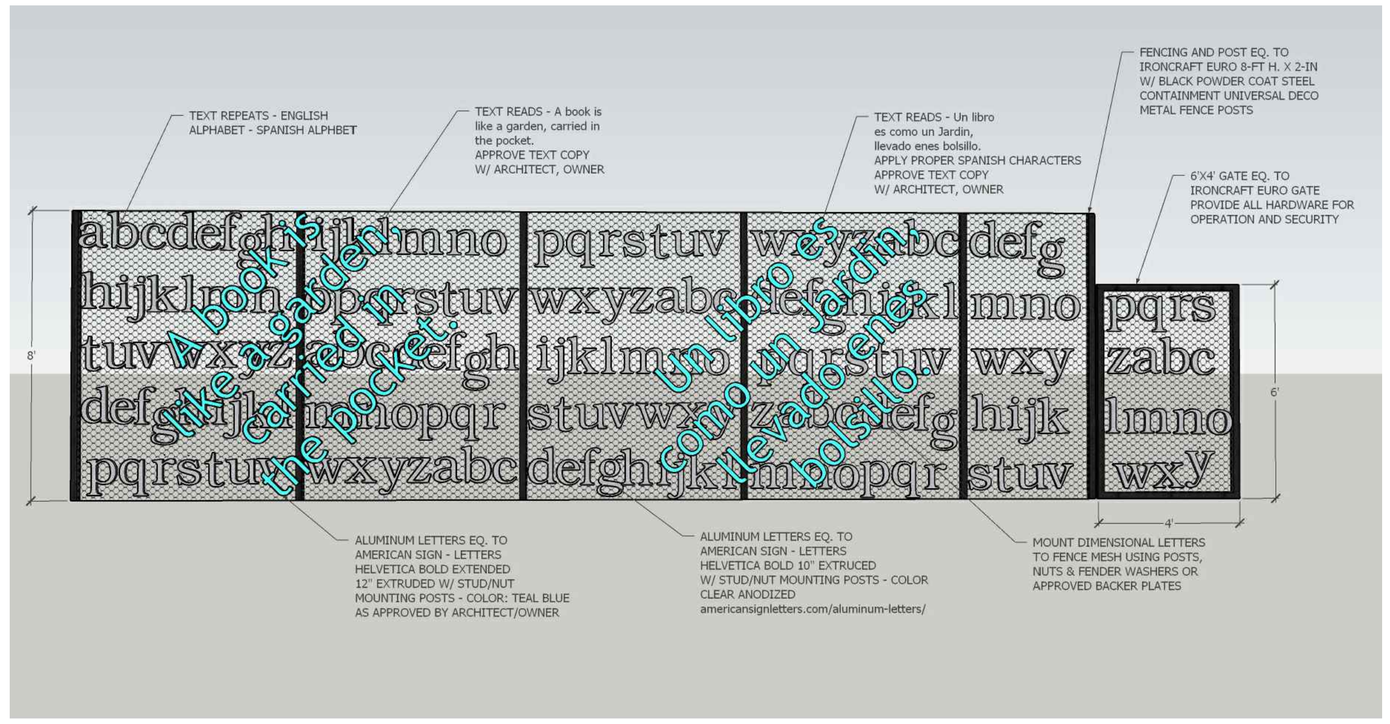
SHEET NUMBER:
A2.1

NOT USED

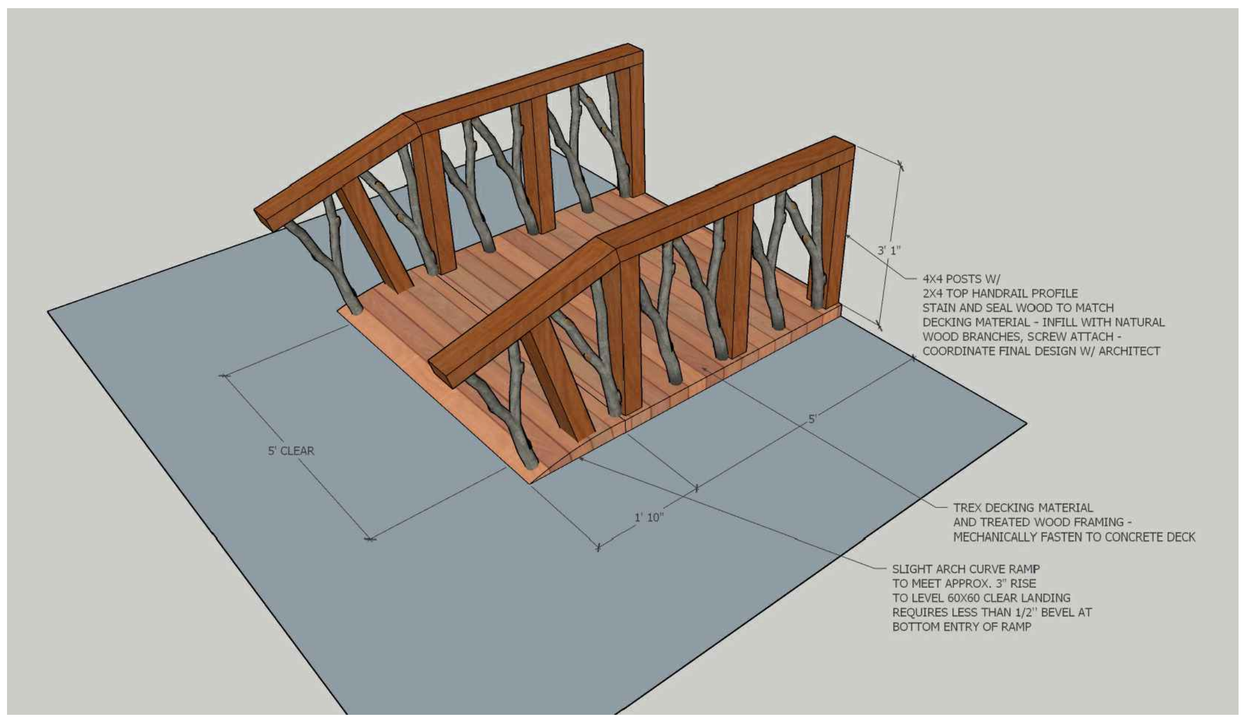


01 3D VIEW WALLFLOWERS
NO SCALE

02 3D VIEW CHIDREN'S GARDEN SIGNAGE FENCE
NO SCALE



03 3D VIEW CUSTOM STEEL FENCE
NO SCALE



04 3D DETAILS - WALKING BRIDGE
NO SCALE

Studio 27, Inc.
601 West 2nd St., SUITE 8
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Telephone: 817.907.6477
575.628.8786

STATE OF NEW MEXICO
10/31/2025
GREGORY D HOLMAN
NO. 005826
REGISTERED ARCHITECT

CONSULTANTS:

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BSA Consulting Engineers, PLLC
Electrical & Mechanical Consulting Engineers
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Phone: 806.780.7475
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www.bsaengineering.com
TEXAS FIRM REGISTRATION NO. F-4415

STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

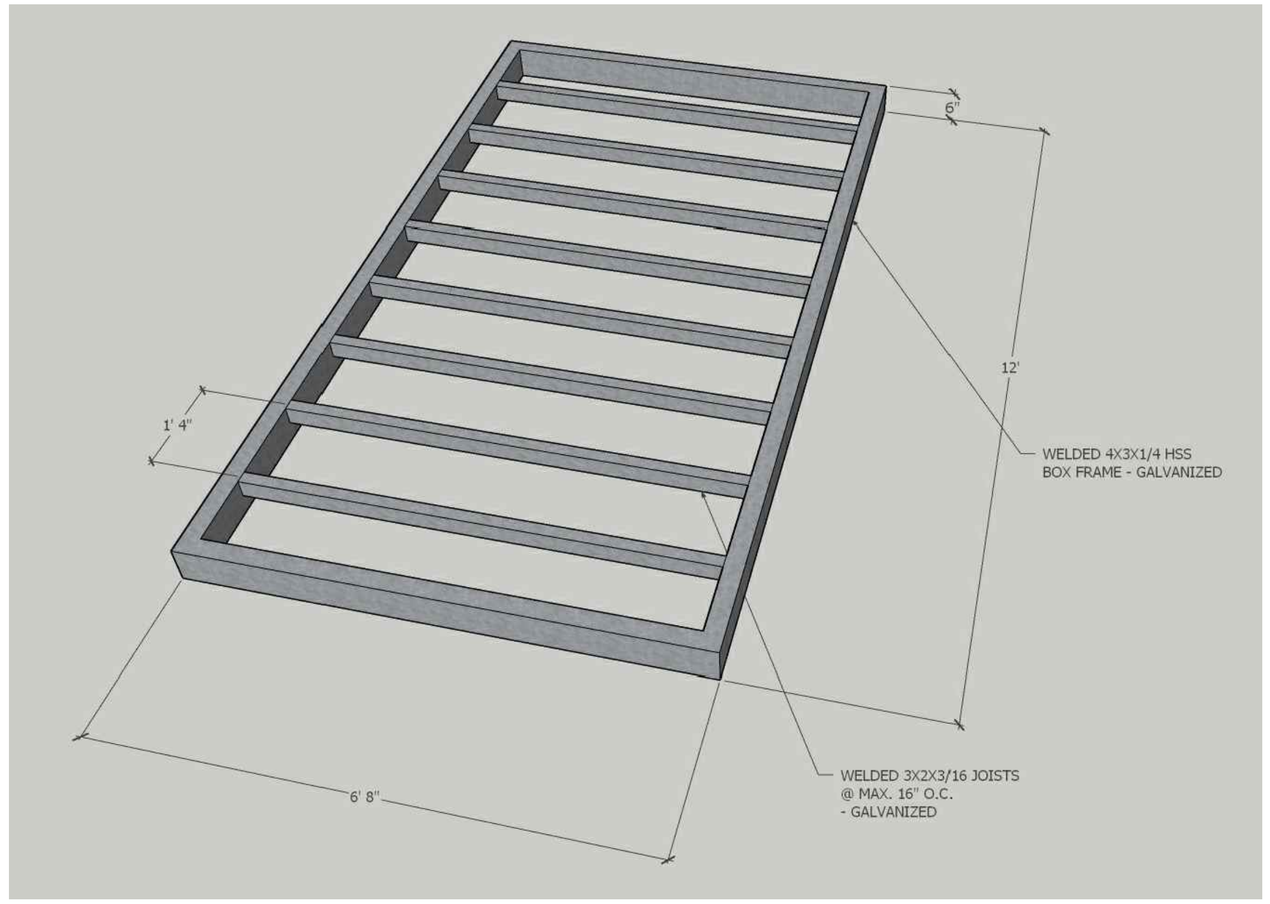
PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

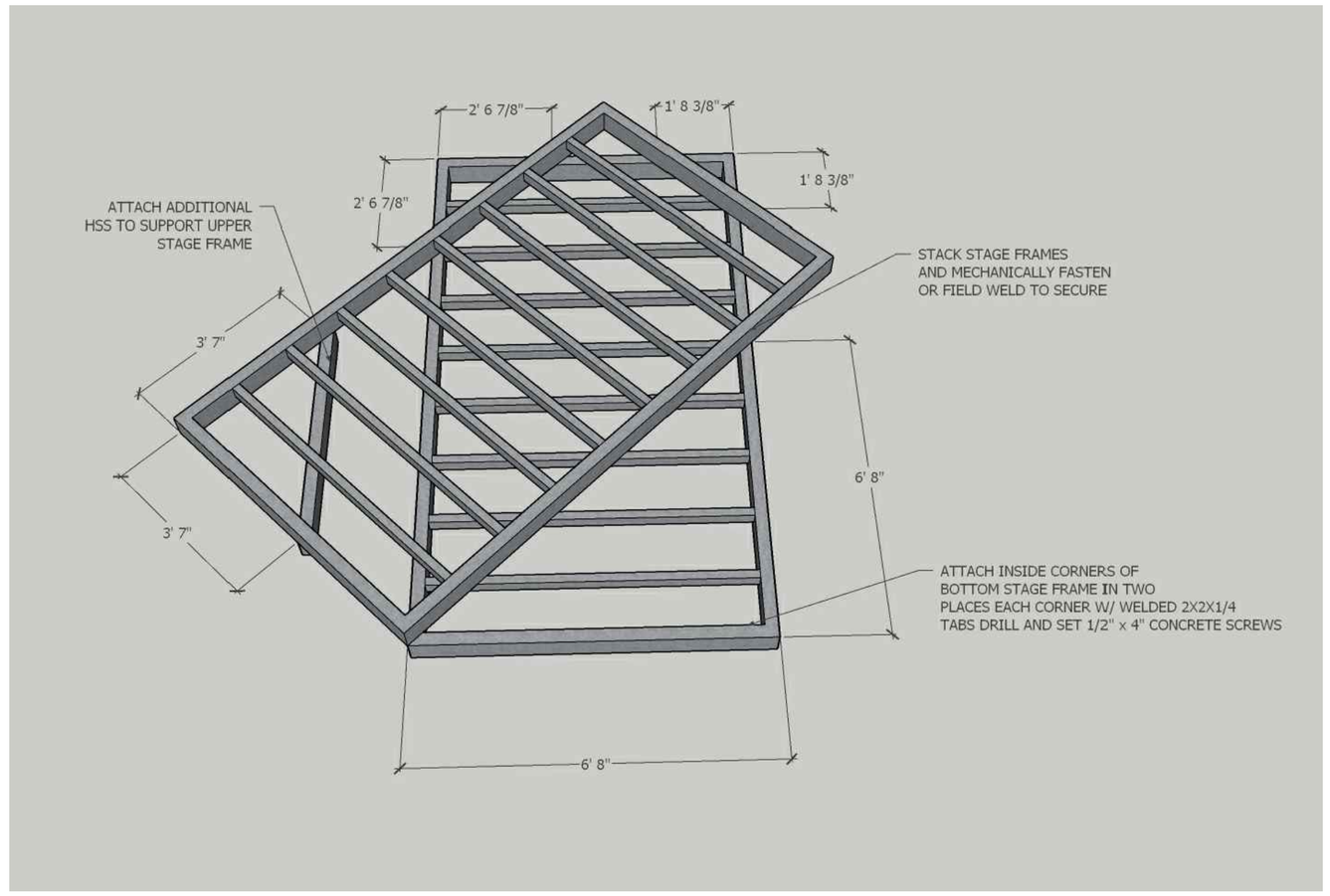
SHEET NAME:
ARCHITECTURAL 3D DETAILS

SHEET NUMBER:
A2.2



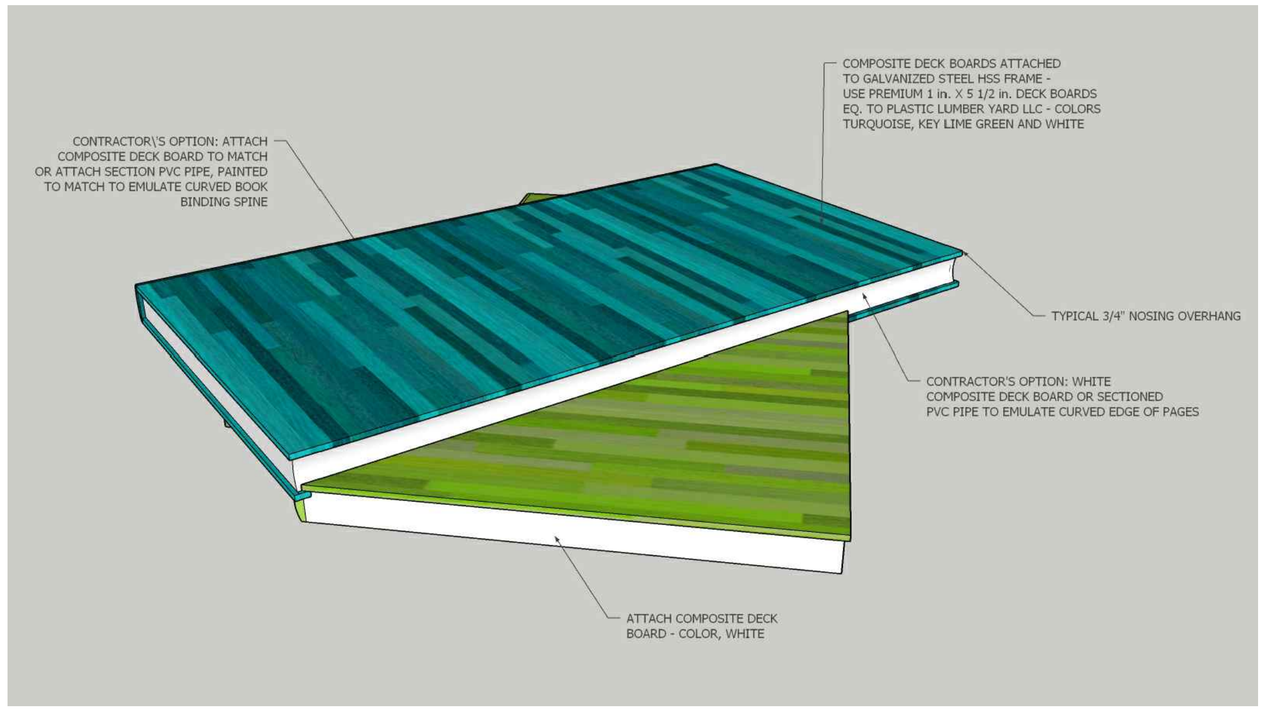
01 3D DETAILS - OUTDOOR STAGE FRAMING

NO SCALE



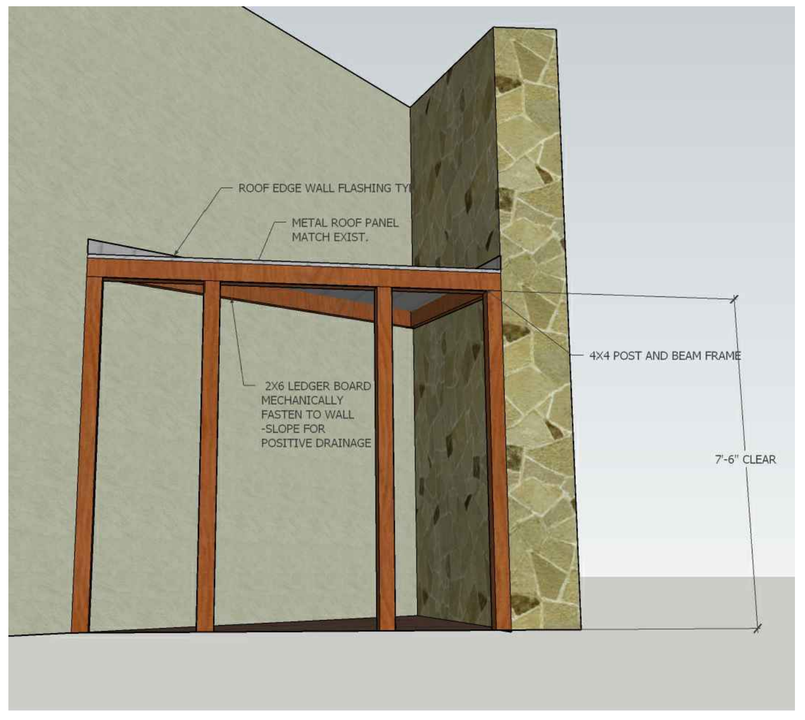
02 3D DETAILS - OUTDOOR STAGE FRAMING

NO SCALE



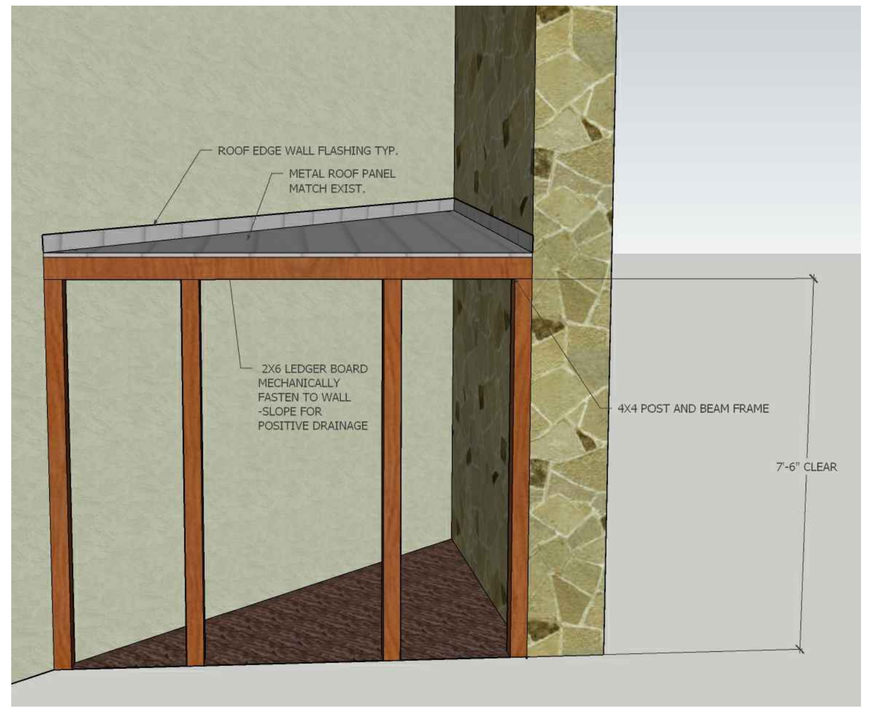
03 3D DETAILS - OUTDOOR STAGE

NO SCALE



04 3D DETAILS - TOOL SHED FRAMING/ROOF

NO SCALE



05 3D DETAILS - TOOL SHED FRAMING/ROOF

NO SCALE

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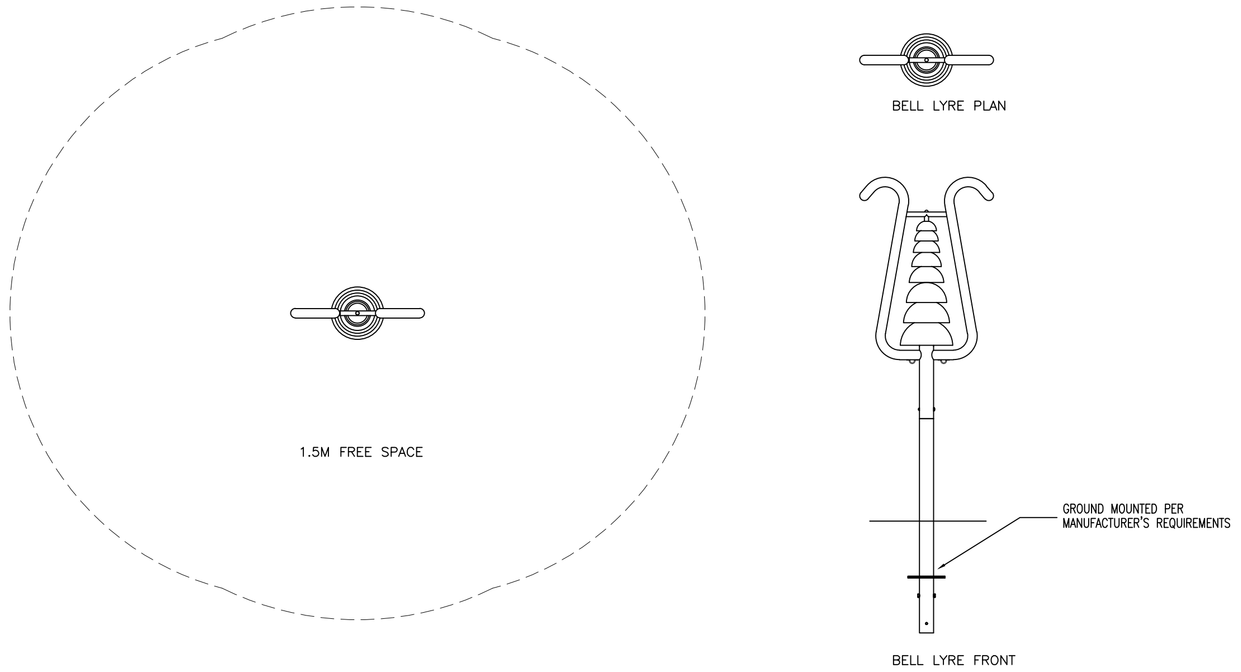
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DATE: 10.31.2025

SHEET NAME:
ARCHITECTURAL
3D DETAILS

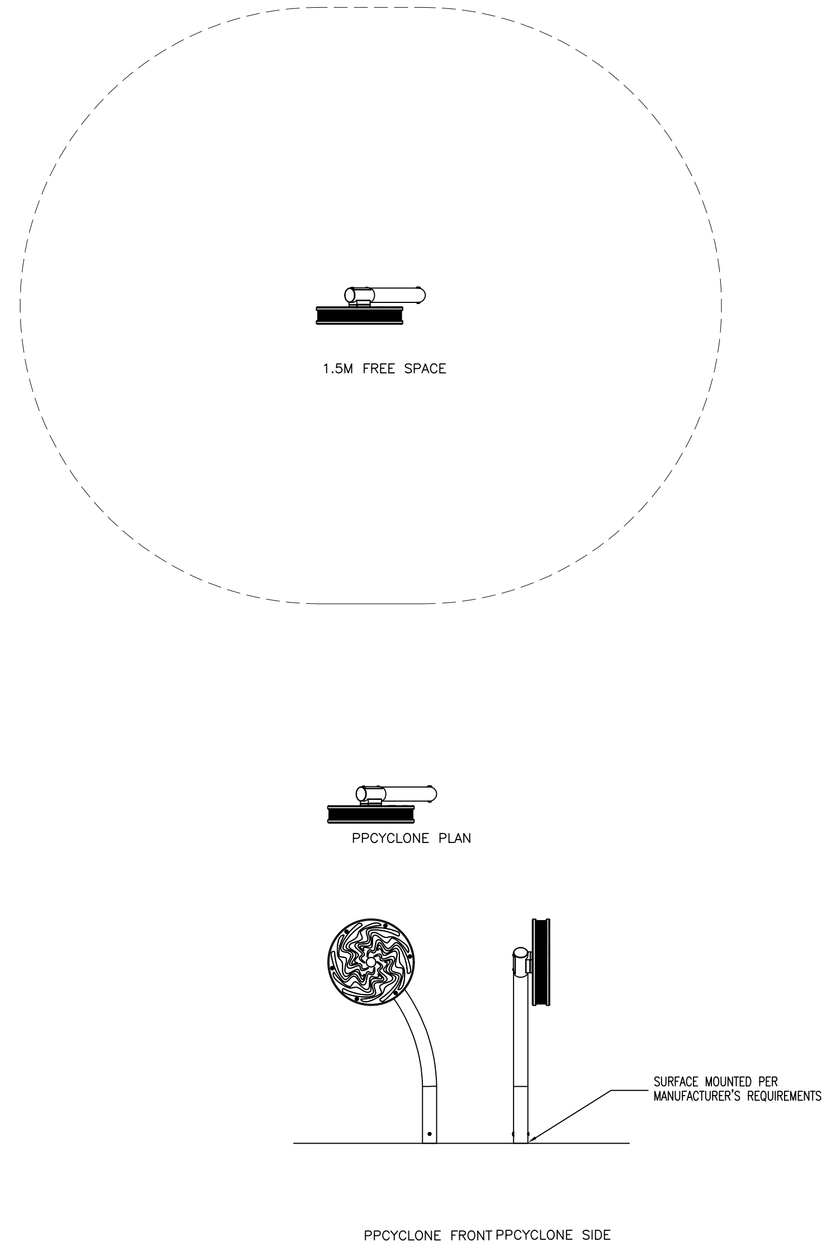
SHEET NUMBER:
A2.3



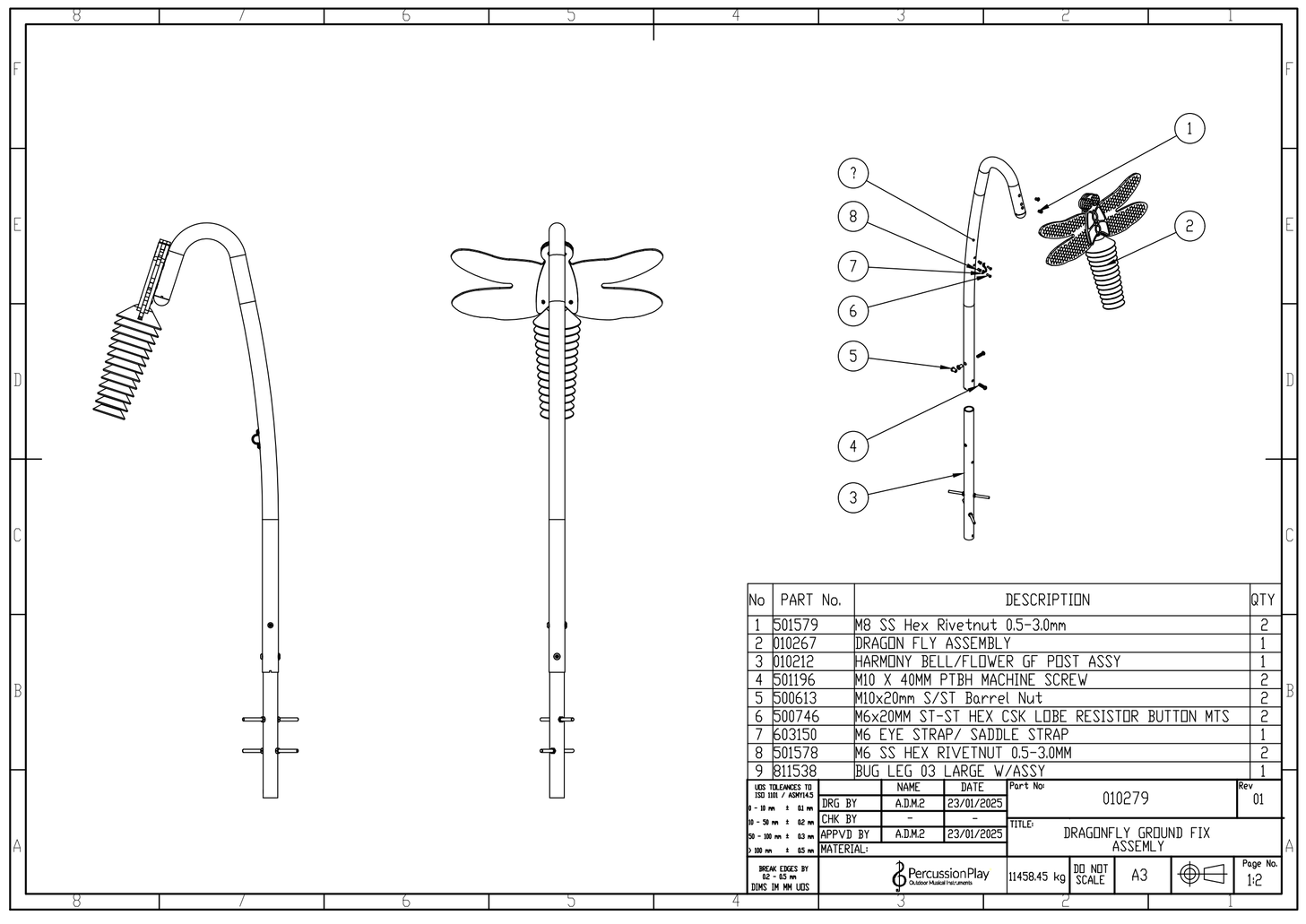
01 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE



02 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE



03 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE



No	PART No.	DESCRIPTION	QTY
1	501579	M8 SS Hex Rivetnut 0.5-3.0mm	2
2	010267	DRAGON FLY ASSEMBLY	1
3	010212	HARMONY BELL/FLOWER GF POST ASSY	1
4	501196	M10 X 40MM PTBH MACHINE SCREW	2
5	500613	M10x20mm S/ST Barrel Nut	2
6	500746	M6x20MM ST-ST HEX CSK LOBE RESISTOR BUTTON MTS	2
7	603150	M6 EYE STRAP/ SADDLE STRAP	1
8	501578	M6 SS HEX RIVETNUT 0.5-3.0MM	2
9	811538	BUG LEG 03 LARGE W/ASSY	1

UDS TOLERANCES TO ISO 286 / ASME Y14.5
0 - 10 mm ± 0.2 mm
10 - 50 mm ± 0.2 mm
50 - 300 mm ± 0.3 mm
> 300 mm ± 0.5 mm

BREAK EDGES BY 0.1 - 0.5 mm DIMS IN MM UDS

	NAME	DATE
DRG BY	A.D.M.Z	23/01/2025
CHK BY	-	-
APPVD BY	A.D.M.Z	23/01/2025
MATERIAL:		

Part No: 010279 Rev 01

TITLE: DRAGONFLY GROUND FIX ASSEMLY

PercussionPlay

11458.45 kg | DO NOT SCALE | A3 | Page No. 1:2

04 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE

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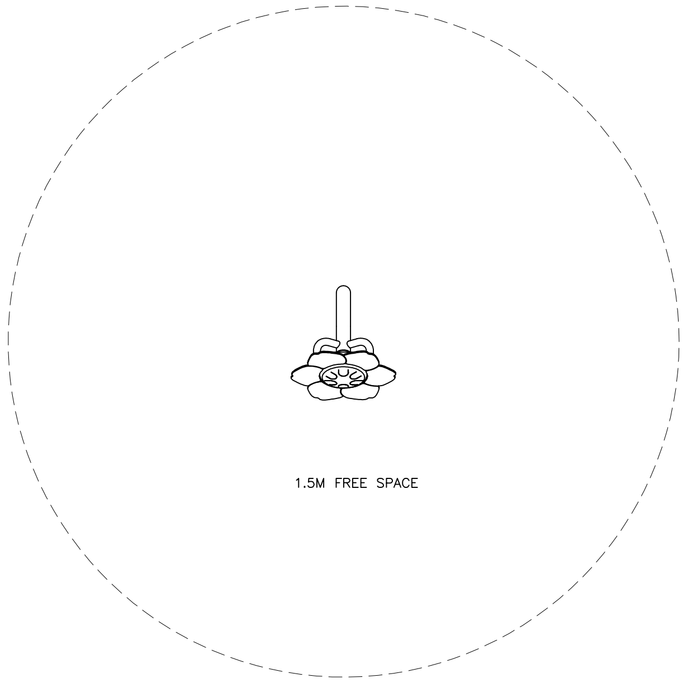
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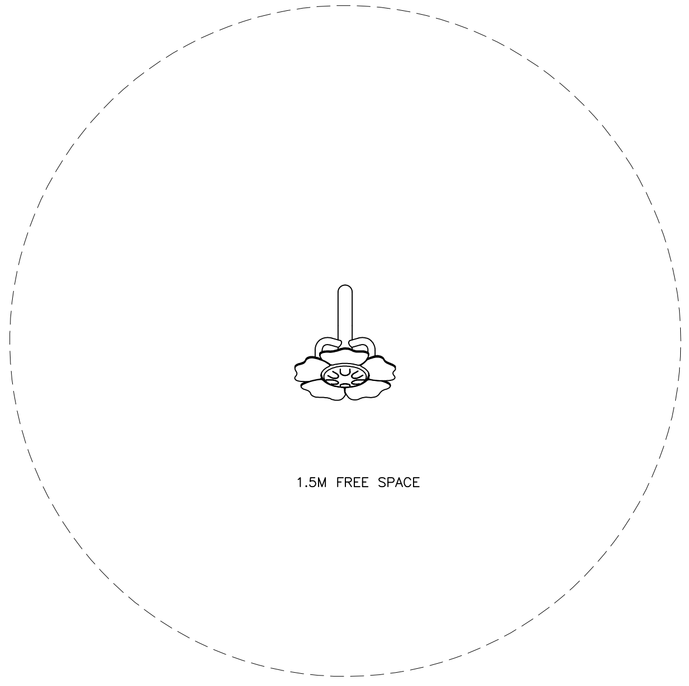
DATE: 10.31.2025

SHEET NAME:
ARCHITECTURAL DETAILS

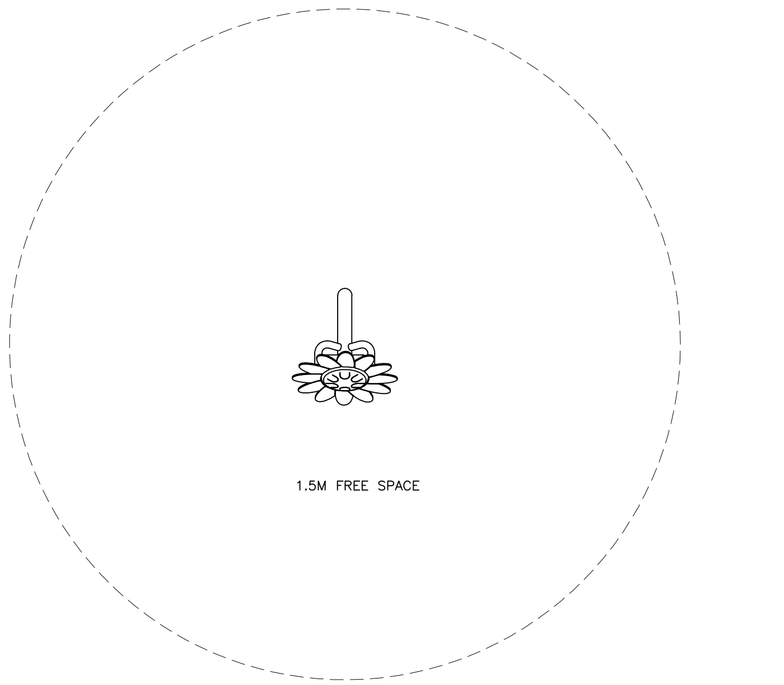
SHEET NUMBER:
A3.1



01 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE



02 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE



03 DETAIL - OUTDOOR INSTRUMENTS
NO SCALE

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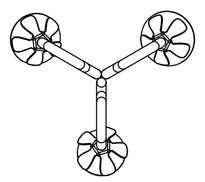
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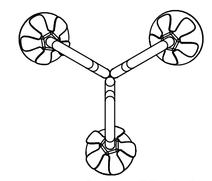
DATE: 10.31.2025

SHEET NAME:
ARCHITECTURAL DETAILS

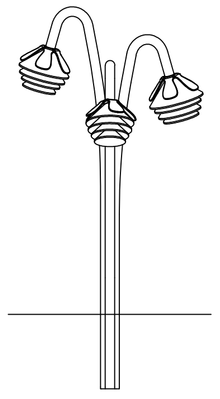
SHEET NUMBER:
A3.2



1.5M FREE SPACE



HARMONY BELLS PLAN



HARMONY BELLS FRONT

01 DETAIL - OUTDOOR INSTRUMENTS

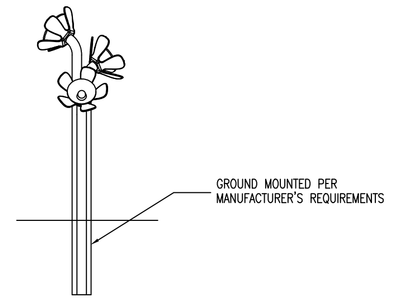
NO SCALE



1.5M FREE SPACE



HARMONY FLOWERS PLAN

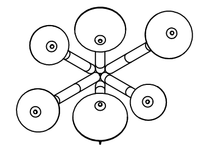


HARMONY FLOWERS FRONT

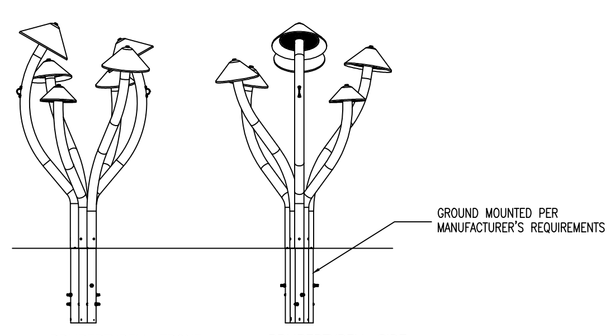
02 DETAIL - OUTDOOR INSTRUMENTS

NO SCALE

1.5M FREE SPACE



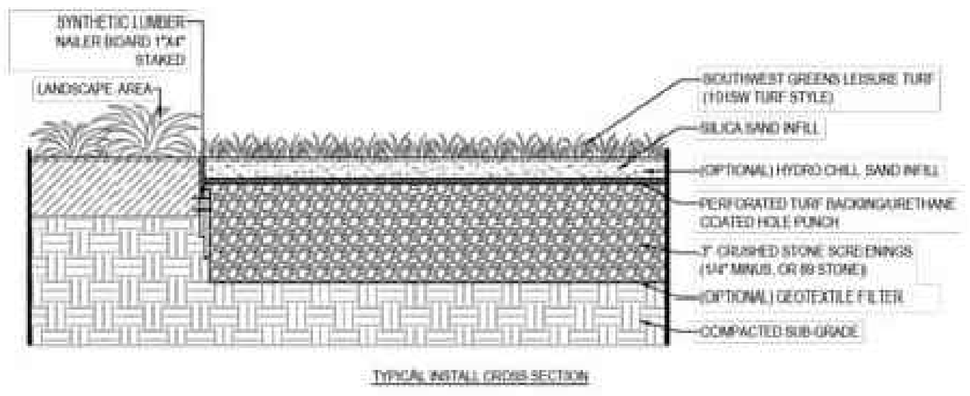
PPLIBERTYBELL PLAN



PPLIBERTYBELL FRONT PPLIBERTYBELL SIDE

03 DETAIL - OUTDOOR INSTRUMENTS

NO SCALE



TYPICAL INSTALL CROSS SECTION

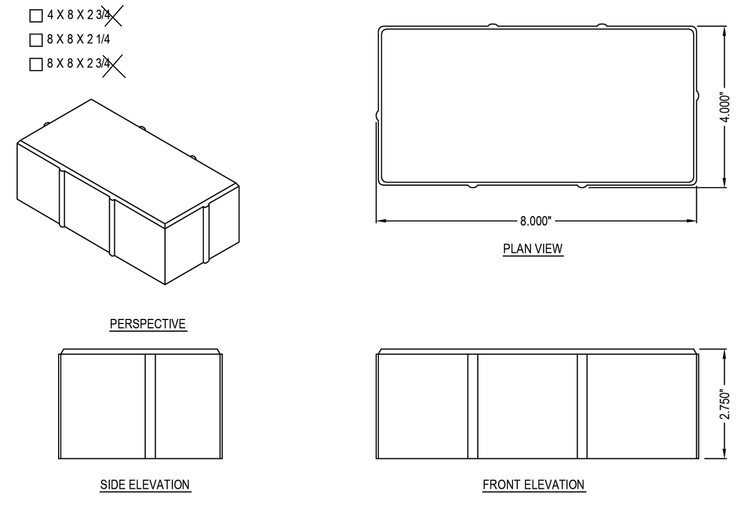
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DRAWINGS NOT TO SCALE.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT https://swgreens.com/

04 DETAIL - ARTIFICIAL TURF

NO SCALE

☑ SELECT DESIRED SIZE:

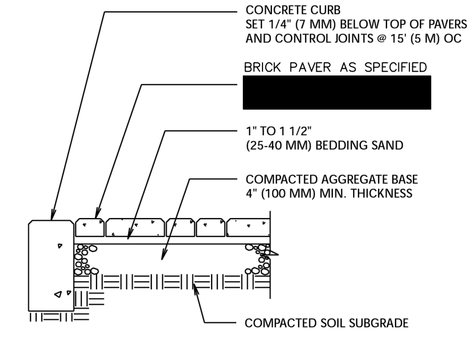
- ☐ 4 X 8 X 2 1/4
- ☐ 4 X 8 X 2 3/4
- ☐ 8 X 8 X 2 1/4
- ☐ 8 X 8 X 2 3/4



NOTES:
1. COMPLIES WITH ASTM C902 CLASS SX TYPE I APPLICATION PS. APPLICATION PX AVAILABLE ON REQUEST. ASTM C1272 TYPE R AVAILABLE ON REQUEST
2. AVAILABLE IN ALL STANDARD COLORS. STANDARD COLORS MAY BE MINGLED AT THE PLANT PER ARCHITECT'S SPECIFICATION.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
4. DO NOT SCALE DRAWING.
5. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
6. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
7. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT WWW.CADDETAILS.COM/INFO AND ENTER REFERENCE NUMBER 256-115.

05 DETAIL - BRICK PAVERS

NO SCALE



NOTE:
1. THICKNESS OF BASE WILL VARY WITH SUBGRADE CONDITIONS AND CLIMATE. COLDER CLIMATES MAY REQUIRE THICKER BASES.

05 DETAIL - BRICK PAVERS SETTING BED SECTION

NO SCALE

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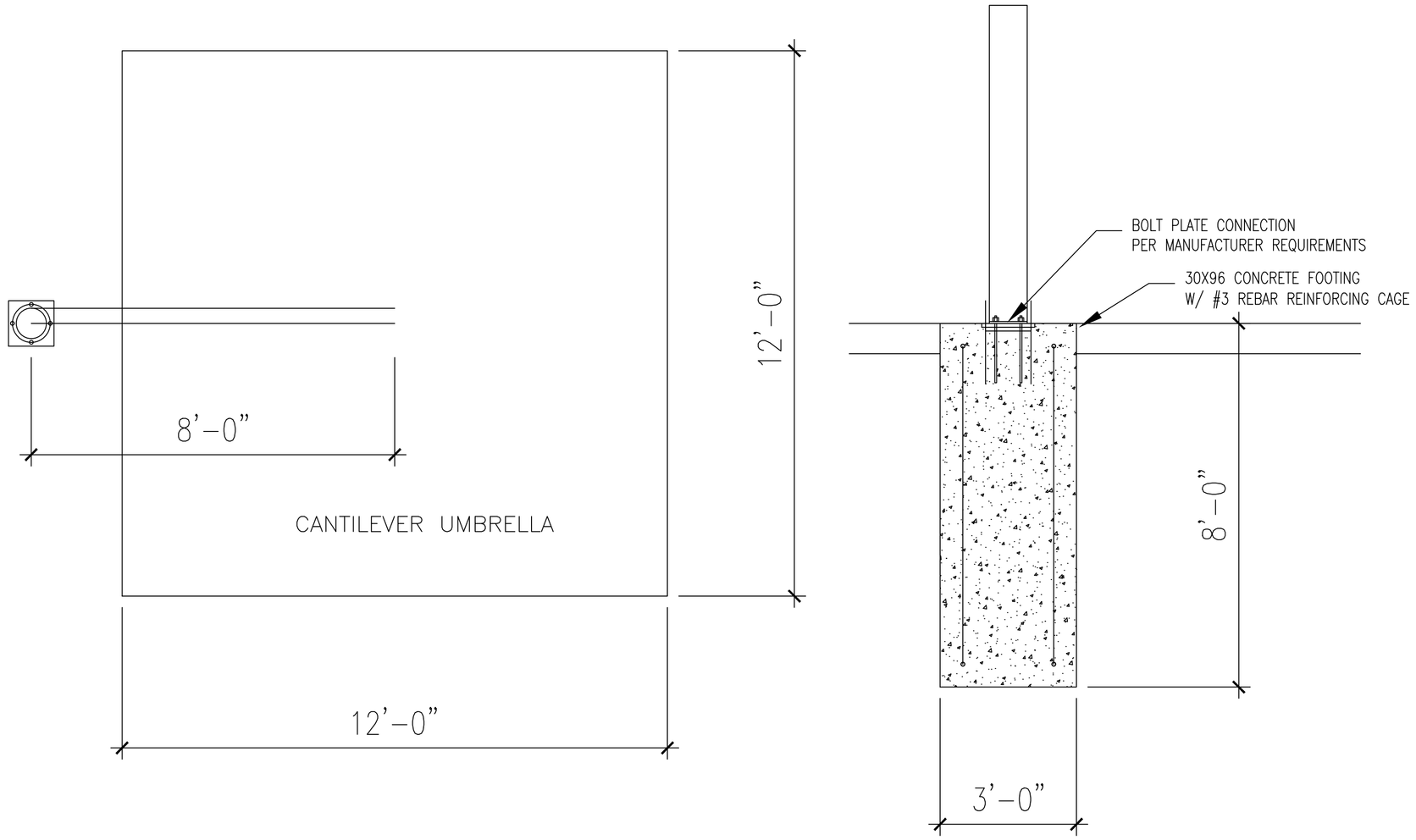
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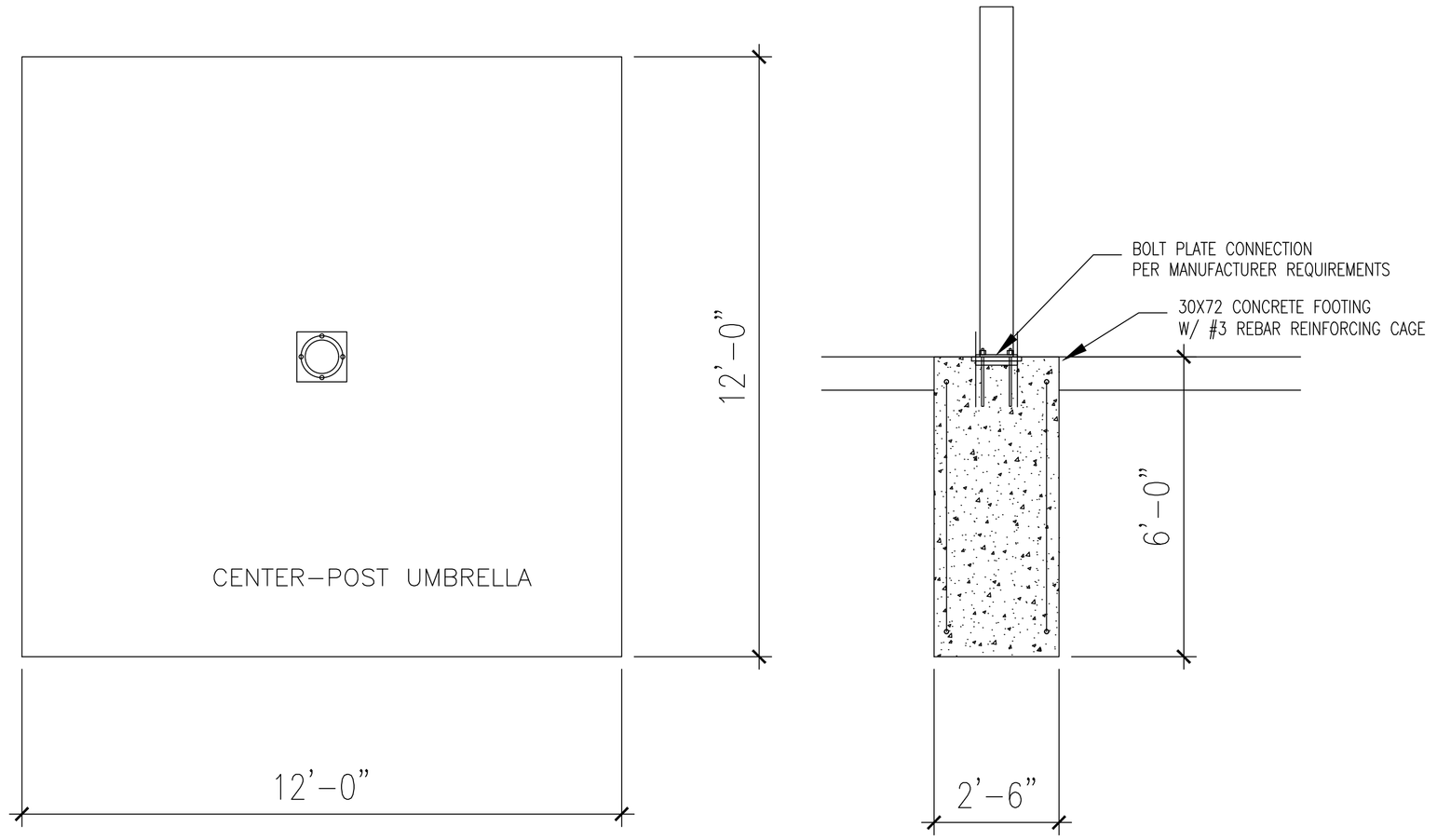
SHEET NAME:
ARCHITECTURAL DETAILS

SHEET NUMBER:
A3.3



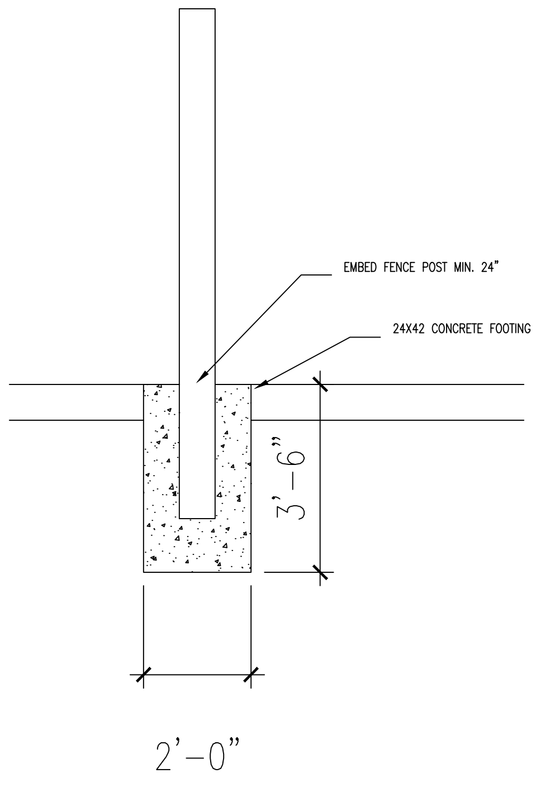
01 DETAIL - SHADE CANOPY

SCALE: 1/2" = 1'-0"



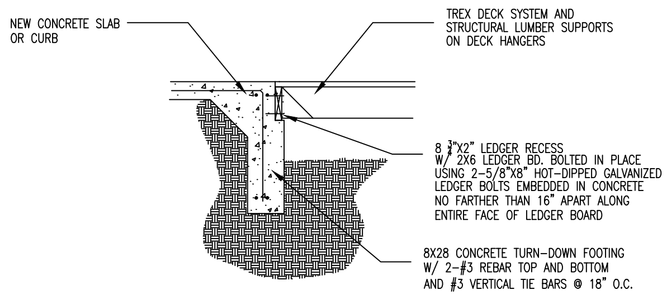
02 DETAIL - SHADE CANOPY

SCALE: 1/2" = 1'-0"



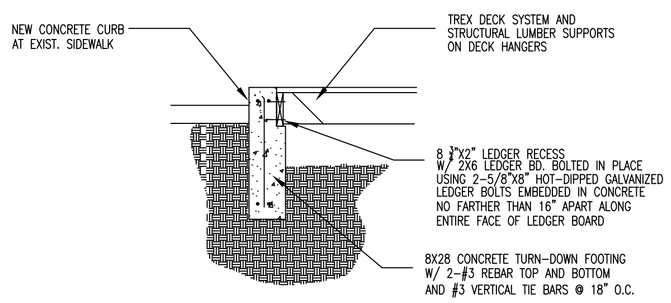
03 DETAIL - TYP. FENCE POST

SCALE: 1/2" = 1'-0"



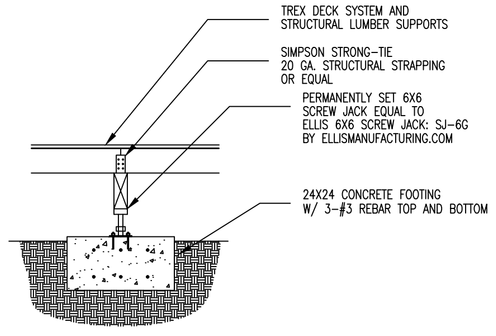
04 DETAIL - CONCRETE TURN-DOWN/DECK LEDGER

SCALE: 1/2" = 1'-0"



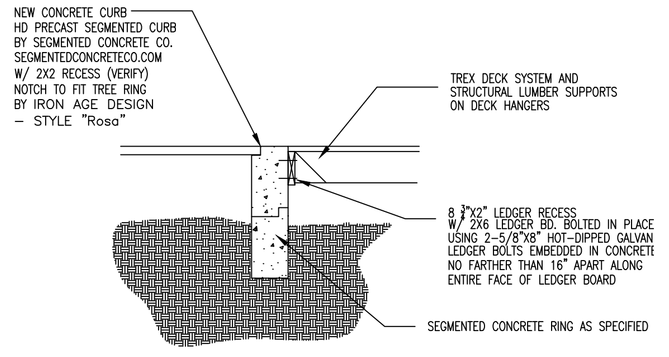
05 DETAIL - CONCRETE CURB/DECK LEDGER @ EXIST. SIDEWALK

SCALE: 1/2" = 1'-0"



06 DETAIL - DECK SUPPORT FOOTER

SCALE: 1/2" = 1'-0"



07 DETAIL - CONCRETE CURB AT TREE RING

SCALE: 1/2" = 1'-0"

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ARCHITECTURAL DETAILS

SHEET NUMBER:
A3.4

PROJECT MANUAL AND SPECIFICATIONS

* THE TERMS GENERAL CONTRACTOR, G.C. AND CONTRACTOR SHALL BE INTERCHANGEABLE.

GENERAL CONDITIONS - SECTION 010000

1.1 CONTRACT RESPONSIBILITIES

A. THE A.I.A. DOCUMENT A201 GENERAL CONDITIONS, CURRENT EDITION, SHALL APPLY TO THE PROJECT. A COPY CAN BE MADE AVAILABLE UPON REQUEST.

1.2 FIELD CONDITIONS

A. THE G.C. SHALL TAKE ALL REASONABLE STEPS TO PROTECT AND MAINTAIN THE HEALTH OF EXISTING TREES IN THE PROJECT SITE BY CORDONING OFF A PROTECTIVE ZONE TO PROTECT THE TREE AND DRIP CANOPY ZONE FROM DAMAGE AND EXCESSIVE SOIL COMPACTION. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF LOST TREE FOR A PERIOD OF TWO YEARS IF DUE TO DAMAGE BY G.C. ACTIVITY.

B. THE G.C. SHALL VERIFY SIZE AND LOCATION OF ALL SITE IMPROVEMENTS, EQUIPMENT ETC. AND COORDINATE WITH ARCHITECT, MECHANICAL AND ELECTRICAL ENGINEER.

C. PRIOR TO EXCAVATION OR TRENCHING THE G.C. SHALL DETERMINE AND VERIFY LOCATION OF UTILITY SERVICES IN ALL AREAS TO BE EXCAVATED.

D. THE G.C. SHALL COORDINATE ALL ELECTRICAL AND I.T. INSTALLATION WITH ELECTRICAL WORK AS REQUIRED.

1.3 FIELD REVISIONS

A. ANY CHANGES IN PLAN ARRANGEMENT OR DETAILING AND SPECIFIC INSTRUCTIONS FOR THE PROJECT WITHOUT THE PRIOR WRITTEN NOTIFICATION AND APPROVAL OF THE ARCHITECT WILL VOID ANY OBLIGATIONS AND LIABILITIES SET FORTH BY THE OWNER AND THE ARCHITECT.

B. IF ANY SUBSTITUTIONS ARE PROPOSED AND APPROVED FOR SPECIFIC EQUIPMENT, THE G.C. AND HIS SUBCONTRACTORS SHALL BE RESPONSIBLE FOR ALL COORDINATION INCLUDING HVAC, PLUMBING AND ELECTRICAL.

C. ALL MATERIAL SPECIFIED IS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND SPECIFICATIONS. THE G.C. IS TO CONSTRUCT THE PROJECT IN ACCORDANCE WITH THE DOCUMENTS. ANY DEVIATIONS FROM THE INTENT OF THE DOCUMENTS WITHOUT THE ARCHITECT'S WRITTEN APPROVAL IS AT THE CONTRACTOR'S OWN RISK AND MAY RESULT IN THE WORK BEING REJECTED AND REDONE AT THE CONTRACTOR'S EXPENSE.

D. IN THE EVENT THAT THE QUALITY OR GRADE OF MATERIAL OR WORK IS NOT CLEARLY SPECIFIED, THE G.C. SHALL REQUEST CLARIFICATION FROM THE ARCHITECT. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR ASSUME GRADE OR QUALITY. FAILURE TO CLARIFY MATERIAL QUALITY PRIOR TO BID DOES NOT CONSTITUTE GROUNDS FOR ADDITIONAL PROJECT COSTS.

E. IN THE EVENT A DISCREPANCY OCCURS FROM ONE DRAWING TO ANOTHER OR THE SPECIFICATIONS, THE HIGHER QUALITY SHALL PREVAIL.

1.4 PERMITTING / CODE COMPLIANCE

A. THE G.C. SHALL APPLY FOR ALL PERMITS WHICH INVOLVE DRAWING SUBMITTAL AND PROCESSING (I.E. BUILDING, ELECTRICAL, MECHANICAL, PLUMBING, FIRE AND HEALTH PERMITS) THE G.C.. SHALL OBTAIN THESE PERMITS PRIOR TO CONSTRUCTION AND SHALL PAY ALL PERMITTING FEES.

B. THE G.C. SHALL ASSURE THAT ALL WORK IS DONE IN ACCORDANCE WITH ALL APPLICABLE NATIONAL, STATE AND LOCAL CODES, ORDINANCES AND REQUIREMENTS BY GOVERNING AGENCIES, WHETHER OR NOT SAID CODES, ORDINANCES, REQUIREMENTS, ETC. ARE SPECIFICALLY SHOWN ON THE DRAWINGS AND OR SPECIFICATIONS.

C. CONSTRUCTION MATERIAL, ASSEMBLIES AND PROCEDURES ARE TO COMPLY WITH ALL APPLICABLE CODES AND SUPPLEMENTARY ORDINANCES. WHEN A CONFLICT OCCURS BETWEEN SUCH CODES AND INFORMATION SHOWN ON THE DRAWINGS, THE G.C. SHALL CONSULT WITH THE OWNER'S REPRESENTATIVE OR ARCHITECT FOR RESOLUTION PRIOR TO COMMENCING WORK.

D. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE ACCESSIBILITY GUIDELINES (I.E. ADA/ANSI) FOR BUILDINGS AND FACILITIES PER THE CURRENT FEDERAL REGISTER, INCLUDING MOUNTING HEIGHTS, CLEARANCES, ACCESSORIES, ETC.

E. THE G.C. SHALL BE RESPONSIBLE FOR SCHEDULING INSPECTIONS BY CODE OFFICIALS AND SHALL PAY INSPECTION FEES ASSOCIATED WITH THE WORK.

F. PRIOR TO ISSUANCE OF THE BUILDING PERMIT, THE G.C. SHALL HAVE EVIDENCE OF CURRENT WORKER'S COMPENSATION INSURANCE COVERAGE ON FILE WITH THE DEPARTMENT IN COMPLIANCE WITH THE LOCAL LABOR CODE.

G. AFTER OBTAINING THE BUILDING PERMIT AND BEFORE COMMENCING WITH THE WORK, THE G.C. SHALL SHOW EVIDENCE OF ALL INSURANCE REQUIREMENTS AS REQUIRED BY THE OWNER.

1.5 NOT USED

1.6 MATERIAL HANDLING

A. THE G.C. SHALL BE RESPONSIBLE FOR RECEIVING ALL TENANT SUPPLIED MATERIALS AND SUPPLYING THE MANPOWER AS REQUIRED TO OFF LOAD SHIPMENTS. WITHIN FIVE WORKING DAYS AFTER AWARD OF CONTRACT, THE G.C. SHALL PROVIDE THE TENANT WITH A PROPOSED PROJECT SCHEDULE INDICATING REQUESTED DATES OF DELIVERY OF TENANT FURNISHED MATERIALS.

B. THE G.C. SHALL CONFIRM THE RECEIPT OF ALL MATERIALS AND VERIFY QUANTITIES WITH THE SHIPPING MANIFEST OR BILL OF LADING. THE G.C. SHALL NOTIFY THE TENANT WITHIN 24 HOURS AFTER RECEIPT OF ANY MATERIALS MISSING FROM SHIPMENTS OR MATERIALS DAMAGED DURING SHIPPING. FAILURE TO DO SO WILL RESULT IN THE G.C. ASSUMING RESPONSIBILITY FOR OVERNIGHT FREIGHT (IF REQUIRED) FOR JOB COMPLETION.

C. THE G.C. IS RESPONSIBLE FOR FILING FREIGHT LOSS CLAIMS DIRECTLY WITH THE CARRIER AND FOLLOWING THROUGH AS NECESSARY WITH ALL SUBSEQUENT PROCEDURES, INCLUDING INSPECTIONS AND REMOVAL OF DAMAGED MATERIALS. THIS APPLIES TO VISIBLE AND CONCEALED DAMAGES OF ALL OWNER SUPPLIED MATERIALS. FAILURE TO DO SO WILL RESULT IN BACK CHARGE EXPENSES TO GENERAL CONTRACTOR.

D. THE G.C. SHALL BE RESPONSIBLE FOR PROTECTING ALL OWNER SUPPLIED MATERIALS THROUGHOUT THE WORK AND IS TO MAKE TOUCH UP REPAIRS AS REQUIRED.

2.1 GENERAL CONSTRUCTION

A. WITHIN FIVE DAYS OF THE AWARD OF THE CONTRACT, THE GENERAL CONTRACTOR SHALL PROVIDE THE TENANT WITH A PROPOSED PROJECT SCHEDULE (BAR GRAPH FORMAT) INDICATING THE START AND COMPLETION DATES OF EACH STAGE OF THE WORK BY TRADE. AT THE SAME TIME THE CONTRACTOR SHALL ALSO SUBMIT TO THE ARCHITECT DOCUMENTATION INDICATING ORDERING AND DELIVERY DATES OF ALL MAJOR EQUIPMENT, MATERIALS AND FINISHES.

B. THE G.C. IS TO HAVE THE SAME FULL TIME QUALIFIED SUPERVISOR ON THE SITE THROUGHOUT THE ENTIRE PROJECT SCHEDULE.

C. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF DAMAGE TO THE WORK OF OTHER TRADES CAUSED BY HIS OPERATIONS. THE NATURE OF SUCH REPAIR WORK MUST RECEIVE THE PRIOR APPROVAL OF THE OWNER'S REPRESENTATIVE.

2.2 PROJECT CLEAN UP / RULES OF CONDUCT / COMPLETION

A. THE G.C. SHALL BE RESPONSIBLE FOR OVERALL CONSTRUCTION SITE CLEANLINESS, INCLUDING PROVISIONS OF A DUMPSTER WITH WEEKLY SERVICING, REMOVAL OF ALL CONTRACTOR / SUBCONTRACTOR REFUSE AND DEBRIS AND SWEEPING OF THE ENTIRE SITE AT THE COMPLETION OF THE WORKDAY.

B. THE PREMISES SHALL BE TURNED OVER CLEAR OF ALL DEBRIS, PACKING, BOXES, WRAPPINGS AND EXCESS MATERIALS AND LEFT IN BROOM SWEPT CONDITION.

C. ALL MIRROR AND GLASS TO BE CLEANED OF PROTECTIVE PADS, MASTICS AND MARKINGS.

D. ALL ELECTRICAL PANELS AND BREAKERS TO BE PROPERLY MARKED.

E. THE G.C. SHALL SET ALL TIMERS FOR PROPER TIMES OF OPERATION AS REQUIRED BY THE OWNER AND LANDLORD.

F. THE G.C. SHALL MOUNT A PERMANENTLY FRAMED CERTIFICATE OF OCCUPANCY. LOCATION TO BE DETERMINED BY THE OWNER AND BUILDING OFFICIALS.

G. SMOKING, LOUD CRUDE LANGUAGE AND LOUD DISRUPTIVE MUSIC IS NOT PERMITTED ON JOB SITE.

SUMMARY OF WORK - SECTION 011000

PART 1 – GENERAL

1.1 PROJECT/WORK IDENTIFICATION

A. THE PROJECT CONSISTS OF EXISTING EXTERIOR LANDSCAPE AREA TO BE CONVERTED TO OUTDOOR CHILDREN'S PLAY AND LEARN AREA. ENTIRE AREA TO BE FENCED AND PROVIDED WITH EMERGENCY EXITING, SITE LIGHTING AND SECURITY CAMERAS.

1.2 TENANT OCCUPANCY

A. PARTIAL TENANT OCCUPANCY: TENANT (LIBRARY ADMIN) RESERVES THE RIGHT TO PLACE AND INSTALL EQUIPMENT AS NECESSARY IN COMPLETED AREAS OF THE WORK AND TO OCCUPY SUCH COMPLETED AREAS PRIOR TO SUBSTANTIAL COMPLETION, PROVIDED THAT SUCH OCCUPANCY DOES NOT SUBSTANTIALLY INTERFERE WITH COMPLETION OF THE WORK. SUCH PLACING OF EQUIPMENT AND PARTIAL OCCUPANCY SHALL NOT CONSTITUTE ACCEPTANCE OF THE WORK OR ANY PART OF THE WORK.

B. G.C. SHALL OBTAIN A CERTIFICATE OF OCCUPANCY FROM LOCAL BUILDING OFFICIALS PRIOR TO TENANT OCCUPANCY.

C. PRIOR TO PARTIAL TENANT OCCUPANCY, MECHANICAL AND ELECTRICAL SYSTEMS SHALL BE FULLY OPERATIONAL. REQUIRED INSPECTIONS AND TESTS SHALL HAVE BEEN SUCCESSFULLY COMPLETED. UPON OCCUPANCY THE CONTRACTOR WILL PROVIDE OPERATION AND MAINTENANCE OF MECHANICAL AND ELECTRICAL SYSTEMS IN OCCUPIED PORTIONS OF THE WORK.

1.3 PRE-ORDERED PRODUCTS

A. GENERAL: TENANT MAY NEGOTIATE PURCHASE ORDERS WITH NATIONAL ACCOUNT VENDORS OF MATERIAL AND EQUIPMENT TO BE INCORPORATED INTO THE WORK. THESE PURCHASE ORDERS ARE ASSIGNED TO THE CONTRACTOR AND COSTS FOR RECEIVING, HANDLING, STORAGE, AND INSTALLATION ARE INCLUDED IN THE CONTRACT SUM.

B. THE CONTRACTOR'S RESPONSIBILITIES ARE THE SAME AS IF THE CONTRACTOR NEGOTIATED PURCHASE ORDERS, INCLUDING RESPONSIBILITY TO RENEGOTIATE PURCHASE IF NECESSARY AND TO EXECUTE FINAL PURCHASE ORDER AGREEMENTS.

C. TENANT RESERVES THE RIGHT TO ORDER AND PURCHASE ANY ITEMS IDENTIFIED IN THE CONSTRUCTION DOCUMENTS TO BE PROVIDED TO G.C. FOR INSTALLATION.

1.4 TENANT-FURNISHED ITEMS

A. NOT USED

B. TENANT WILL ARRANGE AND PAY FOR DELIVERY OF TENANT-FURNISHED ITEMS IN ACCORDANCE WITH THE CONTRACTOR'S CONSTRUCTION SCHEDULE, AND WILL INSPECT DELIVERIES FOR DAMAGE.

C. IF TENANT-FURNISHED ITEMS ARE DAMAGED DURING DELIVERY, DEFECTIVE OR MISSING, THE OWNER WILL ARRANGE FOR REPLACEMENT. THE OWNER WILL ALSO ARRANGE FOR MANUFACTURER'S FIELD SERVICES, AND THE DELIVERY OF MANUFACTURER'S WARRANTIES AND BONDS TO THE TENANT.

D. THE CONTRACTOR IS RESPONSIBLE FOR DESIGNATING THE DELIVERY DATES OF TENANT-FURNISHED ITEMS IN THE CONTRACTOR'S CONSTRUCTION SCHEDULE AND FOR RECEIVING, UNLOADING AND HANDLING TENANT-FURNISHED ITEMS AT THE SITE. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING TENANT-FURNISHED ITEMS FROM DAMAGE, INCLUDING DAMAGE FROM EXPOSURE TO THE ELEMENTS, AND SHALL REPAIR OR REPLACE ITEMS DAMAGED AS A RESULT OF HIS OPERATIONS.

PROJECT MEETINGS - SECTION 012000

PART 1 – GENERAL

1.1 QUALITY ASSURANCE

A. PERSONS DESIGNATED BY CONTRACTORS, SUBCONTRACTORS AND MATERIAL SUPPLIERS TO ATTEND AND PARTICIPATE IN THE PROJECT PROGRESS MEETINGS SHALL HAVE ALL REQUIRED AUTHORITY TO COMMIT THE FIRM THEY REPRESENT TO SOLUTIONS AS MAY BE AGREED UPON WITHIN THOSE MEETINGS.

B. ALL MEETINGS WILL BE HELD AT THE JOB SITE.

C. THE GENERAL CONTRACTOR WILL RECORD ALL SIGNIFICANT DISCUSSIONS AND AGREEMENTS/DISAGREEMENTS OF EACH CONFERENCE OR MEETING, ALONG WITH DATA RELATING TO CONSTRUCTION SCHEDULE CHANGES, AND WILL PROMPTLY DISTRIBUTE (WITHIN THREE DAYS) THE RECORD OF THE MEETING TO EACH FIRM/COMPANY CONCERNED.

1.2 PRE CONSTRUCTION CONFERENCE

A. SCHEDULE A PRE CONSTRUCTION CONFERENCE AND ORGANIZATIONAL MEETING BEFORE STARTING CONSTRUCTION, AT A TIME CONVENIENT TO THE TENANT, BUT NO LATER THAN 10 DAYS AFTER EXECUTION OF THE AGREEMENT. HOLD THE CONFERENCE AT THE PROJECT SITE OR ANOTHER CONVENIENT LOCATION. CONDUCT THE MEETING TO REVIEW RESPONSIBILITIES AND PERSONNEL ASSIGNMENTS. ALL CONTRACTORS INVOLVED IN THE PROJECT MUST ATTEND UNLESS SPECIFICALLY EXCUSED BY THE OWNER'S REPRESENTATIVE.

B. AGENDA: DISCUSS ITEMS OF SIGNIFICANCE THAT COULD AFFECT PROGRESS.

1.3 PROGRESS MEETINGS

A. CONDUCT PROGRESS MEETINGS AT THE PROJECT SITE AT REGULAR WEEKLY INTERVALS WHEN WARRANTED BY PROJECT ACTIVITIES. NOTIFY THE OWNER AND THE ARCHITECT OF SCHEDULED MEETING DATES.

B. ATTENDEES: IN ADDITION TO REPRESENTATIVES OF THE OWNER AND THE ARCHITECT, EACH SUBCONTRACTOR, SUPPLIER, OR OTHER ENTITY CONCERNED WITH CURRENT PROGRESS OR INVOLVED IN PLANNING, COORDINATION, OR PERFORMANCE OF FUTURE ACTIVITIES SHALL BE REPRESENTED AT THESE MEETINGS. ALL PARTICIPANTS AT THE CONFERENCE SHALL BE FAMILIAR WITH THE PROJECT AND AUTHORIZED TO CONCLUDE MATTERS RELATING TO THE WORK. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THE PROPER ATTENDANCE OF THE REQUIRED PARTIES. ATTENDANCE MAY BE BY VIRTUAL MEANS.

C. AGENDA: REVIEW AND CORRECT OR APPROVE MINUTES OF THE PREVIOUS PROGRESS MEETING. REVIEW OTHER ITEMS OF SIGNIFICANCE THAT COULD AFFECT PROGRESS. INCLUDE TOPICS FOR DISCUSSION AS APPROPRIATE TO THE STATUS OF THE PROJECT. TO THE MAXIMUM EXTENT POSSIBLE, THE GENERAL CONTRACTOR SHALL ADVISE THE OWNER AT LEAST 24 HOURS IN ADVANCE OF SCHEDULED PROJECT PROGRESS MEETINGS REGARDING ALL ITEMS TO BE ADDED TO THE AGENDA.

1. CONTRACTOR'S CONSTRUCTION SCHEDULE: REVIEW PROGRESS SINCE THE LAST MEETING. DETERMINE WHERE EACH ACTIVITY IS IN RELATION TO THE CONTRACTOR'S CONSTRUCTION SCHEDULE, WHETHER ON TIME OR AHEAD OR BEHIND SCHEDULE. DETERMINE HOW CONSTRUCTION BEHIND SCHEDULE WILL BE EXPEDITED; SECURE COMMITMENTS FROM PARTIES INVOLVED TO DO SO. DISCUSS WHETHER SCHEDULE REVISIONS ARE REQUIRED TO INSURE THAT CURRENT AND SUBSEQUENT ACTIVITIES WILL BE COMPLETED WITH IN THE CONTRACT TIME.

SUBMITTALS - SECTION 0133000

PART 1 – GENERAL

1.1 SUBMITTAL PROCEDURES

A. ALL SUBMITTALS MUST BE TRANSMITTED TO THE ARCHITECT FOR REVIEW AND APPROVAL WITHIN THE FIRST 10 CALENDAR DAYS AFTER CONTRACT AWARD, UNLESS SPECIFICALLY PERMITTED TO BE DELAYED, IN WRITING, BY THE ARCHITECT. SUCH DELAY MUST BE REQUESTED IN WRITING, FULLY STATING SUPPORTIVE REASONS FOR THE DELAY, AND THE AMOUNT OF ADDITIONAL TIME REQUESTED. THE ARCHITECT WILL RESPOND IN WRITING WITH THE DECISION.

B. COORDINATION: COORDINATE PREPARATION AND PROCESSING OF SUBMITTALS WITH PERFORMANCE OF CONSTRUCTION ACTIVITIES. TRANSMIT EACH SUBMITTAL SUFFICIENTLY IN ADVANCE OF PERFORMANCE OF RELATED CONSTRUCTION ACTIVITIES TO AVOID DELAY.

1. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR DELIVERY OF ALL SUBMITTALS TO THE OFFICES OF THE ARCHITECT. (WRITTEN PRODUCT/MATERIAL SUBMITTALS MAY BE DIGITAL)

2. COORDINATE EACH SUBMITTAL WITH FABRICATION, PURCHASING, TESTING, DELIVERY, OTHER SUBMITTALS, AND RELATED ACTIVITIES THAT REQUIRE SEQUENTIAL ACTIVITY.

3. COORDINATE TRANSMITTAL OF DIFFERENT TYPES OF SUBMITTALS FOR RELATED ELEMENTS OF THE WORK SO PROCESSING WILL NOT BE DELAYED BY THE NEED TO REVIEW SUBMITTALS CONCURRENTLY FOR COORDINATION.

A. THE ARCHITECT RESERVES THE RIGHT TO WITHHOLD ACTION ON A SUBMITTAL REQUIRING COORDINATION WITH OTHER SUBMITTALS UNTIL ALL RELATED SUBMITTALS ARE RECEIVED. IT IS EXPECTED OF THE CONTRACTOR TO COORDINATE SUBMITTALS TO MINIMIZE SUCH ACTION.

4. EACH SUBMITTAL MUST BE NUMBERED IN SEQUENTIAL NUMERICAL ORDER, CORRESPONDING TO THE NUMBER ASSIGNED TO THE SUBMITTAL AS SHOWN IN THE APPROVED SUBMITTAL SCHEDULE. THIS SUBMITTAL NUMBER MUST BE PLACED ON THE LOWER RIGHT CORNER, TOP SHEET, OR TOP SHEET OF MULTIPLE SHEETS, OF ALL SUBMITTAL COPIES.

5. PROCESSING: TO AVOID THE NEED TO DELAY INSTALLATION AS A RESULT OF THE TIME REQUIRED TO PROCESS SUBMITTALS, ALLOW SUFFICIENT TIME FOR SUBMITTAL REVIEW, INCLUDING TIME FOR RESUBMITTALS.

A. ALLOW 7 DAYS FOR INITIAL REVIEW. ALLOW ADDITIONAL TIME IF THE ARCHITECT MUST RELAY TO ENGINEERS FOR REVIEW.

B. IF AN INTERMEDIATE SUBMITTAL IS NECESSARY, PROCESS THE SAME AS THE INITIAL SUBMITTAL.

C. ALLOW 3 DAYS FOR REPROCESSING EACH RE-SUBMITTAL.

D. THE ARCHITECT MAY ADVISE THE CONTRACTOR WHEN A SUBMITTAL BEING PROCESSED MUST BE DELAYED FOR COORDINATION, OTHERWISE, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FULLY COORDINATE ALL SUBMITTAL REQUIREMENTS, INCLUDING SUB-CONTRACTORS.

E. NO EXTENSION OF CONTRACT TIME WILL BE AUTHORIZED BECAUSE OF FAILURE TO TRANSMIT SUBMITTALS TO THE ARCHITECT SUFFICIENTLY IN ADVANCE OF THE WORK TO PERMIT PROCESSING, AS DESCRIBED HEREIN.

F. SUBMIT 5 COPIES OF EACH SUBMITTAL.

C. SUBMITTAL PREPARATION: PLACE A PERMANENT LABEL OR TITLE BLOCK ON EACH SUBMITTAL FOR IDENTIFICATION. INDICATE THE NAME OF THE ENTITY THAT PREPARED EACH SUBMITTAL ON THE LABEL OR TITLE BLOCK.

1. INCLUDE THE FOLLOWING INFORMATION ON THE LABEL FOR PROCESSING AND RECORDING ACTION TAKEN.

A. PROJECT NAME.
B. DATE.
C. NAME AND ADDRESS OF THE ARCHITECT.
D. NAME AND ADDRESS OF THE CONTRACTOR.
E. NAME AND ADDRESS OF THE SUBCONTRACTOR, OR
F. NAME AND ADDRESS OF THE SUPPLIER, OR
G. NAME OF THE MANUFACTURER.
H. NUMBER AND TITLE OF APPROPRIATE SPECIFICATION SECTION.
I. DRAWING NUMBER AND DETAIL REFERENCES, AS APPROPRIATE.
J. SUBMITTAL NUMBER.

D. SUBMITTAL TRANSMITTAL: PACKAGE EACH SUBMITTAL APPROPRIATELY FOR TRANSMITTAL AND HANDLING. TRANSMIT EACH SUBMITTAL FROM THE CONTRACTOR TO THE ARCHITECT USING A TRANSMITTAL FORM. THE ARCHITECT WILL NOT ACCEPT SUBMITTALS RECEIVED FROM SOURCES OTHER THAN THE CONTRACTOR.

1.2 SHOP DRAWINGS

A. THESE PROCEDURES MUST BE FOLLOWED BY ALL PARTIES WITHOUT DEVIATION, UNLESS APPROVED IN WRITING BY THE ARCHITECT. LOSS OF CONSTRUCTION TIME DUE TO THE CONTRACTOR'S UNWILLINGNESS TO ADOPT AND FOLLOW THESE PROCEDURES WILL NOT BE CAUSE TO EXTEND THE CONTRACT COMPLETION DATE.

B. SUBMIT NEWLY PREPARED INFORMATION DRAWN ACCURATELY TO SCALE. HIGHLIGHT, ENCIRCLE, OR OTHERWISE INDICATE DEVIATIONS FROM THE CONTRACT DOCUMENTS. DO NOT REPRODUCE CONTRACT DOCUMENTS OR COPY STANDARD INFORMATION AS THE BASIS OF SHOP DRAWINGS. STANDARD INFORMATION PREPARED WITHOUT SPECIFIC REFERENCE TO THE PROJECT IS NOT CONSIDERED A SHOP DRAWING AND WILL NOT BE ACCEPTED.

C. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO CAUSE ALL SUBCONTRACTORS, SUPPLIERS, ETC. UNDER HIS CONTRACTUAL CONTROL, TO COMPLY WITH ALL OF THESE PROCEDURES HEREIN, IN FULL, AND WITHOUT DEVIATION.

D. SHOP DRAWINGS INCLUDE FABRICATION AND INSTALLATION DRAWINGS, SETTING DIAGRAMS, SCHEDULES, PATTERNS, TEMPLATES AND SIMILAR DRAWINGS. INCLUDE THE FOLLOWING INFORMATION:

1. DIMENSIONS.
2. IDENTIFICATION OF PRODUCTS AND MATERIALS INCLUDED BY SHEET AND DETAIL NUMBER.
3. COMPLIANCE WITH SPECIFIED STANDARDS.
4. NOTATION OF COORDINATION REQUIREMENTS.
5. NOTATION OF DIMENSIONS ESTABLISHED BY FIELD MEASUREMENT.

E. SHOP DRAWINGS SHOULD BE COMPLETED SHOWING ALL NECESSARY DETAILS AND SPECIAL CONDITIONS. MANUFACTURER'S STANDARD DETAIL CUTS CAN BE USED ONLY IF THEY FULLY DEMONSTRATE ACTUAL DESIGN OR PROJECT CONDITIONS (AS DETERMINED BY THE ARCHITECT). OTHERWISE, NEW AND COMPREHENSIVELY DRAFTED DETAILS MUST BE SUBMITTED. NONCOMPLIANCE OF THIS REQUIREMENT WILL BE CAUSE FOR REJECTION OF SHOP DRAWINGS WITHOUT REVIEW.

1. DRAWING SUBMITTAL: SUBMIT (1) PDF FILE OF EACH SHOP DRAWING. EXCEPT FOR TEMPLATES, PATTERNS AND SIMILAR FULL-SIZE DRAWINGS, SUBMIT SHOP DRAWINGS ON SHEETS AT LEAST 8-1/2 BY 11 INCHES (215 BY 280 MM) BUT NO LARGER THAN 24 BY 36 INCHES (890 BY 1220 MM).

2. THE CONTRACTOR SHALL PRINT OFF THE FINAL, APPROVED REPRODUCIBLE, SUCH AS SHEETS ARE NECESSARY FOR CONSTRUCTION USE, SUBCONTRACTORS USE, COORDINATION NEEDS, SUCH AS MAINTENANCE MANUALS, ETC. OR OTHER REQUIREMENTS FOR "RECORD DOCUMENTS".

3. THE CONTRACTOR SHALL BE RESPONSIBLE TO PRINT ALL NECESSARY COPIES OFF ANY SUBMITTAL REPRODUCIBLE AS IS NEEDED TO EXECUTE THE WORK AFTER ARCHITECT'S APPROVAL, OR FOR INTERIM USE PRIOR TO FINAL ARCHITECT'S APPROVAL.

4. DO NOT USE SHOP DRAWINGS (OR ALLOW THEM TO BE AT THE JOB SITE) WITHOUT AN APPROPRIATE FINAL STAMP INDICATING ACTION TAKEN.

F. THE GENERAL CONTRACTOR IS TO REVIEW, APPROVE AND STAMP WITH THE CONTRACTOR'S ACTION, ALL SUBMITTALS PRIOR TO TRANSMITTING TO ARCHITECT. EACH SUBMITTAL SHALL BEAR THE LEGIBLE ACTION STAMP OF THE CONTRACTOR. IF, DURING THE COURSE OF CONTRACTOR'S REVIEW, THE SUBMITTAL IS FOUND TO CONTAIN MANY ERRORS, THE CONTRACTOR SHALL HAVE THOSE ERRORS CORRECTED AND RE-SUBMITTAL MADE, PRIOR TO HAVING THE ARCHITECT INITIALLY REVIEW THE SUBMITTAL.

1.4 QUALITY ASSURANCE SUBMITTALS

A. SUBMIT QUALITY-CONTROL SUBMITTALS, INCLUDING DESIGN DATA, CERTIFICATIONS, MANUFACTURER'S INSTRUCTIONS, MANUFACTURER'S FIELD REPORTS, AND OTHER QUALITY-CONTROL SUBMITTALS AS REQUIRED UNDER OTHER SECTIONS OF THE SPECIFICATIONS.

B. CERTIFICATIONS: WHERE OTHER SECTIONS OF THE SPECIFICATIONS REQUIRE CERTIFICATION THAT A PRODUCT, MATERIAL, OR INSTALLATION COMPLIES WITH SPECIFIED REQUIREMENTS, SUBMIT A NOTARIZED CERTIFICATION FROM THE MANUFACTURER CERTIFYING COMPLIANCE WITH SPECIFIED REQUIREMENTS.

1.5 ARCHITECT'S ACTION

A. EXCEPT FOR SUBMITTALS FOR THE RECORD OR INFORMATION, WHERE ACTION AND RETURN IS REQUIRED, THE ARCHITECT WILL REVIEW EACH SUBMITTAL, MARK TO INDICATE ACTION TAKEN, AND RETURN PROMPTLY.

1. COMPLIANCE WITH SPECIFIED CHARACTERISTICS IS THE CONTRACTOR'S RESPONSIBILITY.

B. ACTION STAMP: THE ARCHITECT WILL STAMP EACH SUBMITTAL WITH A UNIFORM, SELF-EXPLANATORY ACTION STAMP. THE ARCHITECT WILL MARK THE STAMP APPROPRIATELY TO INDICATE THE ACTION TAKEN, AS FOLLOWS:

1. FINAL UNRESTRICTED RELEASE: WHEN THE ARCHITECT MARKS A SUBMITTAL "APPROVED," THE WORK COVERED BY THE SUBMITTAL MAY PROCEED PROVIDED IT COMPLIES WITH REQUIREMENTS OF THE CONTRACT DOCUMENTS. FINAL PAYMENT DEPENDS ON THAT COMPLIANCE.

2. FINAL-BUT-RESTRICTED RELEASE: WHEN THE ARCHITECT MARKS A SUBMITTAL "APPROVED WITH CHANGES NOTED," THE WORK COVERED BY THE SUBMITTAL MAY PROCEED PROVIDED IT COMPLIES WITH NOTATIONS OR CORRECTIONS ON THE SUBMITTAL AND REQUIREMENTS OF THE CONTRACT DOCUMENTS. FINAL PAYMENT DEPENDS ON THAT COMPLIANCE.

3. RETURNED FOR RESUBMITTAL: WHEN THE ARCHITECT MARKS A SUBMITTAL "REVISE AND RESUBMIT," DO NOT PROCEED WITH WORK COVERED BY THE SUBMITTAL, INCLUDING PURCHASING, FABRICATION, DELIVERY, OR OTHER ACTIVITY. REVISE OR PREPARE A NEW SUBMITTAL ACCORDING TO THE NOTATIONS; RESUBMIT WITHOUT DELAY. REPEAT IF NECESSARY TO OBTAIN DIFFERENT ACTION MARK.

4. DO NOT USE, OR ALLOW OTHERS TO USE, SUBMITTALS MARKED "REVISE AND RESUBMIT", OR "REJECTED" AT THE PROJECT SITE OR ELSEWHERE WHERE WORK IS IN PROGRESS.

5. OTHER ACTION: WHERE A SUBMITTAL IS FOR INFORMATION OR RECORD PURPOSES OR SPECIAL PROCESSING OR OTHER ACTIVITY, THE ARCHITECT WILL RETURN THE SUBMITTAL MARKED "NO ACTION REQUIRED."

C. UNSOLICITED SUBMITTALS: THE ARCHITECT WILL NOT REVIEW UNSOLICITED SUBMITTALS.

1.6 SUBMITTALS:

A. SUBMITTALS: IN ADDITION TO PRODUCT DATA, SUBMIT SHOP DRAWINGS, INSTALLATION INSTRUCTIONS, COLOR SAMPLES, AND GENERAL RECOMMENDATIONS, AS APPLICABLE TO MATERIALS AND FINISHES FOR EACH COMPONENT AND FOR TOTAL PANEL ASSEMBLIES. THE LIST INCLUDES BUT NOT LIMITED TO THE FOLLOWING:

ARCHITECTURAL
1. DOOR AND HARDWARE SCHEDULE AND COMPONENTS.
~~2. CASEWORK SHOP DRAWINGS.~~
3. ALUMINUM STOREFRONT SYSTEM SHOP DRAWINGS WITH SAMPLE COLOR.
4. GLASS PRODUCT CERTIFICATES AND SAMPLE.
5. PAINT COLORS.
6. FINISH MATERIAL SAMPLES
MECHANICAL/ELECTRICAL
~~1. HVAC UNITS~~
~~2. EXHAUST FANS~~
~~3. GRILLES, REGISTERS AND DIFFUSERS~~
~~4. THERMOSTATS~~
5. PLUMBING FIXTURES
~~6. WATER HEATERS~~
7. PIPE FITTINGS & VALVES
~~8. PROCESS PIPING SPECIALTIES~~
~~9. BOILER STACK~~
~~10. DUCTWORK SHOP DRAWINGS~~
11. LUMINAIRES
12. SWITCHGEAR
13. LIGHTING CONTROL SYSTEM

CONSTRUCTION FACILITIES AND TEMPORARY CONTROLS - SECTION 015000

PART 1 – GENERAL

THE CONTRACTOR SHALL PROVIDE, AT HIS OWN COST, TIME AND EXPENSE; ALL TEMPORARY UTILITIES, SUPPORT FACILITIES, AND SECURITY PROTECTION AS NEEDED TO CONSTRUCT THIS PROJECT.

1.1 SUMMARY

A. THIS SECTION INCLUDES REQUIREMENTS FOR CONSTRUCTION FACILITIES AND TEMPORARY CONTROLS, INCLUDING TEMPORARY UTILITIES, SUPPORT FACILITIES, AND SECURITY AND PROTECTION.

B. TEMPORARY UTILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

1. WATER SERVICE AND DISTRIBUTION.
2. TEMPORARY ELECTRIC POWER AND LIGHT.
3. TEMPORARY HEAT.
4. VENTILATION.
5. TELEPHONE/I.T. SERVICE.
6. SANITARY FACILITIES, INCLUDING DRINKING WATER.
7. STORM AND SANITARY SEWER.

C. SUPPORT FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

1. FIELD OFFICES.
2. TEMPORARY PROJECT IDENTIFICATION SIGNS AND BULLETIN BOARDS.
3. WASTE DISPOSAL SERVICES.
4. CONSTRUCTION AIDS AND MISCELLANEOUS SERVICES AND FACILITIES.

D. SECURITY AND PROTECTION FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

1. TEMPORARY FIRE PROTECTION.
2. BARRICADES, WARNING SIGNS, AND LIGHTS.
3. ENCLOSURE FENCE FOR THE SITE.

E. STANDARDS: COMPLY WITH NFPA 241 "STANDARD FOR SAFEGUARDING CONSTRUCTION, ALTERATIONS, AND DEMOLITION OPERATIONS," ANSI A10 SERIES STANDARDS FOR "SAFETY REQUIREMENTS FOR CONSTRUCTION AND DEMOLITION," AND NECA ELECTRICAL DESIGN LIBRARY "TEMPORARY ELECTRICAL FACILITIES."

1. REFER TO "GUIDELINES FOR BID CONDITIONS FOR TEMPORARY JOB UTILITIES AND SERVICES", PREPARED JOINTLY BY AGC AND ASC, FOR INDUSTRY RECOMMENDATIONS.

2. ELECTRICAL SERVICE: COMPLY WITH NEMA, NECA, AND UL STANDARDS AND REGULATIONS FOR TEMPORARY ELECTRIC SERVICE. INSTALL SERVICE IN COMPLIANCE WITH NFPA 70 "NATIONAL ELECTRIC CODE."

F. INSPECTIONS: ARRANGE FOR AUTHORITIES HAVING JURISDICTION TO INSPECT AND TEST EACH TEMPORARY UTILITY BEFORE USE. OBTAIN REQUIRED CERTIFICATIONS AND PERMITS.

G. CONDITIONS OF USE: KEEP TEMPORARY SERVICES AND FACILITIES CLEAN AND NEAT IN APPEARANCE. OPERATE IN A SAFE AND EFFICIENT MANNER. RELOCATE TEMPORARY SERVICES AND FACILITIES AS THE WORK PROGRESSES. DO NOT OVERLOAD FACILITIES OR PERMIT THEM TO INTERFERE WITH PROGRESS. TAKE NECESSARY FIRE-PREVENTION MEASURES. DO NOT ALLOW HAZARDOUS, DANGEROUS, OR UNSANITARY CONDITIONS, OR PUBLIC NUISANCES TO DEVELOP OR PERSIST ON-SITE.

1.2 PRODUCTS

A. ELECTRICAL OUTLETS: PROVIDE PROPERLY CONFIGURED, UL RATED, NEMA-POLARIZED OUTLETS TO PREVENT INSERTION OF 110- TO 120-VOLT PLUGS INTO HIGHER VOLTAGE OUTLETS. PROVIDE RECEPTACLE OUTLETS EQUIPPED WITH GROUND-FAULT CIRCUIT INTERRUPTERS, RESET BUTTON, AND PILOT LIGHT FOR CONNECTION OF POWER TOOLS AND EQUIPMENT.

B. ELECTRICAL POWER CORDS: PROVIDE UL RATED, GROUNDED EXTENSION CORDS. USE HARD- SERVICE CORDS WHERE EXPOSED TO ABRASION AND TRAFFIC. PROVIDE WATERPROOF CONNECTORS TO CONNECT SEPARATE LENGTHS OF ELECTRIC CORDS IF SINGLE LENGTHS WILL NOT REACH AREAS WHERE CONSTRUCTION ACTIVITIES ARE IN PROGRESS. DO NOT EXCEED SAFE LENGTH-VOLTAGE RATIO.

C. LAMPS AND LIGHT FIXTURES: PROVIDE UL RATED, GENERAL SERVICE, INCANDESCENT LAMPS OF WATTAGE REQUIRED FOR ADEQUATE ILLUMINATION. PROVIDE GUARD CAGES OR TEMPERED- GLASS ENCLOSURES WHERE EXPOSED TO BREAKAGE. PROVIDE EXTERIOR FIXTURES WHERE EXPOSED TO MOISTURE.

D. TEMPORARY TOILET UNITS: PROVIDE SELF-CONTAINED, SINGLE-OCCUPANT TOILET UNITS OF THE CHEMICAL, AERATED RECIRCULATION, OR COMBUSTION TYPE. PROVIDE UNITS PROPERLY VENTED AND FULLY ENCLOSED WITH A GLASS-FIBER-REINFORCED POLYESTER SHELL OR SIMILAR NONABSORBENT MATERIAL.

E. FIRE EXTINGUISHERS: PROVIDE HAND-CARRIED, PORTABLE, UL-RATED, CLASS A FIRE EXTINGUISHERS FOR TEMPORARY OFFICES AND SIMILAR SPACES. IN OTHER LOCATIONS, PROVIDE HAND-CARRIED, PORTABLE, UL-RATED, CLASS ABC, DRY-CHEMICAL EXTINGUISHERS OR A COMBINATION OF EXTINGUISHERS OF NFPA-RECOMMENDED CLASSES FOR THE EXPOSURES.

F. COMPLY WITH NFPA 10 AND NFPA 241 FOR CLASSIFICATION, EXTINGUISHING AGENT, AND SIZE REQUIRED BY LOCATION AND CLASS OF FIRE EXPOSURE.

G. FIRST AID SUPPLIES: COMPLY WITH GOVERNING REGULATIONS.

1.3 EXECUTION

A. INSTALLATION

1. USE QUALIFIED PERSONNEL FOR INSTALLATION OF TEMPORARY FACILITIES. LOCATE FACILITIES WHERE THEY WILL SERVE THE PROJECT ADEQUATELY AND RESULT IN MINIMUM INTERFERENCE WITH PERFORMANCE OF THE WORK. RELOCATE AND MODIFY FACILITIES AS REQUIRED.

2. PROVIDE EACH FACILITY READY FOR USE WHEN NEEDED TO AVOID DELAY. MAINTAIN AND MODIFY AS REQUIRED. DO NOT REMOVE UNTIL FACILITIES ARE NO LONGER NEEDED OR ARE REPLACED BY AUTHORIZED USE OF COMPLETED PERMANENT FACILITIES.

B. PROVIDE INCOMBUSTIBLE CONSTRUCTION FOR OFFICES, SHOPS, AND SHEDS LOCATED WITHIN THE CONSTRUCTION AREA OR WITHIN 30 FEET (9 M) OF BUILDING LINES. COMPLY WITH REQUIREMENTS OF NFPA 241.

C. FIELD OFFICES: PROVIDE INSULATED, WEATHERTIGHT TEMPORARY OFFICES OF SUFFICIENT SIZE TO ACCOMMODATE REQUIRED OFFICE PERSONNEL AT THE PROJECT SITE. KEEP THE OFFICE CLEAN AND ORDERLY FOR USE FOR SMALL PROGRESS MEETINGS. FURNISH AND EQUIP OFFICES AS FOLLOWS:

D. FURNISH WITH A DESK AND CHAIRS, A 4-DRAWER FILE CABINET, PLAN TABLE, PLAN RACK, AND A 6-SHELF BOOKCASE. PROVIDE INTERNET ACCESS AND ACCESS TO EMAIL TO JOB SITE FACILITY.

SUBSTITUTIONS - SECTION 016000

PART 1 – GENERAL

1.1 SUBMITTALS – SEE SECTION 013300 FOR SUBMITTAL INFORMATION

A. SUBSTITUTION REQUEST SUBMITTAL: THE ARCHITECT WILL CONSIDER REQUESTS FOR NON-NATIONAL ACCOUNT VENDOR SUBSTITUTIONS IF RECEIVED WITHIN 10 DAYS AFTER COMMENCEMENT OF THE WORK. REQUESTS RECEIVED MORE THAN 10 DAYS AFTER COMMENCEMENT OF THE WORK MAY BE CONSIDERED OR REJECTED AT THE DISCRETION OF THE ARCHITECT.

1. SUBMIT REQUESTS IN THE FORM AND ACCORDING TO PROCEDURES REQUIRED FOR SUBMITTALS.

2. IDENTIFY THE PRODUCT OR THE FABRICATON OR INSTALLATION METHOD TO BE REPLACED IN EACH REQUEST. INCLUDE RELATED SPECIFICATION SECTION AND DRAWING NUMBERS.

3. PROVIDE COMPLETE DOCUMENTATION SHOWING COMPLIANCE WITH THE REQUIREMENTS FOR SUBSTITUTIONS, AND THE FOLLOWING INFORMATION, AS APPROPRIATE:

4. ARCHITECT'S ACTION: IF NECESSARY, THE ARCHITECT WILL REQUEST ADDITIONAL INFORMATION OR DOCUMENTATION FOR EVALUATION WITHIN ONE WEEK OF RECEIPT OF A REQUEST FOR SUBSTITUTION. THE ARCHITECT WILL NOTIFY THE CONTRACTOR OF ACCEPTANCE OR REJECTION OF THE SUBSTITUTION WITHIN ONE WEEKS OF RECEIPT OF THE REQUEST, OR ONE WEEK OF RECEIPT OF ADDITIONAL INFORMATION OR DOCUMENTATION, WHICHEVER IS LATER. ACCEPTANCE WILL BE IN THE FORM OF A CHANGE ORDER.

A. G.C. IS EXPECTED TO USE THE PRODUCT SPECIFIED IF THE ARCHITECT IS UNABLE TO MAKE A DECISION ON THE USE OF A PROPOSED SUBSTITUTE WITHIN THE TIME ALLOCATED.

PART 2 – PRODUCTS

2.1 SUBSTITUTIONS

A. CONDITIONS: THE ARCHITECT WILL RECEIVE AND CONSIDER THE CONTRACTOR'S REQUEST FOR SUBSTITUTION WHEN ONE OR MORE OF THE FOLLOWING CONDITIONS ARE SATISFIED, AS DETERMINED BY THE ARCHITECT. IF THE FOLLOWING CONDITIONS ARE NOT SATISFIED, THE ARCHITECT WILL RETURN THE REQUESTS WITHOUT ACTION EXCEPT TO RECORD NONCOMPLIANCE WITH THESE REQUIREMENTS.

1. EXTENSIVE REVISIONS TO THE CONTRACT DOCUMENTS ARE NOT REQUIRED.

2. PROPOSED CHANGES ARE IN KEEPING WITH THE GENERAL INTENT OF THE CONTRACT DOCUMENTS.

3. THE REQUEST IS TIMELY, FULLY DOCUMENTED, AND PROPERLY SUBMITTED.

4. THE SPECIFIED PRODUCT OR METHOD OF CONSTRUCTION CANNOT BE PROVIDED WITHIN THE CONTRACT TIME. THE ARCHITECT WILL NOT CONSIDER THE REQUEST IF THE PRODUCT OR METHOD CANNOT BE PROVIDED AS A RESULT OF FAILURE TO PURSUE THE WORK PROMPTLY OR COORDINATE ACTIVITIES PROPERLY.

5. THE REQUESTED SUBSTITUTION OFFERS THE OWNER A SUBSTANTIAL ADVANTAGE, IN COST, TIME, ENERGY CONSERVATION, OR OTHER CONSIDERATIONS, AFTER DEDUCTING ADDITIONAL RESPONSIBILITIES THE OWNER MUST ASSUME. THE OWNER'S ADDITIONAL RESPONSIBILITIES MAY INCLUDE COMPENSATION TO THE ARCHITECT FOR REDESIGN AND EVALUATION SERVICES, INCREASED COST OF OTHER CONSTRUCTION BY THE OWNER, AND SIMILAR CONSIDERATIONS.

6. THE SPECIFIED PRODUCT OR METHOD OF CONSTRUCTION CANNOT RECEIVE NECESSARY APPROVAL BY A GOVERNING AUTHORITY, AND THE REQUESTED SUBSTITUTION CAN BE APPROVED.

7. THE SPECIFIED PRODUCT OR METHOD OF CONSTRUCTION CANNOT BE PROVIDED IN A MANNER THAT IS COMPATIBLE WITH OTHER MATERIALS AND WHERE THE CONTRACTOR CERTIFIES THAT THE SUBSTITUTION WILL OVERCOME THE INCOMPATIBILITY.

8. THE SPECIFIED PRODUCT OR METHOD OF CONSTRUCTION CANNOT BE COORDINATED WITH OTHER MATERIALS AND WHERE THE CONTRACTOR CERTIFIES THAT THE PROPOSED SUBSTITUTION CAN BE COORDINATED.

9. THE SPECIFIED PRODUCT OR METHOD OF CONSTRUCTION CANNOT PROVIDE A WARRANTY REQUIRED BY THE CONTRACT DOCUMENTS AND WHERE THE CONTRACTOR CERTIFIES THAT THE PROPOSED SUBSTITUTION PROVIDES THE REQUIRED WARRANTY.

B. THE CONTRACTOR'S SUBMITTAL AND THE ARCHITECT'S ACCEPTANCE OF SHOP DRAWINGS, PRODUCT DATA, OR SAMPLES FOR CONSTRUCTION ACTIVITIES NOT COMPLYING WITH THE CONTRACT DOCUMENTS DO NOT CONSTITUTE AN ACCEPTABLE OR VALID REQUEST FOR SUBSTITUTION, NOR DO THEY CONSTITUTE APPROVAL.

CONTRACT CLOSE-OUT - SECTION 017000

1.1 SUBSTANTIAL COMPLETION

A. THE CONTRACTOR IS REQUIRED TO PROVIDE THE FOLLOWING CLOSE OUT MATERIALS TO TENANT SPECIFIED CLOSEOUT PACKAGE NATIONAL ACCOUNT VENDOR IN EITHER PAPER OR ELECTRONIC FORM FOR CONVERSION INTO THE FINAL CLOSE OUT ELECTRONIC MANUAL ON CD. THE CONTRACTOR IS RESPONSIBLE FOR THE FEE ASSOCIATED WITH THE FINAL CLOSE OUT MANUAL.

1. COPY OF THE BUILDING PERMIT
2. CERTIFICATES OF INSPECTIONS (IF APPLICABLE)
3. LIST OF ALL SUBCONTRACTORS; INCLUDING NAME, TRADE, CONTACT PERSON, AND PHONE #.
4. GENERAL AND SUB-CONTRACTOR WARRANTY FORM
5. EQUIPMENT OPERATION AND MAINTENANCE MANUALS AND EQUIPMENT WARRANTIES
6. AS-BUILT DRAWINGS – ORIGINALS OR ELECTRONIC FILE
7. COMPLETED PUNCH LIST SIGNED OFF BY TENANT'S REPRESENTATIVE
8. SKETCH SHOWING LOCATIONS OF SHUT-OFF VALVES FOR WATER, GAS, AND ELECTRIC.

FINAL CLEANING - SECTION 017100

A. SUMMARY

1. ENVIRONMENTAL REQUIREMENTS: CONDUCT CLEANING AND WASTE-DISPOSAL OPERATIONS IN COMPLIANCE WITH LOCAL LAWS AND ORDINANCES. COMPLY FULLY WITH FEDERAL AND LOCAL ENVIRONMENTAL AND ANTI POLLUTION REGULATIONS.

B. PRODUCTS

1. CLEANING AGENTS: USE CLEANING MATERIALS AND AGENTS RECOMMENDED BY THE MANUFACTURER OR FABRICATOR OF THE SURFACE TO BE CLEANED. DO NOT USE CLEANING AGENTS THAT ARE POTENTIALLY HAZARDOUS TO HEALTH OR PROPERTY OR THAT MIGHT DAMAGE FINISHED SURFACES.

C. EXECUTION – COMPLETE THE FOLLOWING CLEANING OPERATIONS BEFORE REQUESTING INSPECTION FOR FINAL COMPLETION FOR THE ENTIRE PROJECT.

1. CLEAN THE PROJECT SITE, YARD AND GROUNDS, IN AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, INCLUDING LANDSCAPE DEVELOPMENT AREAS, OF RUBBISH, WASTE MATERIAL, LITTER, AND FOREIGN SUBSTANCES.

2. SWEEP PAVED AREAS BROOM CLEAN AND POWER WASH ALL DIRT AND MATERIALS WHICH CAN BE TRACKED INTO THE BUILDING. RAKE GROUNDS THAT ARE NEITHER PLANTED NOR PAVED TO A SMOOTH, EVEN-TEXTURED SURFACE.

3. REMOVE PETROCHEMICAL SPILLS, STAINS, AND OTHER FOREIGN DEPOSITS, INCLUDING EXCESS CONCRETE AND MORTAR DUMPINGS.

4. REMOVE TOOLS, CONSTRUCTION EQUIPMENT, MACHINERY, AND SURPLUS MATERIAL FROM THE SITE.

5. DAMP CLEAN AND DRY EXPOSED EXTERIOR AND INTERIOR HARD-SURFACED FINISHES TO A DIRT-FREE CONDITION, FREE OF STAINS, FILMS, AND SIMILAR FOREIGN SUBSTANCES. AVOID DISTURBING NATURAL WEATHERING OF EXTERIOR SURFACES. RESTORE REFLECTIVE SURFACES TO THEIR ORIGINAL CONDITION.

6. REMOVE DEBRIS AND SURFACE FROM LIMITED ACCESS SPACES, INCLUDING ROOFS, PLENUMS, SHAFTS, TRENCHES, EQUIPMENT VAULTS, MANHOLES, ATTICS, AND SIMILAR SPACES.

7. NOT USED

8. CLEAN TRANSPARENT MATERIALS, INCLUDING MIRRORS AND GLASS IN DOORS AND WINDOWS. REMOVE GLAZING COMPOUNDS AND OTHER SUBSTANCES THAT ARE NOTICEABLE VISION-OBSCURING MATERIALS. REPLACE CHIPPED OR BROKEN GLASS AND OTHER DAMAGED TRANSPARENT MATERIALS. POLISH MIRRORS AND GLASS, TAKING CARE NOT TO SCRATCH SURFACES.

9. REMOVE LABELS THAT ARE NOT PERMANENT LABELS.

10. TOUCH UP AND OTHERWISE REPAIR AND RESTORE MARRED, EXPOSED FINISHES AND SURFACES. REPLACE FINISHES AND SURFACES THAT CANNOT BE SATISFACTORILY REPAIRED OR RESTORED OR THAT ALREADY SHOW EVIDENCE OF REPAIR OR RESTORATION.

A. DO NOT PAINT OVER "UL" AND SIMILAR LABELS, INCLUDING MECHANICAL AND ELECTRICAL NAMEPLATES.

11. CLEAN LIGHT FIXTURES, LAMPS, AND REFLECTORS TO FUNCTION WITH FULL EFFICIENCY. REPLACE BURNED-OUT BULBS IN FIXTURES.

12. LEAVE THE PROJECT CLEAN AND READY FOR OCCUPANCY.

E. REMOVAL OF PROTECTION: REMOVE TEMPORARY PROTECTION AND FACILITIES INSTALLED DURING CONSTRUCTION TO PROTECT PREVIOUSLY COMPLETED INSTALLATIONS DURING THE REMAINDER OF THE CONSTRUCTION PERIOD.

F. COMPLIANCES: COMPLY WITH GOVERNING REGULATIONS AND SAFETY STANDARDS FOR CLEANING OPERATIONS. REMOVE WASTE MATERIALS FROM THE SITE AND DISPOSE OF LAWFULLY.

ROUGH CARPENTRY - 061000

A. ROUGH CARPENTRY: PROVIDE WOOD GROUNDS, NAILERS & BLOCKING WHERE INDICATED AND/OR REQUIRED FOR PROPER INSTALLATION OF WORK. USE FASTENING METHODS WHICH WILL INSURE THE GREATEST STRENGTH FOR THE CONDITION INDICATED. WOOD SHALL BE AS FOLLOWS:

1. MOISTURE CONTENT: 19% MAXIMUM
2. GRADE: STANDARD GRADE LIGHT FRAMING SIZE LUMBER OF ANY SPECIES OR BOARD SIZE LUMBER AS REQUIRED. No. 3 COMMON OR STANDARD GRADE PER WCLIB OR WWPA RULES OR No. 3 BOARDS PER SPIB RULES.
3. PROVIDE FIRE RETARDANT TREATED WOOD WHERE REQUIRED BY LOCAL CODE REQUIREMENTS OR WHERE INDICATED. COMPLY WITH AWPA C20.
4. PRESERVATIVE-TREATED WOOD: WHERE INDICATED, AND FOR USE AS WOOD CANTS, NAILERS, CURBS, EQUIPMENT SUPPORT BASES, BLOCKING, STRIPPING, AND SIMILAR MEMBERS IN CONNECTION WITH ROOFING, OUTDOOR DECKING, FLASHING, VAPOR BARRIERS, AND CONCEALED MEMBERS IN CONTACT WITH MASONRY OR CONCRETE. COMPLY WITH AWPA C2, WITH 0.25 LBS./CUBIC FOOT MINIMUM RETENTION.
5. TOPS OF ALL FRAMING BOARDS SHALL BE BUTYL TAPE SEALED.

Trex® Wood–Plastic Composite Decking -067300

PART 1 – GENERAL

1.1 SUMMARY

A. Section includes factory-finished wood-plastic composite (WPC) decking boards, fascia, associated fasteners, and accessories for exterior walking surfaces on wood or steel subframing.

B. Related Sections (coordinate as applicable):

1. 03 30 00 – Cast-in-Place Concrete (piers/footings).
2. 05 50 00 – Metal Fabrications (stringers, steel framing).
3. 06 10 00 – Rough Carpentry (PT lumber framing/ledger).
4. 09 91 23 – Exterior Painting (exposed wood framing, if any).

1.2 REFERENCES

A. Building Code: IBC/IRC as adopted by AHJ.
B. ICC/ES Evaluation Report for composite decking (Trex® ESR covering Transcend® and Select® boards).
C. Trex® Decking Installation Guide (current edition).
D. Trex® Fascia Installation Recommendations (current edition).
E. Trex® Hideaway® Universal Hidden Fasteners – installation instructions.

1.3 SUBMITTALS

A. Product Data: Manufacturer's data for decking, fascia, fasteners, and accessories; include profiles, dimensions, allowable spans/joist spacing, installation requirements, and maintenance.

B. Samples: 12 in (300 mm) long pieces of each deck board and fascia color/finish selected.

C. Shop Drawings (when required): Framing layout showing joist spacing; borders/picture frame blocking; stair treads and nosings; fastener patterns; expansion gaps; transitions at thresholds and drains; fascia venting/spacers.

D. Warranty: Manufacturer's standard limited warranty for decking/fascia; include commercial period if applicable.

E. Sustainability/Environmental Data (optional): Recycled content percentage; EPD/HPD if available.

1.4 QUALITY ASSURANCE

A. Single Source: Obtain decking, fascia, and proprietary fasteners from one manufacturer.

B. Installer Qualifications: Experienced deck installer with minimum two completed projects of similar scope; approved fastener practices for composite decking.

C. Mock Up: Install minimum 25 sq ft including a picture frame border and fascia; demonstrate gapping, fasteners, and color; approved mock up establishes standard of quality.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Deliver materials in manufacturer's unopened packaging with labels intact.

B. Store flat on pallets/bunks; keep dry and clean; protect from construction traffic and damage. Do not remove factory wrap until time of installation. Acclimate per manufacturer recommendations.

1.6 WARRANTY

A. Provide manufacturer's limited warranty for decking/fascia. Residential projects: up to 25-50 years depending on product line; Commercial projects: typically 10 years. Color fade and stain coverage as specified by manufacturer.

PART 2 – PRODUCTS

2.1 MANUFACTURERS

A. Basis of Design: **Trex Company, Inc.** – Trex® composite decking and fascia.

B. Substitutions: Under provisions of Division 01; must demonstrate equal or greater code compliance, span/deflection performance, finish durability, warranty, and compatible fastener system.

2.2 DECK BOARDS

A. Solid-profile, high-performance, co-extruded composite boards with proprietary protective shell, suitable for exterior walking surfaces.

B. Acceptable Products:

1. **Select® 2×6** square-edge heavy-duty board (actual approx. 1.3 in × 5.5 in).

C. Color/Finish: Manufacturer's standard colors as selected by architect.

D. Performance Requirements:

1. Code Compliance: Composite decking shall comply with ICC/ES evaluation report for use under IBC/IRC.
2. Structural/Span: Install on **16 in O.C. joists** for 1 in boards; **24 in O.C.** permitted for **2×6** boards; **12 in O.C.** when deck boards are installed at angles (e.g., 45°). See manufacturer span/spacing chart for specific line selected.
3. Thermal Movement/Gapping: Provide end and side gaps per manufacturer temperature based tables at time of install; maintain required perimeter clearances from abutting construction.
4. Surface Characteristics: Factory applied cap stock designed to resist fading, staining, scratching per manufacturer's published criteria.
5. Recycled Content: Core manufactured with high recycled content (informational credit only).

2.3 FASCIA AND RISERS

A. Composite fascia boards: 1×8 and/or 1×12 nominal (actual approx. 0.56 in thickness), matching deck color.

B. Accessories: Pre-drill/countersink plug systems or manufacturer-approved fascia screws; ventilation/spacer strips as recommended to control oil canning and allow airflow behind fascia.

2.4 FASTENERS AND ACCESSORIES

A. Hidden Fasteners (grooved boards): **Trex® Hideaway® Universal** clips and stainless screws; color-matched as available.

B. Face-Screwed Boards (square-edge): Manufacturer-approved composite deck screws (stainless or coated) of length required to penetrate framing per ESR and installation guide.

C. Picture-Frame/Perimeter Blocking: Provide additional joists and/or solid blocking to support borders, miters, and butt joints as detailed.

D. Flashing/Underlayment: Butyl or comparable flashing tape at ledger and horizontal framing surfaces; metal flashing at ledger and wall interfaces.

E. Touch-Up/Repair: Manufacturer's approved products only.

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STATE OF NEW MEXICO — GREGORY D HOLMAN — NO. 005926 — REGISTERED ARCHITECT — 10/31/2025

CONSULTANTS:

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TEXAS FIRM REGISTRATION NO. F-4415

STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

PROJECT NAME:

ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	–	–

DATE: 10.31.2025

SHEET NAME: ARCHITECTURAL SPECIFICATIONS

SHEET NUMBER: A4.1

PROJECT MANUAL AND SPECIFICATIONS

* THE TERMS GENERAL CONTRACTOR, G.C. AND CONTRACTOR SHALL BE INTERCHANGEABLE.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Verify substrates, framing, and elevations are true, properly sloped for drainage where applicable, and securely fastened. Do not begin until unsatisfactory conditions are corrected.

3.2 PREPARATION

A. Coordinate with waterproofing and flashing at ledgers, thresholds, posts, and penetrations.

B. Provide shims/spacers at fascia per manufacturer to allow ventilation and accommodate expansion/contraction.

3.3 INSTALLATION

A. Install decking strictly in accordance with the **current Trex® Decking Installation Guide** and accessories' instructions; use only manufacturer-approved fasteners.

B. Joist Spacing and Orientation:

1. Set joists at 90° to board direction unless otherwise shown; when boards run diagonally, reduce spacing to **12 in O.C.**
2. For 2×6 boards, spacing up to **16 in O.C.** may be used where permitted by manufacturer and code.

C. Gapping/Movement:

1. Provide side and end gaps based on ambient temperature at installation; maintain required clearances to walls, posts, and fixed obstructions.
2. Stagger butt joints and provide additional blocking (nailer) under all end joints; do not "butt-tight."

D. Borders and Stairs:

1. Use **square-edge** boards at picture frame borders and stair treads. Install continuous blocking at all borders and miters.
2. Fasten stair treads to **every stringer** per guide; maximum tread overhang 3/4 in unless otherwise approved by manufacturer.

E. Fascia Installation:

1. Install per manufacturer's fascia guide, including **spacer/vent strips** and fastener patterns to mitigate oil-canning. Provide required gaps at ends and abutments.

F. Field Quality Control:

1. Replace boards with defects, damage, or improper finish.
2. Remove metal filings/swarf immediately to avoid staining.

3.4 CLEANING AND PROTECTION

A. Clean completed work; remove debris and construction residues per manufacturer's care and cleaning guidance.

B. Protect finished decking from subsequent construction activities until Substantial Completion.

JOINT SEALERS - 079200

A. JOINT SEALERS: PROVIDE JOINT SEALERS IN THE FOLLOWING LOCATIONS:
   1. PERIMETER OF DOOR FRAMES
   2. PERIMETER OF PENETRATIONS IN THE BUILDING WALL.
   3. ABUTMENT OF DISSIMILAR MATERIALS
   4. ACOUSTICAL SEALANT AT BASE OF GYPSUM BOARD WALLS WITH SOUND ATTENUATION INSULATION.

B. PROVIDE JOINT SEALERS, JOINT FILLERS AND OTHER RELATED MATERIALS THAT ARE COMPATIBLE WITH ONE ANOTHER AND WITH JOINT SUBSTRATES.
   1. PROVIDE SEALANTS AS MANUFACTURED BY TREMCO OR ARCHITECT APPROVED EQUAL. COMPLY WITH ASTM C-920.
      a) SEALANT: TWO COMPONENT URETHANE – "TREMCO DYMERIC 511."
      b) ACOUSTICAL SEALANT: ACRYLIC LATEX, TREMCO #834.

C. JOINT SEALANT BACKING
   1. PLASTIC FOAM FILLERS: CLOSED-CELL POLYETHYLENE FOAM
   2. BOND BREAKER: PROVIDE POLYETHYLENE TAPE OR OTHER PLASTIC TAPE AS RECOMMENDED BY SEALANT MANUFACTURER FOR PREVENTING SEALANT FROM ADHERING TO RIGID, INFLEXIBLE JOINT FILLER MATERIALS OR JOINT SURFACES. PROVIDE SELF-ADHESIVE TAPE WHERE APPLICABLE.

D. PRIMER: PROVIDE TYPE RECOMMENDED BY JOINT SEALER MANUFACTURER WHERE REQUIRED FOR ADHESION OF SEALANT TO JOINT SUBSTRATES INDICATED. JOINT SUBSTRATES INDICATED.

E. PROVIDE SEALANT BACKINGS OF MATERIALS AND TYPE WHICH ARE NON-STAINING AND ARE RECOMMENDED BY THE SEALANT MANUFACTURER.

F. COLOR: SEALANT COLOR SHALL MATCH COLOR OF ADJACENT WALL SURFACE.

PAINT - 099100

A. PROVIDE THE FOLLOWING PAINT SYSTEMS AND SURFACE PREP SPECIFICATIONS AS SPECIFIED BY BENJAMIN MOORE OR ARCHITECT APPROVED EQUAL:
   1. CONCRETE PANELS (INTERIOR) – IF APPLICABLE
      A. SURFACE PREPARATION: MANUFACTURER'S STANDARD
      B. PRIMER: MASONRY PRIMER, 1 COAT, 3 MILS DFT.
      C. PAINT: AURA INTERIOR LATEX SATIN, 2 COATS, 1.3 MILS DFT.
   2. INTERIOR FERROUS METALS:
      A. ALL FERROUS METAL ITEMS SHALL BE SHOP PRIMED. COORDINATE PRIMER WITH PAINT COATING SYSTEM.
      B. PAINT: AURA INTERIOR LATEX SATIN, 2 COATS, 1.3 MILS DFT.
   3. INTERIOR GALVANIZED FERROUS METALS
      A. SURFACE PREPARATION: MANUFACTURER'S STANDARD
      B. PRIMER: GALVITE HS PRIMER – 1 COAT, 3 MILS DFT.
      C. PAINT: AURA INTERIOR LATEX SATIN, 2 COATS, 1.3 MILS DFT.
   4. GYPSUM DRYWALL PARTITIONS, SOFFITS, AND CEILINGS
      A. SURFACE PREPARATION GYPSUM BOARD: MANUFACTURER'S STANDARD
      B. PRIMER: BM-K380-00 CLASSIC LATEX PRIMER, 1 COAT, 1.6 MILS DFT.
      C. PAINT: AURA LATEX SATIN OR HIGH REFLECTIVE, 2 COATS, 1.3 MILS DFT.
   5. EXTERIOR FERROUS METAL
      A. SURFACE PREPARATION: MANUFACTURER'S STANDARD
      B. PRIMER: ALL FERROUS METAL ITEMS SHALL BE SHOP PRIMED. COORDINATE PRIMER WITH PAINT COATING SYSTEM.
      C. PAINT: BM EXTERIOR ACRYLIC LATEX GLOSS, 2 COATS, 1.3 MILS DFT.
   6. EXTERIOR GALVANIZED METAL:
      A. SURFACE PREPARATION: MANUFACTURER'S STANDARD
      B. PRIMER: DTM ACRYLIC PRIMER/FINISH, 1 COAT, 2.5 MILS DFT.
      C. PAINT: BM EXTERIOR ACRYLIC LATEX GLOSS, 2 COATS, 1.3 MILS DFT.
   7. FLOOR SEALER/HARDENER
      A. SEALER/HARDENER: MANUFACTURER'S STANDARD
      B. ALLOW NEW CONCRETE TO CURE FOR AT LEAST THREE DAYS PRIOR TO APPLICATION.
      C. SURFACE PREPARATION: CLEAN SURFACE AS RECOMMENDED BY MANUFACTURER. REMOVE ALL RESIDUE, OIL, SEALERS, CONTAMINANTS, AND CEMENT LAITANCE.
      D. APPLY AT THE RATE OF 150 TO 200 S.F. PER GALLON.
      E. FOLLOW MANUFACTURER'S DIRECTIONS FOR APPLICATION AND FLUSHING.
   9. MASONRY SEALER/STAIN
      A. SEALER/STAIN: MANUFACTURER'S STANDARD
      B. SURFACE PREPARATION & APPLICATION: PER MANUFACTURER RECOMMENDATIONS. AND WRITTEN INSTRUCTIONS.
      C. PROVIDE SEALER ON ALL EXTERIOR MASONRY SURFACES.

LANDSCAPE GRAVEL AND SUBSTRATES - 321540

PART 1 - GENERAL

1.1 SUMMARY

A. Provide labor, materials, and equipment for **landscape gravel surfacing** and supporting **substrates** including subgrade prep, separation geotextiles, aggregate base courses, edging/containment, and surface courses (pea gravel, crushed stone, DG - natural or stabilized).

B. Related Sections: 31 20 00 Earth Moving; 31 25 00 Erosion Control; 32 11 23 Aggregate Base Courses; 32 13 13 Concrete Paving; 32 93 00 Planting.

1.2 REFERENCES

A. **ASTM D448** - Standard Sizes of Coarse Aggregate.
B. **ASTM C136/C136M** - Sieve Analysis of Fine and Coarse Aggregates.
C. **ASTM D698 / D1557** - Laboratory Compaction (Standard/Modified Proctor).
D. **ASTM D6938** - In-Place Density by Nuclear Methods.
E. **ASTM D4318** - Liquid Limit, Plastic Limit, and Plasticity Index.
F. **AASHTO M 147** - Materials for Aggregate and Soil-Aggregate Base and Surface Courses.
G. **AASHTO M 288** - Geotextile Specification for Highway Applications (Separation/Filtration).
H. **ASCE 7** - Wind, rainfall, and drainage criteria (coordination only).

1.3 SUBMITTALS

A. Product Data: Source and type of aggregates; stabilizer/binder technical data (if used); geotextile data (weight, permeability, grab strength, UV).
B. Sieve Analyses: Current **gradation reports** for each aggregate type from the supplying quarry (dated ≤30 days before submittal).
C. Samples: 2 lb of each surface aggregate color/size; 1 sf of geotextile.
D. Mandatory Mock-Up: Minimum 25 sf of each assembly, including edging; demonstrate finish, drainage, and compaction.
E. QA Reports: Density/moisture test results for base and stabilized DG (if specified).

1.4 QUALITY ASSURANCE

A. Installer Qualifications: Minimum 2 projects of similar scope in last 3 years.
B. Single Source: Furnish each aggregate type from one quarry to ensure color/gradation uniformity.
C. Testing: Contractor to retain an independent testing agency when field density testing is required by the drawings or this Section.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Deliver clean, uncontaminated aggregates; protect from segregation and excess moisture.
B. Store geotextiles dry and protected from sunlight until installation.

1.6 WARRANTY

A. One-year warranty against raveling beyond normal wear, ponding due to improper slopes, and displacement due to inadequate confinement, excluding damage by others or unusual storm events.

PART 2 - PRODUCTS

2.1 GENERAL REQUIREMENTS - AGGREGATES

A. Sound, durable natural stone materials, free of clay lumps, organic matter, and deleterious substances.
B. **Angular crushed** aggregates for base and DG; **rounded** pea gravel permitted only where noted.
C. LA Abrasion (if specified): ≤40%.
D. Fines Quality: Plasticity Index (PI) of fines **≤6** (DG surface mixes may require PI 3–6 for binding).
E. Moisture: Deliver near optimum for placement and compaction.

2.2 SEPARATION GEOTEXTILE (WEED BARRIER)

A. Nonwoven, needle-punched geotextile meeting **AASHTO M 288, Class 2** (Separation):

1. Mass: **≥4.0 oz/sy**.
2. Grab Tensile: **≥90 lb**.
3. Permability: **≥1.0 s **.
4. UV Resistance: **70%** retained at 500 hr.
   B. Woven geotextiles may be used where higher strength is required; do **not** use vapor impermeable plastics.

2.3 AGGREGATE BASE COURSE (SUBBASE)

A. **3/4" minus** crushed aggregate base conforming to **AASHTO M 147** or local DOT base course standard; well-graded with fines to aid compaction to a minimum depth of 6".
B. Gradation (example): 100% passing 3/4"; 55–85% passing No. 4; 25–45% passing No. 40; **3–8% passing No. 200**.
C. Use recycled concrete aggregate (RCA) only when approved and meeting gradation/contamination limits.

2.4 SURFACE AGGREGATES (AS APPROVED BY SUBMISSION)

A. **Crushed Rock Mulch:** Angular **3/8" minus** or **1/2" minus**; well-graded; color as scheduled. Depth: **2–3**.
B. **Decomposed Granite (DG) – Natural:** **3/8" minus** well-graded with fines; PI 3–6 preferred; Depth **2" compacted** (≈2-1/2" loose).
D. **DG – Stabilized (ADA-Friendly Pathways/Plazas):** DG as above with **polymeric or organic binder** per manufacturer; binder content **5–10% by weight** of dry aggregate (adjust per submittal).
E. **Drainage Rock (French Drains/Swales):** Washed **ASTM D448 Size No. 57** (≈1" nominal); no fines.

2.5 EDGING / CONTAINMENT

A. **Steel Edging:** 1/8" × 4" (min) mild steel with 10' steel stakes at **24–36" O.C.**; factory black enamel or weathering steel.
B. **Concrete Mow Strip/Border:** 4" (min) thick, 12" wide (typ.), tooled joints at **4' O.C.**

2.6 WATER AND ACCESSORIES

A. Potable water for moisture conditioning and curing stabilized mixes.
B. Binder/Sealer (if specified): Provide manufacturer's full system, including topical sealer for stabilized DG when required.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Verify subgrades are at proper elevation, uniformly sloped to drain **≥1.5%** (accessible routes **1.2%** cross-slope max per code).
B. Proof-roll to identify soft or pumping areas; undercut and replace unsuitable soils.

3.2 PREPARATION

A. **Subgrade Compaction:**

1. Landscape areas: **90%** of **ASTM D698** (Std Proctor).
2. Walks/Plazas/Drives: **95%** of **ASTM D1557** (Modified).
   B. Moisture condition to within **±2%** of optimum prior to placing base.
   C. Install sleeves/edge restraints prior to surfacing.

3.3 GEOTEXTILE INSTALLATION

A. Place geotextile over prepared subgrade; **overlap 12"** (min) and extend up edges behind edging.
B. Secure with landscape staples at **24-36" O.C.** to prevent displacement.

3.4 BASE COURSE INSTALLATION

A. Place base in **≤3" compacted lifts**; compact each lift to **95% of ASTM D1557**.
B. Finish surface true to line/grade; tolerance **±1/4" in 10'**; maintain uniform slope to drains.
C. Lightly water between compaction passes to achieve density without pumping.

3.5 SURFACE COURSE INSTALLATION

A. **Natural DG:** Place **2-1/2" loose**; moisture condition to near optimum; compact with **vibratory plate (smooth pad)** to **2" compacted**; fog lightly to lock surface.
B. **Stabilized DG:** Mix binder and DG per manufacturer (mechanical pugmill or on-grade 'dry blend' as permitted); moisture to specified range; place in two lifts if total >2"; compact to manufacturer density; screed smooth.
C. **Curing (Stabilized DG):** Protect from traffic and precipitation until set; apply topical sealer if specified.

3.6 FIELD QUALITY CONTROL

A. Perform **in-place density tests** for base and stabilized DG at **1 per 2,000 sf** (min one per area).
B. Verify final slopes with a 10' straightedge and digital level.

3.7 CLEANING AND PROTECTION

A. Remove surplus material and clean adjacent pavements.
B. Protect completed surfaces from traffic until acceptance.

3.8 MAINTENANCE

A. Re-rake displaced gravel after first 60 Days; top-up thin areas.
B. For stabilized DG, re-seal or spot repair per manufacturer if raveling exceeds 1/4" depth.

SITE CAST-IN-PLACE CONCRETE - 321213

PART 1 - GENERAL

1.1 SUMMARY

A. Furnish and install exterior **site concrete paving**, including subgrade prep, aggregate base, formwork, reinforcement, concrete materials, joints, curing, sealing, and incidental items.

B. Related Sections: 31 20 00 Earth Moving; 32 11 23 Aggregate Base; 32 13 73 Joint Sealants; 32 16 13 Curb and Gutter; 32 17 26 Tactile Warning Surface; 32 31 00 Fences (post sleeves); 32 93 00 Planting.

1.2 REFERENCES

A. ACI 117 (Tolerances), ACI 301 (Specifications for Structural Concrete), ACI 302.1 (Slabs on Ground), ACI 305 (Hot Weather), ACI 306 (Cold Weather), ACI 318 (Reinforced Concrete), ACI 330 (Parking Lots), ACI 360 (Slabs on Ground), ACI 308 (Curing).
B. ASTM C31 (Field Cylinders), C33 (Aggregates), C94 (Ready Mixed Concrete), C143 (Slump), C150/C595 (Cement), C172 (Sampling), C173/C231 (Air Content), C260 (AEA), C494 (Admixtures), C618 (Fly Ash), C1017 (HRWR), C309 (Curing), D1751 (Premolded Expansion Filler), D994/D6690 (Hot Poured Sealants), C920 (Cold Applied Sealants), A1064 (WWR), A615/A706 (Rebar).

1.3 SUBMITTALS

A. **Mix Designs:** For each class of concrete, stamped by producer's QC: f'c, w/cm, air content, slump, cementitious content, admixtures, aggregate gradations.
B. **Joint Layout:** Show contraction/isolation joints, spacing, dowels/tie bars, and construction joints; include ADA ramp joints.
C. **Curing/Sealer Data:** Product sheets and application rates.
D. **Materials Certificates:** Aggregates, reinforcement, vapor retarder (if used), dowel baskets.
E. **Test Reports:** Trial batches (if required).
F. **Closeout:** Maintenance instructions; warranty.

1.4 QUALITY ASSURANCE

A. **Pre-Placement Conference:** Review subgrade, weather plan, placements, finishing, joints, curing, testing, protection.
B. **Testing Agency:** Independent lab for sampling and tests.
C. **Tolerances:** As per ACI 117 unless noted.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Ready-mixed concrete per ASTM C94; deliver with batch tickets; discharge within code allowed time.
B. Protect steel and embedded items from contamination and corrosion.

1.6 WARRANTY

A. One-year warranty against spalling, scaling, popouts, and excessive random cracking not associated with subgrade movement or overloading.

PART 2 - PRODUCTS

2.1 CONCRETE MIXES

A. **General:** Normal-weight concrete with **entrained air** where freeze-thaw or de-icing salts are expected. Use potable water and non chloride admixtures.

B. **Exposure Classes and Properties**
   Use: Sidewalks/Plazas – 3500psi
   Accessible Ramps/Curbs/Structural Supports – 4000psi

C. **Cementitious:** ASTM C150 Type I/II or C595 blended; supplementary cementitious materials optional (fly ash Class F/C, slag) total replacement **<= 30%** unless otherwise qualified.

D. **Aggregates:** ASTM C33, nominal max size **3/4"** (No. 57/67); adjust for section thickness.

E. **Admixtures:** ASTM C494 water reducing, mid/high range (HRWR), retarder; air entraining per ASTM C260. **No calcium chloride.**

2.2 SUBBASE AND ACCESSORIES

A. **Aggregate Base:** 3/4" minus crushed base; compacted thickness per Schedule (Part 3); use nonwoven **geotextile separator** over weak subgrades as shown.
B. **Reinforcement (as scheduled):**

1. WWR **6×6 – W2.9/W2.9** (typical pedestrian); support on chairs.
2. Rebar **#4 @ 18" O.C. each way** (vehicular or where noted).
   C. **Dowels/Ties:** Smooth round steel **1/2" × 12" @ 12" O.C.** in transverse contraction joints
3. Pavement joints: Self leveling silicone (ASTM D5893) or hot poured (ASTM D6690).
4. Sidewalk/plaza: ASTM C920, **SL** or **NS** grade per detail.
   F. **Curing:** Water cure per ACI 308 or **NS** ASTM C309** water based curing compound, 300 sf/gal (min), compatible with future sealers.
   G. **Sealer (optional):** Silane/siloxane breathable sealer for de icing exposure.

2.3 FORMS, JOINT HARDWARE, AND ACCESSORIES

A. Forms: Steel or wood, true to line and grade.
B. Dowel baskets or chairs; plastic caps; keyways where detailed.
C. Reinforcement supports: Plastic or galvanized chairs; continuous high chairs at WWR laps.

PART 3 - EXECUTION

3.1 EXAMINATION & PREPARATION

A. Verify subgrade is uniform, **proof-rolled**, free of pumping/soft spots; moisture-condition and compact to:

1. **Sidewalks/Plazas:** **95%** of **ASTM D698** (Std Proctor).
   B. Establish grades to drain: **min 1.5%** slope; **ADA cross-slope <= 2.0%** on accessible routes.
   C. Install sleeves, conduits, boxes prior to placement.

3.2 BASE COURSE

A. Place aggregate base in **<= 4" compacted lifts** to thickness in Schedule; compact to **95% Mod. Proctor**.
B. Place geotextile where indicated; extend to back of curbs/edges.

3.3 FORMING & REINFORCEMENT

A. Set forms to true line/grade; apply form release.
B. Place reinforcement mid depth (\~ **1/3 slab depth from top** for WWR unless noted); support on chairs – **do not drag**.
C. Provide dowels/ties at joints per Jointing Plan.

3.4 PLACING, FINISHING, JOINTING

A. **Weather Controls:** Follow ACI 305/306. Cool subgrade, sun shade, fog spray, or wind breaks as required.
B. Deposit concrete near final position; consolidate to eliminate voids; **do not overwork** surface.
C. Screed and bull-float; **no steel trowel** for exterior paving.
D. Finish: Medium **broom finish** perpendicular to path of travel; edges tooled 1/4" radius unless noted.
E. **Contraction Joints:** Saw-cut **1/4 slab depth**. Use early-entry saw **2–6 hr** after set (or conventional saw within 6–12 hr

ADDENDUM A - ADA-Accessible Routes

A1. Performance Criteria (Accessibility)

A. Surfaces on designated Accessible Routes shall be firm, stable, and slip resistant per 2010 ADA Standards and U.S. Access Board guidance.
B. Slope limits: Running slope <= 5.0% (1:20) to remain a walking surface; if greater, treat as Ramp per ADA (coordinate handrails/landings in paving section). Cross-slope <= 2.0%.
C. Surface continuity: Joints and transitions <= 1/4 in without bevel; 1/4-1/2 in beveled at 1:2 max. Avoid abrupt lips at edges and utility covers.

A2. Assembly (Basis of Design - Stabilized DG)

A. Surface Course: Stabilized Decomposed Granite (DG), 3/8" minus well-graded with fines; binder (organic or polymer) 5-10% by weight of dry aggregate (per manufacturer + submittal). Color as scheduled.
B. Thickness: 2.0 in compacted (≈2-1/2 in loose). Place in two lifts if needed to achieve density and finish.
C. Base Course: 4.0 in compacted 3/4" minus crushed aggregate base (95% Mod. Proctor). Increase to 6.0 in minimum over weak subgrades or where freeze-thaw/heavy use is expected.
D. Geotextile: Nonwoven separation fabric, Class 2, full-coverage with 12" laps; extend behind edging.
E. Edging/Containment: 1/8"×4" steel edging or concrete band; flush with adjacent pavements; maintain 0-1/8" differential at transitions.

A3. Not Used

A4. Installation - ADA Focus

A. Moisture-condition DG/binder mix to manufacturer range; mechanically blend (pugmill or on-grade rotary mixing) for uniformity.
B. Screed to grade; compact with smooth-pad vibratory plate/roller to achieve dense, closed surface free of ruts and roller marks.
C. Curing/Protection: Protect from traffic and precipitation for the full initial cure period; install barricades and signage.

BRICK UNIT PAVING - 321416

PART 1 - GENERAL

1.1 SUMMARY

A. Provide labor, materials, and equipment for **clay brick unit paving**, including subgrade prep, geotextile, aggregate base, bedding/joint sand, edge restraints, brick pavers, and (where indicated) mortar/thin set over concrete slab.

B. Related Sections: 31 20 00 Earth Moving; 32 11 23 Aggregate Base Courses; 32 13 13 Site Cast in Place Concrete (rigid base); 32 16 13 Curb and Gutter; 32 17 26 Detectable Warning Surfacing; 32 31 00 Fences (coordination at posts).

1.2 REFERENCES

A. **ASTM C902** - Pedestrian and Light Traffic Clay Paving Brick (use where traffic is pedestrian or low speed light vehicles).
B. **ASTM C1272** - Heavy Vehicular Paving Brick (use where regular vehicular loading occurs).
C. **ASTM C67** - Sampling and Testing Brick and Structural Clay Tile.
D. **ASTM C33** - Concrete Aggregates (bedding sand).
E. **ASTM C144** - Masonry Mortar Sand (joint sand, if specified).
F. **AASHTO M 147** - Materials for Aggregate and Soil-Aggregate Base and Surface Courses.
G. **AASHTO M 288** - Geotextile Specification for Highway Applications (Separation).
H. **ANSI A118.4/A118.15** - Latex-modified thin set mortar (if using thin set over slab).
I. **ADA/ABA Standards (2010)** - Accessible Routes surface and slope criteria.
J. **BIA Technical Notes 14 Series** - Brick paving design and construction (informational).

1.3 SUBMITTALS

A. Product Data: Brick paver units, dimensions, strength class, freeze-thaw class; bedding and joint sand; edge restraints; geotextile; sealers (if used).
B. Sieve Analyses: Current gradation reports for bedding and joint sands.
C. Samples: (3) brick units from each color/range; one quart of bedding/joint sand.
D. Shop Drawings: Layout pattern, bond lines, coursing, joint widths, slopes, grade transitions, and edge details; indicate vehicular areas and herringbone orientation.
E. Mock Up: Minimum 25 sf including a border/edge and one drain/utility transition; demonstrate compaction and joint fill.
F. Warranty: Installer's workmanship warranty; manufacturer's color fastness (where offered).

1.4 QUALITY ASSURANCE

A. Installer Qualifications: 2 similar projects in last 3 years.
B. Source Quality: Supply all brick pavers of each type from a single manufacturer and plant for uniformity.
C. Pre-Installation Conference: Review subgrade, base type/thickness, drainage, patterns, compaction, ADA slopes, and protection.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Deliver pavers on pallets with type/color labeled; protect from breakage and contamination.
B. Keep sands dry and clean; prevent segregation.

1.6 WARRANTY

A. One-year warranty against raveling, settlement due to improper base, excessive lippage, and loose joints beyond normal wear.

PART 2 - PRODUCTS

2.1 BRICK PAVERS

A. **Clay Pavers** complying with **ASTM C902** (pedestrian/light traffic) with weathering class **SX** in freeze-thaw climates; use **ASTM C1272** for heavy vehicular.
B. **Size/Thickness:** must conform to Owner's selection for engraved brick pavers intended to replace paver units as donations are acquired.
C. **Finish/Color:** Manufacturer's standard through-body colors; chamfered or square edges must match Owner's selection for engraved brick pavers.
D. **Performance:** Compressive strength, absorption, and freeze-thaw durability per governing ASTM for class specified.

2.2 SAND AND AGGREGATES

A. **Bedding Sand:** Clean, hard, natural sand meeting **ASTM C33** for fine aggregate; well-graded; free of silt/clay and organics.
B. **Joint Sand:** Dry, washed sand meeting **ASTM C144** (fine masonry sand) or **polymeric joint sand** per manufacturer where weed/insect resistance is desired (not for high-slope/heavy runoff unless approved).

2.3 GEOTEXTILE

A. Nonwoven separation geotextile meeting **AASHTO M 288, Class 2**; mass **≥4 oz/sy**, permibility **≥1.0 s **, UV **70%** retained at 500 hr.

2.4 EDGE RESTRAINTS

A. **Concrete Curb/Mow Band:** 4" thick × 12" wide (typ.) cast-in-place; dowel into adjacent slabs as required.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Verify subgrade is firm, uniformly graded, and compacted; correct soft spots.
B. Confirm slopes to drain: **1.5% min** typical; **ADA cross-slope ≤2.08%** on accessible routes.

3.2 SUBGRADE AND BASE

A. Place separation geotextile over prepared subgrade unless soils are non-pumping granular.
B. Install **aggregate base** in **≤3" compacted lifts**; compact to **95% of ASTM D1557** (Modified Proctor).
C. Finish base true to line/grade, tolerance **±1/4" in 10'**.

3.3 BEDDING AND LAYING (SAND-SET)

A. Screed **1" (25 mm) loose bedding sand** over compacted base; do not pre-compact.
B. Lay pavers in specified pattern (herringbone recommended for vehicular); maintain uniform **joint width 1/16"-3/16"**.
C. Cut units with a **wet saw** for clean edges at borders and penetrations.
D. Initial compaction: Vibrate surface with **plate compactor** fitted with neoprene pad**, seating pavers into bedding.

3.4 JOINT FILL AND FINAL COMPACTION

A. Sweep **dry joint sand** (or polymeric sand per manufacturer) to fill joints; compact; repeat until joints are full and locked.
B. Remove excess sand; protect from rainfall until polymeric sand cures (if used).

3.6 TOLERANCES AND ADA

A. **Lippage: ≤ **1/8"** between adjacent units.
B. **Surface Flatness: ≤ **3/8" in 10'** (pedestrian); tighter where directed.
C. **Openings:** Joints/openings on accessible routes **≤ 1/2"**; elongated openings oriented **perpendicular** to direction of travel.

3.7 FIELD QUALITY CONTROL

A. Verify base density; recompact areas that do not meet requirements.
B. Flood test (if directed) for positive drainage; correct ponding.
C. Replace cracked or damaged pavers; re seat rocking units.

3.8 CLEANING AND PROTECTION

A. Clean with manufacturer-approved detergent and water; avoid acid cleaners unless specifically approved.
B. Protect finished paving from vehicular traffic until acceptance or design strength achieved (mortar set).

SYNTHETIC GRASS (ARTIFICIAL TURF) - 321813

PART 1 - GENERAL

1.1 SUMMARY

A. Provide labor, materials, and equipment for **synthetic grass surfacing**, including subgrade preparation, geotextile, aggregate base, edging/containment, turf carpet, infill, seaming/adhesives, and accessories.

B. Related Sections: 31 20 00 Earth Moving; 32 11 23 Aggregate Base Courses; 32 13 13 Site Cast-in-Place Concrete; 32 15 40 Landscape Gravel (adjacent work); 32 18 23 Playground Protective Surfacing (if applicable); 07 **Roofing/Waterproofing** (for rooftop assemblies).

1.2 REFERENCES (as applicable)

A. **ASTM D2859** - Surface Flammability (Methenamine Pill).
B. **ASTM F1951** - Accessibility of Surface Systems (Wheelchair Work Measurement).
C. **ASTM F1292** - Impact Attenuation of Surfacing Materials (play areas).
D. **ASTM D448** - Standard Sizes of Coarse Aggregate (base materials).
E. **AASHTO M 147** - Materials for Aggregate Base and Surface Courses.
F. **AASHTO M 288** - Geotextile Specification for Highway Applications (Separation).
G. **ASTM D1335/D2844** - Tuft Bind (as available from manufacturer).
H. **ASTM D1557/D698** - Laboratory Compaction (Modified/Standard Proctor).
I. **ASTM D4491** - Geotextile Water Permeability.
J. **ASTM C1701** - Infiltration Rate of Pervious Surfaces (field check, optional).

1.3 SUBMITTALS

A. Product Data: Turf system (fiber type, pile height, face weight, stitch/gauge, backing/coating, perforations), infill type and rate, seam tape/adhesive, nails/staples, edging, and accessories.
B. **Samples:** 12 × 12 in turf piece (showing face and thatch); 1 qt of each infill; seam tape/adhesive cut sheet.
C. **Shop Drawings:** Plan showing slopes/drainage, panel layout/orientation, seam locations, edging, penetrations, and transitions.
D. Test Certificates: Flammability (ASTM D2859), Tuft Bind, Permeability, and if applicable **F1292/F1951** with IPEMA or third party certification.
E. Warranty: Manufacturer's and installer's warranties.

1.4 QUALITY ASSURANCE

A. Manufacturer: Minimum 5 years producing synthetic turf of similar type.
B. Installer: Minimum 2 completed projects of similar size/complexity; factory trained for specified products.
C. Mandatory Mock-Up: 25 sf minimum including one seam, edging, and infill; approved mock up establishes quality standard.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Deliver rolls in manufacturer packaging with labels; protect from UV and moisture.
B. Store rolls horizontally on cores; avoid creasing.
C. Keep adhesives from freezing; store infill dry.

1.6 WARRANTY

A. **Turf Manufacturer:** **8–15 years** against UV degradation, excessive wear, and backing delamination (edit to supplier's standard).
B. **Installer:** 1-year workmanship warranty including seams and transitions.

PART 2 - PRODUCTS

2.1 MANUFACTURERS

A. Basis-of-Design: High-quality landscape synthetic turf with **polyethylene (PE) monofilament fibers** and **polypropylene (PP) thatch**, perforated backing, and sand-based infill. Equal to Manufacturer Specifications for Southwest Greens 126SW "Play Safe Select +".

B. Acceptable Manufacturers: Any pre-approved manufacturer meeting this Section (e.g., SYNLawn, Shawgrass, ForeverLawn, TigerTurf, FieldTurf Landscape, Southwest Greens), or approved equal.

2.2 TURF CARPET (SELECT PER USE)

A. **Playground (impact-attenuating):** Turf per 2.2.A over **shock pad** compliant with **ASTM F1292** to the required **critical fall height**; system shall meet **ASTM F1951** for accessibility. Equal to Manufacturer Specifications for Southwest Greens 126SW "Play Safe Select +".

2.3 INFILL (SELECT)

A. **Kiln-Dried Silica Sand, #16–30**, round sub angular, clean and dust free; application rate **\~1.0–2.5 lb/sf** (adjust to achieve fiber support).
D. **Rubber/TPE** infills for fall protection.

.5 SEAMS, ADHESIVES, AND FASTENERS

A. **Seam Tape:** Non-woven or film backed polyurethane-compatible tape, **12 in** wide (min).
B. **Adhesive:** Two-part polyurethane turf adhesive; low-VOC; exterior rated; compatible with backing.
C. **Perimeter Fasteners:** 6-8 in **hot-dip galvanized nails** or stainless **U-staples** at **6-8 in O.C.** staggered; use minimal face fastening in field.
D. **Edging/Containment:** Steel border board, aluminum edging, composite edging, or concrete mow strip; set **flush** with adjacent surfaces.

2.6 GEOTEXTILE AND BASE MATERIALS

A. **Separation Geotextile:** Nonwoven, Class 2 per **AASHTO M 288**; mass **≥4 oz/sy**; permibility **≥1.0 s **.
B. **Aggregate Base:** **3/4" minus** crushed aggregate per **AASHTO M 147**; well-graded with fines; clean and free-draining.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Verify subgrade is uniform and compacted; correct soft areas.
B. Establish positive drainage: minimum **1.0%** slope** to drains (1.5–2% preferred for lawns); confirm no low spots.

3.2 SUBGRADE AND BASE PREPARATION

A. **Compaction:**

1. Subgrade: **90% of ASTM D698** (Std Proctor).
2. Base: **95% of ASTM D1557** (Modified).
   B. Place base in **≤3" compacted lifts**; fine grade to **±1/4" in 10'**; roll smooth.
   C. Install geotextile over subgrade where soils are fine-grained or pumping; lap **12"**.

3.3 TURF INSTALLATION

A. Allow rolls to **relax** per manufacturer; orient pile direction consistently.
B. Dry-fit panels; trim with sharp knives; keep seams straight and tight with no visible gaps.
C. Apply adhesive to seam tape; close seam under even pressure; check for glue transfer and squeeze-out control.
D. **Perimeter anchorage:** Fasten edges to edging/nailer at **6-8 in O.C.**; add landscape spikes as needed at returns/corners.
E. Distribute **infill** evenly in lifts; **power broom** fibers upright between lifts; verify final infill depth matches manufacturer.
F. Roll surface with **100–150 lb** roller to seat infill and ensure adhesion; repeat brooming as needed.

3.4 FIELD QUALITY CONTROL

A. Verify **surface flatness** **≤1/4"in 10'**; correct wrinkles, ridges, or birdbaths.
B. Tug test seams and edge anchorage; repair weak bonds.
C. Confirm drainage by hose test; correct ponding.
D. For play areas, provide field test data confirming **F1292** and **F1951** compliance.

3.5 CLEANING AND PROTECTION

A. Remove excess infill and debris; brush fibers upright.
B. Protect from heavy use until adhesives cure per manufacturer.
C. Provide **O\&M** instructions for periodic brushing, debris removal, and pet sanitation (if applicable).

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STATE OF NEW MEXICO
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STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
ARCHITECTURAL SPECIFICATIONS

SHEET NUMBER:
A4.2

PROJECT MANUAL AND SPECIFICATIONS

FENCES AND GATES - 323100

PART 1 – GENERAL

1.1 SUMMARY

A. Section includes materials and installation for:

1. **6' wood privacy fencing** with steel posts, wood rails, pickets, and gates.
2. **6' decorative steel fencing** (ornamental welded steel panel system) and matching gates.
3. 8' custom metal fencing and dimensional lettering and matching gates.

B. Related Sections: 03 30 00 Cast-in-Place Concrete; 05 50 00 Metal Fabrications; 32 13 13 Concrete Paving; 32 92 00 Turf and Grasses (post locations/repair).

1.2 REFERENCES (select as applicable)

A. **IBC/IRC** (as adopted).
B. **ASCE 7** - Minimum Design Loads and Associated Criteria for Buildings and Other Structures (wind).
C. **AWPA U1** - Use Category System: **UC4A** (wood in ground contact), **UC3B** (above ground exterior).
D. **ASTM A653/A653M** (zinc coated steel sheet), **ASTM A500** (HSS posts/rails), **ASTM A123/A153** (hot dip galvanizing).
E. **ASTM F1667** (nails, staples), **ANSI/AGA Z223.1** (if gas lines present – coordination).

1.3 SUBMITTALS

A. Product Data: Fence system profiles, gauges, finish, hardware, foundations, and installation instructions.
B. Shop Drawings: Layout, post centers, gate sizes/swings, footing sizes, grade stepping/racking, clearances, and details at corners/terminations.
C. Samples: One 12 in piece of picket and rail for each material/finish.
D. Certificates: Wood treatment compliance (AWPA), steel coating compliance (galv'e coat/powder).
E. Warranty: Manufacturer's standard finish/system warranties.
F. Calculations (when required): Signed/sealed wind design for decorative steel fence and gates.

1.4 QUALITY ASSURANCE

A. Single Source: Provide each fence type from one manufacturer.
B. Installer Qualifications: Minimum 2 similar projects in last 3 years.
C. Mock-Up: 8 ft run of each fence type incl. one post, one panel, and typical gate hardware; approved mock-up establishes quality standard.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Protect materials from deformation, corrosion, and moisture. Store wood flat and elevated; store steel off grade with blocking.
B. Do not place wood in direct ground contact unless **UC4A** treated.

1.6 WARRANTY

A. Wood: Supplier's workmanship warranty; preservative treatment per AWPA.
B. Steel: Manufacturer's finish/system warranty (state term; typically 10-20 years).

PART 2 – PRODUCTS

2.1 MANUFACTURERS
A. **6' Wood Fence:** Western Red Cedar or Southern Yellow Pine (PT), board-to-board privacy fence.
B. **Decorative Steel Fence – Montage Commercial by Ameristar:** Prefabricated, rackable, welded steel panel system with factory multi-coat corrosion protection (e.g., galvanized + epoxy e-coat + polyester powder topcoat); flat-top or pressed-spear style. Acceptable manufacturers: Ameristar, Fortress, or equal.
C. **Custom Steel Fence – Ironcraft Euro 8-ft. h. x 2-in. black powder coat steel containment mesh w/ universal deco metal fence post – include 4'-Euro Gate and all mounting and security hardware for fence and gate assembly. Acceptable manufacturer: Ironcraft Fencing or equal.

2.2 MATERIALS – WOOD FENCE (6')

A. **Posts:** YARDGARD 7-1/2' h. x 3-1/2" galvanized; use **6-6** at gates and ends where noted.
B. **Rails (Stringers):** 2x4 PT *UC3B** or **UC4A**; three-rail configuration (top/mid/bottom).
C. **Pickets:** 1x6 nominal (actual 5/8 in x 5 1/2 in) Western Red Cedar or PT SYP; square-cut or dog-ear; board-on-board or tight-joint as scheduled.
D. **Fasteners/Connectors:** Exterior-grade, **stainless steel** (Type 305/316) or hot-dip galvanized; ring-shank nails or screws sized to penetrate framing per manufacturer. Post-to-rail connectors: galvanized steel brackets or toe-screwed with SS screws.
E. **Concrete:** 3,000 psi min.; post footing mix per 03 30 00.
F. **Stain/Seal (Sherwin Williams – SuperDeck Exterior Stain/Sealer):** UV-resistant penetrating sealer; color as selected by Architect

2.3 MATERIALS – DECORATIVE STEEL FENCE (7')

A. **Panels:** Factory-welded steel picket-and-rail panels, **rackable** to follow grade. Height: **7–8 ft**. Nominal panel width: **6-8 ft**. Eq. to

1. **Rails:** Roll-formed or HSS steel, min 14-16 ga.
2. **Pickets:** Square steel, **3/4 in** (typ.) - 14-16 ga; tops flat or pressed-spear as scheduled.
3. **Posts:** Square HSS steel, **2-1/2 in** (typ.) - 14 ga min; provide heavier posts at gates/turns.
   B. **Coating:** Zinc pre-coat or hot-dip galvanizing, plus factory **e-coat** and **polyester powder topcoat**; black unless noted. Touch-up paint to match.
   C. **Hardware/Brackets/Caps:** Manufacturer's standard steel fittings, corrosion-protected to match system.
   D. **Foundations:** Cast-in-place concrete footings sized per soils, wind, and manufacturer; provide sleeves or core drill where set on walls.

2.4 GATES AND HARDWARE

A. **Wood Gates:** Welded steel tube gate frame kit (powder-coated), sized for opening; clad both faces with fence pickets. Provide adjustable hinges (two min; three for gates ≥4' wide), lockable latch, and cane bolt for double-leaf gates.
B. **Steel Gates:** Factory-built to match fence style; welded steel leafs with matching finish. Provide adjustable hinges, lockable latch/keeper, drop rod(s) for double gates.
C. **Self-Closing/Self-Latching:** Exit only Panic Hardware.
D. **Hardware Finish:** Hot-dip galvanized or stainless; powder-coat where exposed.
E. ALL GATES MUST BE MIN. 36" W.

2.5 FABRICATION

A. Provide uniform panel sizes; pre punch or pre drill for brackets and hardware. Field cutting of galvanized/powder coated members shall be minimal; clean and coat all cut edges with manufacturer's touch up system.

PART 3 – EXECUTION

3.1 EXAMINATION

A. Verify property lines, utilities, and easements prior to excavation.
B. Confirm grades and layout; coordinate gate swings/clearances.

3.2 PREPARATION

A. Layout fence lines; mark post centers (Wood: **6'-0" O.C. max** unless noted; Steel: **8'-0" O.C. max** or per manufacturer).
B. Excavate post holes to **frost depth** and per soils; typical diameter: **10-12 in for line posts**, **12-18 in for corner/gate posts**.

3.3 INSTALLATION – WOOD FENCE

A. Set posts plumb; top elevation consistent; embed min **24-36 in** below finished grade (adjust to frost/wind/soil). Crown concrete to shed water.
B. Attach rails to posts with brackets or stainless fasteners; keep **bottom rail ≥6 in** above grade.
C. Install pickets with consistent reveal; maintain **bottom clearance 1-2 in** above grade. Provide board-on-board overlap where specified.
D. Provide continuous straight alignment; step or rack at grade changes.
E. Seal/stain all wood parts uniformly.

3.4 INSTALLATION – DECORATIVE STEEL FENCE

A. Set posts true to line and grade; tops consistent; concrete footings crowned. Allow cure before hanging panels/gates.
B. Attach panels using manufacturer's brackets; **rack** panels to follow grade. Maintain **bottom clearance 2 in** (adjust for codes).
C. Install gates square and level; adjust hinges for free swing; set latches/keepers for secure closure.
D. Touch-up all field cuts/abrasions with manufacturer's system.

3.5 TOLERANCES

A. Line/Plumb: ±1/4 in in 10 ft; Top of fence: ±1/2 in in 20 ft.
B. Post spacing: ±1/2 in.

3.6 FIELD QUALITY CONTROL

A. Replace warped, split, or damaged members.
B. Verify hardware operation; confirm latch alignment and security.

3.7 CLEANING AND PROTECTION

A. Remove debris, excess concrete, and metal filings; restore disturbed turf.
B. Protect finished work until Substantial Completion.

SITE FURNISHINGS/FIXTURES - 323300

PART 1 – GENERAL

1.1 SUMMARY

A. Provide labor, materials, equipment, and services to furnish and install exterior **site furnishings**, complete and anchored, including all accessories and foundations shown on the drawings and listed in the Schedule.

B. Related Sections: 03 30 00 Cast-in-Place Concrete; 05 50 00 Metal Fabrications; 26 05 00 Electrical (lighting/charging in bollards or tables); 31 20 00 Earth Moving; 32 13 13 Site Concrete; 32 14 16 Brick Paving; 32 17 23 Pavement Markings (bike parking zones); 33 10 00 Water Utilities (drinking fountains).

1.2 REFERENCES (select as applicable)

A. **ASTM A36/A572** – Carbon steel shapes/plate.
B. **ASTM A240** – Stainless steel sheet/plate; Types **304** and **316**.
C. **ASTM A653** – Zinc coated (galvanized) steel sheet.
D. **ASTM A123/A153** – Hot dip galvanizing (after fabrication / hardware).
E. **AAMA 2604/2605** – Performance requirements for high-performance powder coatings on aluminum (use 2604 min; 2605 in severe exposures).
F. **ASTM B117** – Salt-spray testing (powder coat performance, informational).
G. **ICC-ES AC193/AC308** – Post-installed mechanical/adhesive anchors in cracked concrete.
H. **ADA/ABA 2010 Standards** – Accessible Routes and Operable Parts.

1.3 SUBMITTALS

A. Product Data for each furnishing: model numbers, dimensions, materials, finishes, anchorage, and maintenance.
B. Shop Drawings: Layouts, mounting/anchorage details, bolt patterns and templates, slab/sleeve requirements, embedded parts, utility rough-ins.
C. Samples: Finish chips for powder coat/anodize; wood slat sample (6 in min).
D. Certificates: Galvanizing and coating compliance; recycled content/EPD/HPD if available.
E. Warranty: Manufacturer's standard warranty for each item.

1.4 QUALITY ASSURANCE

A. **Single Source:** Provide furnishings of each type from one manufacturer for uniformity.
B. **Installer Qualifications:** Minimum two similar projects within the last three years.
C. **Mock-Up:** Install one complete assembly of each type (e.g., one bench, one litter, one bike rack) for review. Approved mock-ups establish the standard of quality.

1.5 DELIVERY, STORAGE, AND HANDLING

A. Deliver in manufacturer's packaging with labels intact.
B. Store off the ground; protect finishes from abrasion and UV until installation.
C. Verify anchors, templates, and embedded items are on site before concrete placement.

1.6 WARRANTY

A. Provide manufacturer's **limited warranty**, not less than **1 year** for workmanship and **5 years** for finishes.

PART 2 – PRODUCTS

2.1 MANUFACTURERS

A. **Basis-of-Design:** Products shown on drawings and listed in the **Furnishings Schedule** at the end of this Section. Acceptable manufacturers include Burke, Percussion Play, Custom Canopies Inc., Gardener's Supply Company or approved equal meeting this specification.

2.2 MATERIALS

A. **Metals:**

1. **Carbon Steel:** ASTM A36/A572; shop fabricated with welds ground smooth. Hot-dip **galvanize after fabrication** per ASTM A123; powder coat over zinc where scheduled.
2. **Stainless Steel:** Type **304** interior/low-corrosion; **316** in de-icing/coastal zones; finish **No. 4 satin** unless noted.
3. **Aluminum:** 6061/6063 for extrusions/plate; finish **AAMA 2604** powder or anodize (AA-M12C22A31 clear, or color).
   B. **Wood Slats (if used):** FSC-certified **ipe**, thermally-modified ash, or recycled-plastic lumber; factory-sealed on all sides; edges eased.
   C. **Recycled Plastics:** UV-stabilized HDPE or composite slats; color through-body.
   D. **Fasteners:** **Tamper-resistant stainless steel** (304/316) visible hardware; galvanized where concealed.
   E. **Coatings:** Polyester powder coat, min **2.5-3.5 mil** DFT; color as scheduled; top-coat UV-stable, provide surface prep and primer compatible with galvanized substrate.
   F. **Anchors:**
4. **Surface-mounted:** Stainless or hot-dip galvanized anchor bolts; **ICC-ES approved** for cracked concrete where required.
5. **Embedded/In-ground:** Hot-dip galvanized posts with concrete footings sized per drawings.
6. Provide non-shrink grout at uneven slabs as needed; shim stocks not permitted.

2.3 FUNCTIONAL REQUIREMENTS (ADA/SAFETY)

A. **Benches:** Seat height **17-19 in**; provide **armrests** at ends for assisted transfer where required. Maintain **30 x 48 in** clear floor space at at least **1 of every 5** benches.

2.4 FABRICATION

A. Weld continuous and dressed; corners radiused; no sharp edges.
B. Provide concealed fastenings wherever possible.
C. Factory-pre-drill base plates and supply **anchorage templates**.
D. Galvanize after fabrication; repair field cuts with **zinc-rich coating**.

PART 3 – EXECUTION

3.1 EXAMINATION

A. Verify slab thickness, elevations, and utilities before drilling or setting posts.
B. Confirm clearances to walks, curb ramps, and door swings.

3.2 PREPARATION

A. Layout furnishings per drawings; verify ADA clearances and maintenance access.
B. Coordinate sleeves, embedded plates, and conduit prior to concrete placement.

3.3 INSTALLATION

A. Install per manufacturer's instructions and approved shop drawings; set **plumb, level, and aligned**.
B. **Anchorage:** Drill and set anchors using manufacturer's torque specifications; use **ICC-ES approved** anchors in cracked concrete where applicable; minimum edge distances per ESR.
C. **In-Ground Posts:** Excavate to depth; place on compacted base; cast in **3,000 psi** concrete; crown top to shed water.
D. Isolate dissimilar metals; provide nylon isolators or sealants to prevent galvanic corrosion.
E. Touch-up damaged coatings with manufacturer's system; no raw steel exposed.

3.4 FIELD QUALITY CONTROL

A. Inspect for finish defects, loose hardware, or instability; correct prior to Substantial Completion.
B. Submit **as-built location plan** if furnishings differ from bid drawings.

3.5 CLEANING AND PROTECTION

A. Clean surfaces with manufacturer-approved cleaners; remove labels and adhesive residue.
B. Protect from construction traffic and vandalism until acceptance.

3.6 FURNISHINGS/FIXTURES SCHEDULE

1. Bench: 6' long w/ back, no arms
   Basis-of-Design: Buddy Bench as manufactured by Burke
   – color selected from manufacturer's full line (no wording or design)
   www.bcburke.com

2. Shade Structure: Cantilever Umbrella – 12x12
   Basis-of-Design: Cantilever Umbrella by Custom Canopies
   customshadecanopies.com – color selected from manufacturer's full line

3. Shade Structure: Center Post Umbrella – 12x12
   Basis-of-Design: Center Post Umbrella by Custom Canopies
   customshadecanopies.com – color selected from manufacturer's full line

4. Raised Planting Bed 48x24x34
   Basis-of-Design: Wheelchair Accessible Elevated Garden Bed by
   Gardener's Supply Company gardeners.com

5. Durable Polymer Plastic Fence Panels
   Basis-of-Design: Fusion Playful Fencing as manufactured by Burke (4' and 8' panels) –
   color/design selected from manufacturer's full line (no text panel designs) 54 l.f. of fence
   www.bcburke.com

6. 48" Tree Grating
   Basis-of-Design: Iron Age Designs "Rosa"
   – Contractor shall verify opening size requirements for
   each tree prior to ordering grate and segmented concrete tree rings
   ironagegrates.com

7. "Mondrian" Style HopScotch pad 6'-0"X15'-6"
   Basis-of-Design: FlexCourt SoftStep
   www.flexcourt.com

8. Chalk Wall Flowers
   Basis-of-Design: Chalk Board Flowers by Infinity Playgrounds
   Note: total shown 9-inside fence
   colors selected by architect from Manufacturer's Full Line
   www.willypost.com/products/chalk-board-flowers-one-flower

9. Planter Pots
   Basis-of-Design: TerraCast Products – San Juan Tall
   Note: total shown 6 pots
   colors selected by architect from Manufacturer's Standard color line
   www.terracastproducts.com/product/san-juan-planter/

DOOR SCHEDULE

DOOR NUMBER → (101)

DOOR NUMBER	DOOR STYLE	LOCATION	DOOR DIMENSIONS WIDTH	DOOR DIMENSIONS HEIGHT	DOOR DIMENSIONS THICKNESS	DOOR MATERIAL	DOOR RATING	DOOR FINISH	FRAME MATERIAL	FRAME FINISH	HARDWARE	REMARKS
100	1-A	ENTRY/EXIT	3'-0"	7'-0"	MFR.	ALUM.	—	MATCH EXISTING	ALUM.	MATCH EXISTING	SET #1	PROVIDE EXIT SIGN & ADA TACTILE SIGNAGE AS REQ'D
101	2-A	ENTRY/EXIT	3'-0"	6'-8"	MFR.	STEEL	—	MATCH EXISTING	STEEL	MATCH EXISTING	SET #2	PROVIDE ADA EXIT TACTILE SIGNAGE AS REQ'D

GENERAL DOOR NOTES

A. MANUFACTURES: EXCEPT AS OTHERWISE INDICATED, PRODUCTS OF EQUAL QUALITY, DESIGN, AND FUNCTION BY OTHER MFG'S MAY BE USED PER LIST BELOW. SUBSTITUTIONS ARE NOT ALLOWED UNLESS APPROVED BY ARCHITECT. HINGES: HAGAR, BOMMER LOCKSETS: CORBIN RUSSWIN EXIT DEVICES: CORBIN RUSSWIN CLOSERS: CORBIN RUSSWIN, DORMA TRIM/AUX: HAGAR, BURNS. WEATHER STRIPPING: NGP, HAGAR OR EQUAL TO EXISTING HARDWARE SETS

B. DOOR FINISHES ARE SHOWN ON DOOR SCHEDULE. IN GENERAL:
ALL INTERIOR FACING DOORS AND FRAMES TO BE PAINTED SEMI-GLOSS PT-3 UNLESS OTHERWISE SPECIFIED.
ALL EXTERIOR FACING OF DOORS AND FRAMES TO BE PAINTED SEMI-GLOSS XP-1 UNLESS OTHERWISE SPECIFIED.

C. DOORS WITH CLOSERS SHALL COMPLY WITH THE FOLLOWING:
1. MAXIMUM EFFORT TO OPERATE DOORS SHALL NOT EXCEED 8.5LBS FOR EXTERIOR DOORS AND 5LBS FOR INTERIOR DOORS.
2. FROM AN OPEN POSITION OF 70°, DOOR SHALL TAKE AT LEAST 3 SECONDS TO MOVE TO A POINT 3 INCHES FROM THE LATCH, MEASURED TO THE LEADING EDGE OF THE DOOR.

D. NO THUMB TURNS TO BE USED ON THE EMERGENCY EGRESS DOOR HARDWARE SETS

E. ALL DOORS TO HAVE LEVER OR PUSH/PULL HARDWARE IN COMPLIANCE WITH ANSI AND ADA

F. ALL DOORS TO MEET ADA ACCESSIBILITY GUIDELINES

G. COORDINATE KEYING OF LOCKSETS WITH OWNER. ALL LOCKSETS SHALL BE MASTERED AND DELIVERED TO OWNER IN TRIPLICATE. ALL KEYS SHALL BE INDIVIDUALLY LABELED.

H. ALL DOORS SHALL BE INSTALLED WITH A HINGE JAMB NO MORE THAN 6" MAXIMUM FROM NEAREST PERPENDICULAR/INTERSECTING WALL UNLESS NOTED OTHERWISE.

J. ALL DOORS INSTALLED WITHIN THIS SPACE ARE REQUIRED TO UTILIZE HANDLES, PULLS, LATCHES, & OTHER OPERATING DEVICES WHICH HAVE A SHAPE THAT IS EASY TO GRASP WITH ONE HAND & DOES NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING, OR TWISTING OF THE WRIST. SAID DEVICES SHALL INCLUDE LEVER OPERATED MECHANISMS, PUSH TYPE MECHANISMS, & "U" SHAPED HANDLES. THRESHOLDS SHOULD BE INSTALLED SUCH THAT HEIGHT IS 1/2 INCH OR LESS & HAS A SLOPE NOT GREATER THAT 1:2. ALL DOOR HARDWARE SHALL COMPLY WITH ALL APPLICABLE ADA CODES.

K. COORDINATE W/ OWNER FOR ADDITIONAL ROOM OR INFORMATIONAL SIGNAGE AS REQUIRED.

DOOR HARDWARE SETS

HARDWARE SET #01 (ALUMINUM ENTRY DOORS)
1 EA. PUSH/PULL BARS MFG: ROCKWOOD MODEL: BF15847 FINISH: MATCH EXIST.
1 EA. TOP PIVOT MFG: RIXSON MODEL: 180 FINISH: MATCH EXIST.
1 EA. BOTTOM PIVOT MFG: RIXSON MODEL: 147 FINISH: MATCH EXIST.
1 EA. CLOSER MFG: SCHLAGE MODEL: DC7-AL FINISH: CLEAR
1 EA. SECURE PANIC LOCKSET MFG: SCHLAGE 672 SERIES PANIC BAR – FINISH: CLEAR
1 EA. WEATHER STRIP SET PER STOREFRONT MANUFACTURER
1 EA. DOOR SWEEP PER STOREFRONT MANUFACTURER
1 EA. 6" THRESHOLD MFG: PEMKO 170A FINISH: MATCH EXIST.

HARDWARE SET #02 (EXIT GATE)
1 BLANK COVER FINISH: MATCH EXIST.
1 SET 2–3 STAINLESS BALL–BEARING HINGES (BY GATE MANUFACTURER) FINISH: MATCH EXIST.
1 EA. CLOSER MFG: SCHLAGE MODEL: DC7–AL FINISH: MATCH
1 EA. SECURE PANIC LOCKSET MFG: SCHLAGE 672 SERIES PANIC BAR – FINISH: MATCH

DOOR AND WINDOW TYPES

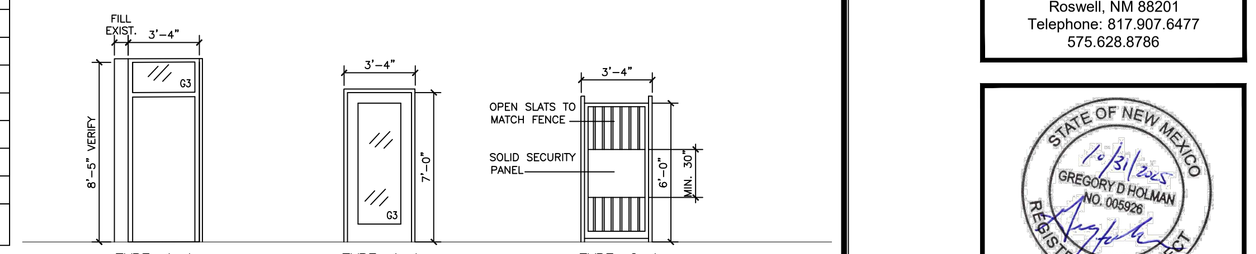
GLASS SCHEDULE FOR DOOR & WINDOWS:

G1 = 1" DOUBLE PANE INSULATED, LOW "E" TINTED GLASS UNIT.
A. CONSTRUCTION TO BE ONE (1) 1/4" SINGLE PANE LOW "E" TINTED FLOAT GLASS, 1/2" AIR SPACE – 90% ARGON FILLED, AND ONE (1) SINGLE PANE 1/4" CLEAR FLOAT GLASS. LOW "E" COATING TO BE SPUTTER COATING ON THE #2 SURFACE.

G2 = 1" DOUBLE PANE INSULATED, LOW "E" TINTED, TEMPERED GLASS UNIT.
A. CONSTRUCTION TO BE ONE (1) 1/4" SINGLE PANE LOW "E" TINTED, TEMPERED FLOAT GLASS, 1/2" AIR SPACE – 90% ARGON FILLED, AND ONE (1) SINGLE PANE 1/4" CLEAR, TEMPERED GLASS.

G3 = 1/4" SINGLE PANE CLEAR OR LOW "E" TINTED, TEMPERED GLASS

GENERAL NOTE: INSTALL TEMPERED GLASS ON ALL WINDOWS LESS THAN 24" FROM DOOR OPENINGS INTERIOR OR EXTERIOR



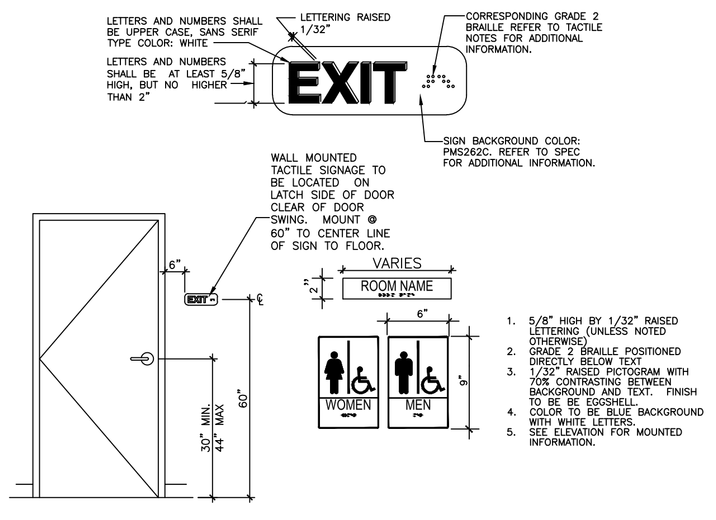
TYPE: 1-A
TEMPERED GLASS IN ALUMINUM FRAME TRANSOM

TYPE: 1-A
TEMPERED GLASS IN ALUMINUM ENTRY

TYPE: 2-A
STEEL EXIT GATE

GENERAL NOTE: ALL ALUMINUM STOREFRONT WINDOWS AND ENTRY DOORS BASED ON A KAWNEER TRIFAB 451 MODEL (OR OWNER'S STANDARD) – CENTER GLAZED – FINISH MATCH EXISTING

TACTILE EXIT SIGN DETAILS



TACTILE EXIT SIGN DETAIL
SCALE: 1/2"=1'-0"

TACTILE EXIT SIGN NOTES

SIGN REQUIREMENTS:

TACTILE EXIT SIGNS:

EXIT STAIR DOWN
EXIT RAMP DOWN
EXIT STAIR UP
EXIT RAMP UP
EXIT ROUTE
TO EXIT
EXIT

1. EACH GRADE-LEVEL EXTERIOR DOOR SHALL BE IDENTIFIED BY A TACTILE SIGN WITH THE WORD "EXIT". (1003.2.8.6.1.1)
2. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY IS IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS, "EXIT ROUTE". (1003.2.8.6.1.3)
3. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP IS IDENTIFIED BY A TACTILE EXIT SIGN THAT STATES "EXIT STAIR DOWN", "EXIT RAMP DOWN", "EXIT STAIR UP" OR "EXIT RAMP UP", AS APPROPRIATE. (1003.2.8.6.1.2)
4. EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY THAT IS REQUIRED TO HAVE A VISUAL EXIT SIGN IS IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS, "EXIT ROUTE". (1003.2.8.6.1.4)
5. EACH EXIT DOOR THROUGH A HORIZONTAL EXIT SHALL BE IDENTIFIED BY A SIGN WITH THE WORDS, "TO EXIT". (1003.2.8.6.1.5)
6. LETTERS ON SIGNS ARE RAISED 1/32", SANS SERIF UPPERCASE CHARACTERS AND ARE ACCOMPANIED BY GRADE 2 BRAILLE. (1003.2.8.6 & 1117B.5.5.2)
7. RAISED CHARACTERS ARE BETWEEN 5/8" AND 2" HIGH. (1003.2.8.6 & 1117B.5.5.2)
8. BRAILLE DOTS ARE 1/10" ON CENTER IN EACH CELL WITH 2/10" SPACE BETWEEN CELLS, MEASURED FROM THE SECOND COLUMN OF DOTS IN THE FIRST CELL TO THE FIRST COLUMN OF DOTS IN THE SECOND CELL. (1003.2.8.6 & 1117B.5.6) [NOTE: CA AND OTHER JURISDICTIONS ONLY]
9. BRAILLE DOTS ARE RAISED A MINIMUM OF 1/40" ABOVE THE BACKGROUND. (1003.2.8.6 & 1117B.5.2)
10. CHARACTERS AND BACKGROUND OF SIGNS IS EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. (1003.2.8.6 & 1117B.5.2)
11. CHARACTERS CONTRAST WITH THEIR BACKGROUND (LIGHT CHARACTERS ON A DARK BACKGROUND, OR DARK CHARACTERS ON A LIGHT BACKGROUND. (1003.2.8.6 & 1117B.5.2)
12. LETTERS ON SIGNS HAVE A WIDTH-TO-HEIGHT RATIO BETWEEN 3:5 AND 1:1 AND A STROKE WIDTH-TO-HEIGHT BETWEEN 1:5 AND 1:10. (1003.2.8.6 & 1117B.5.7)
13. SIGNS ARE TO BE INSTALLED ON THE WALL ADJACENT TO THE LATCH SIDE OF THE DOOR; (AT DOUBLE LEAF DOORS AND WHEN THERE IS NO WALL SPACE AT THE LATCH SIDE, SIGNS SHALL BE PLACED ON THE NEAREST ADJACENT WALL, PREFERABLY ON THE RIGHT.) 1003.2.8.6 & 1117B.5.7
14. MOUNTING HEIGHT IS 60" FROM THE FINISHED FLOOR TO THE CENTERLINE OF THE SIGN. (1003.2.8.6 & 1117B.5.7)
15. MOUNTING LOCATION ALLOWS A PERSON TO APPROACH WITHIN 3" OF THE SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR. (1003.2.8.6 & 1117B.5.7)

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STATE OF NEW MEXICO
10/31/2025
GREGORY D HOLMAN
NO. 009926
REGISTERED ARCHITECT

CONSULTANTS:

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TEXAS FIRM REGISTRATION NO. F-4415

STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

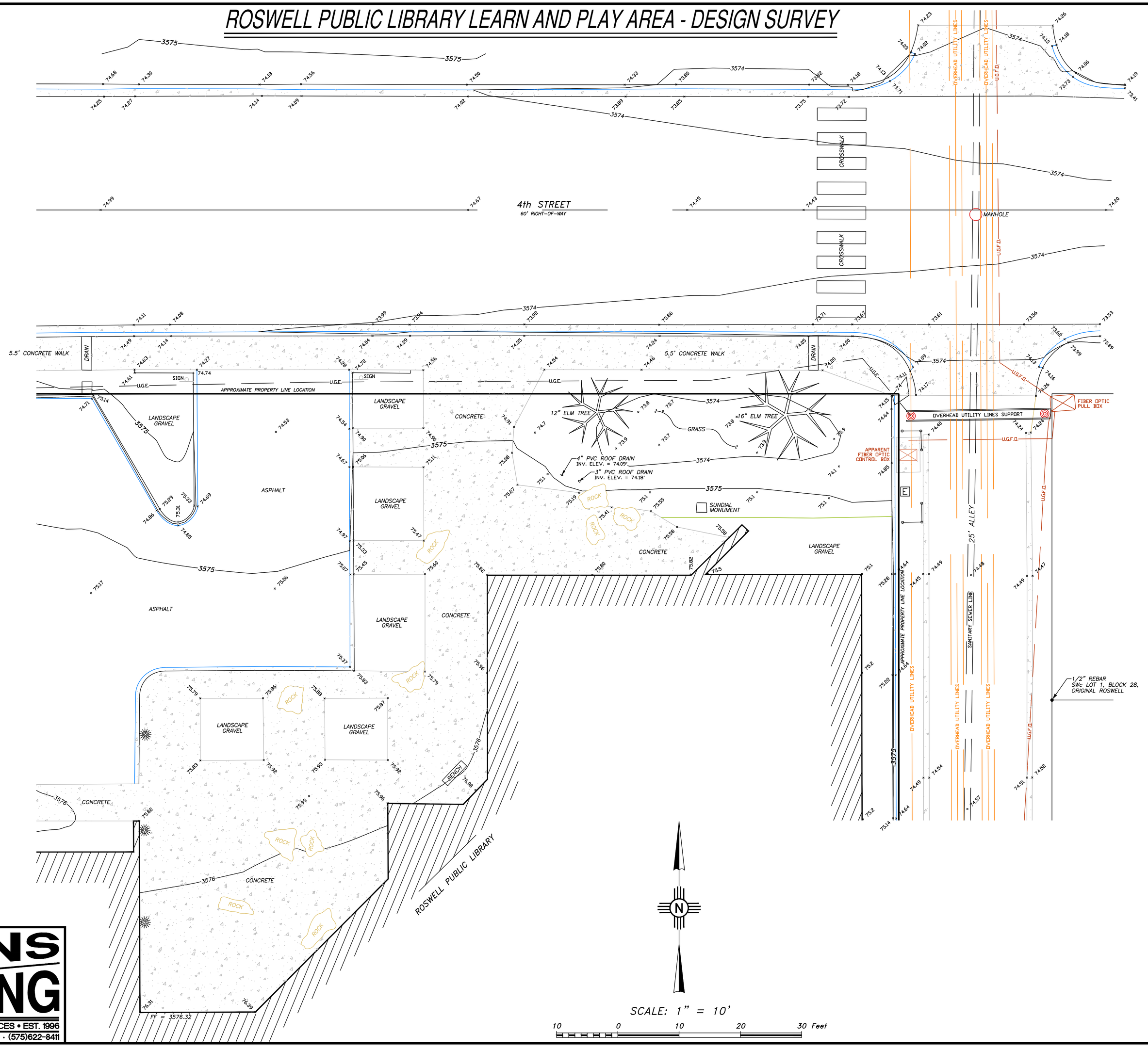
NO.	DATE	DESCRIPTION
01	–	–

DATE: 10.31.2025

SHEET NAME:
DOOR & WINDOW SCHEDULES

SHEET NUMBER:
A4.3

ROSWELL PUBLIC LIBRARY LEARN AND PLAY AREA - DESIGN SURVEY



RAINS SURVEYING
PROFESSIONAL LAND SURVEYING SERVICES • EST. 1996
P.O. BOX 1474 · ROSWELL · NEW MEXICO · (575)622-8411

EXISTING SITE PLAN

NOT TO SCALE

Studio 27, Inc.
601 West 2nd St., SUITE 8
Roswell, NM 88201
Telephone: 817.907.6477
575.628.8786

STATE OF NEW MEXICO
10/31/2025
GREGORY D HOLMAN
NO. 005926
REGISTERED ARCHITECT

CONSULTANTS:

MECH./ELEC./PLUMB. ENGINEER

BSA Consulting Engineers, PLLC
Electrical & Mechanical Consulting Engineers
14302 Slide Road
Lubbock, TX 79424-6655
Phone: 806.780.7475
Fax: 806.780.0129
www.bsaengineering.com
TEXAS FIRM REGISTRATION NO. F-4415

STRUCTURAL ENGINEER

CIVIL ENGINEER

INTERIOR DESIGNER

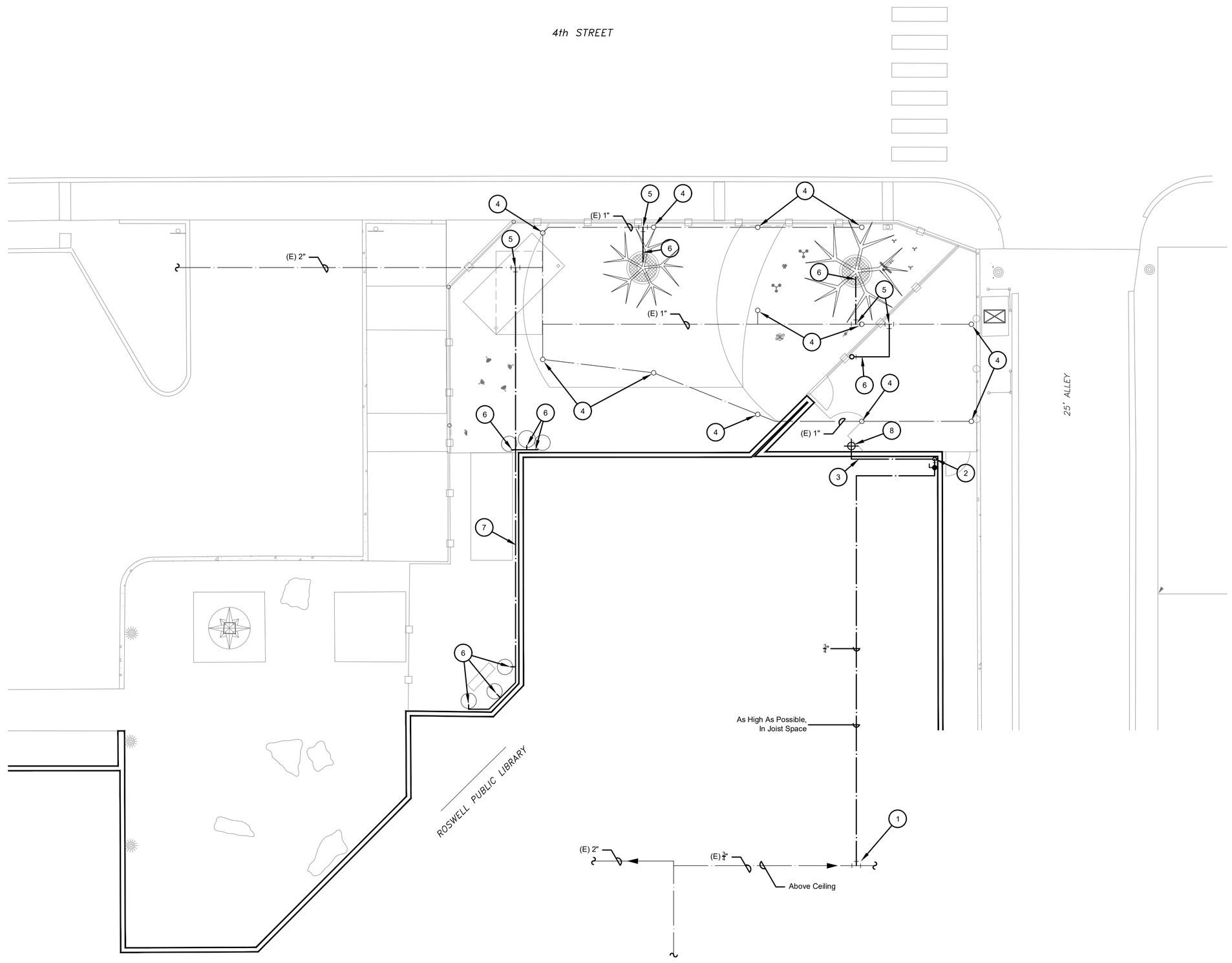
PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301 N. PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
SITE PLAN

SHEET NUMBER:
C1.0



SITEPLAN - PLUMBING

1" = 10'-0"

NORTH

GENERAL NOTES:

A. ALL PLUMBING INSTALLATIONS SHALL COMPLY WITH THE NEW MEXICO PLUMBING CODE, NFPA 90, AND ALL LOCAL, STATE, AND FEDERAL ORDINANCES, CODES, LAWS, AND REGULATIONS.

B. CONTRACTOR TO VERIFY LOCATION AND SIZE OF ALL EXISTING EQUIPMENT AND UTILITIES.

C. ALL ABOVE GROUND DOMESTIC WATER PIPING SHALL BE TYPE L HARD DRAWN COPPER WITH BRASS SOLDER FITTINGS.

D. OUTDOOR IRRIGATION SYSTEM PIPING SHALL BE SCHEDULE 40 PVC.

KEYED NOTES:

1. CONNECT NEW DCW LINE TO EXISTING, ABOVE THE CEILING, AT THIS APPROXIMATE LOCATION.
2. DROP NEW DCW LINE DOWN IN THE CORNER.
3. ROUTE NEW WATER LINE LOW ON WALL, BEHIND THE BOOK SHELVES, TO NEW EXTERIOR WALL HYDRANT.
4. REMOVE LAWN SPRINKLER AT THIS APPROXIMATE LOCATION. CAP WATER LINE, BELOW GRADE. ALL SPRINKLERS IN THE RENOVATED AREA MAY NOT NECESSARILY BE SHOWN. CONTRACTOR SHALL IDENTIFY ALL SPRINKLER LOCATIONS IN THE RENOVATED PORTION AND REMOVE AND CAP LINE BELOW GRADE.
5. CONNECT NEW ½" PVC IRRIGATION LINE TO EXISTING, BELOW GRADE, AT THIS APPROXIMATE LOCATION.
6. EXTEND NEW ½" IRRIGATION LINE TO NEW BUBBLER AT THIS APPROXIMATE LOCATION.
7. REMOVE SEALANT AT BASE OF THE WALL TO ALLOW FOR CONCEALMENT OF NEW IRRIGATION PIPING, BETWEEN SLAB AND BASE OF WALL. PROVIDE NEW SEALANT, AS DIRECTED BY THE ARCHITECT.
8. PROVIDE AND INSTALL A FREEZE PROOF WALL HYDRANT EQUAL TO A WOODFORD B67, BACKFLOW PROTECTED WITH A RECESSED BOX. PROVIDE LOOSE "T" KEY.

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STEVEN R. COOK
NEW MEXICO
31086
PROFESSIONAL ENGINEER
10-31-25

CONSULTANTS:

MECH/ELEC/PLUMB. ENGINEER

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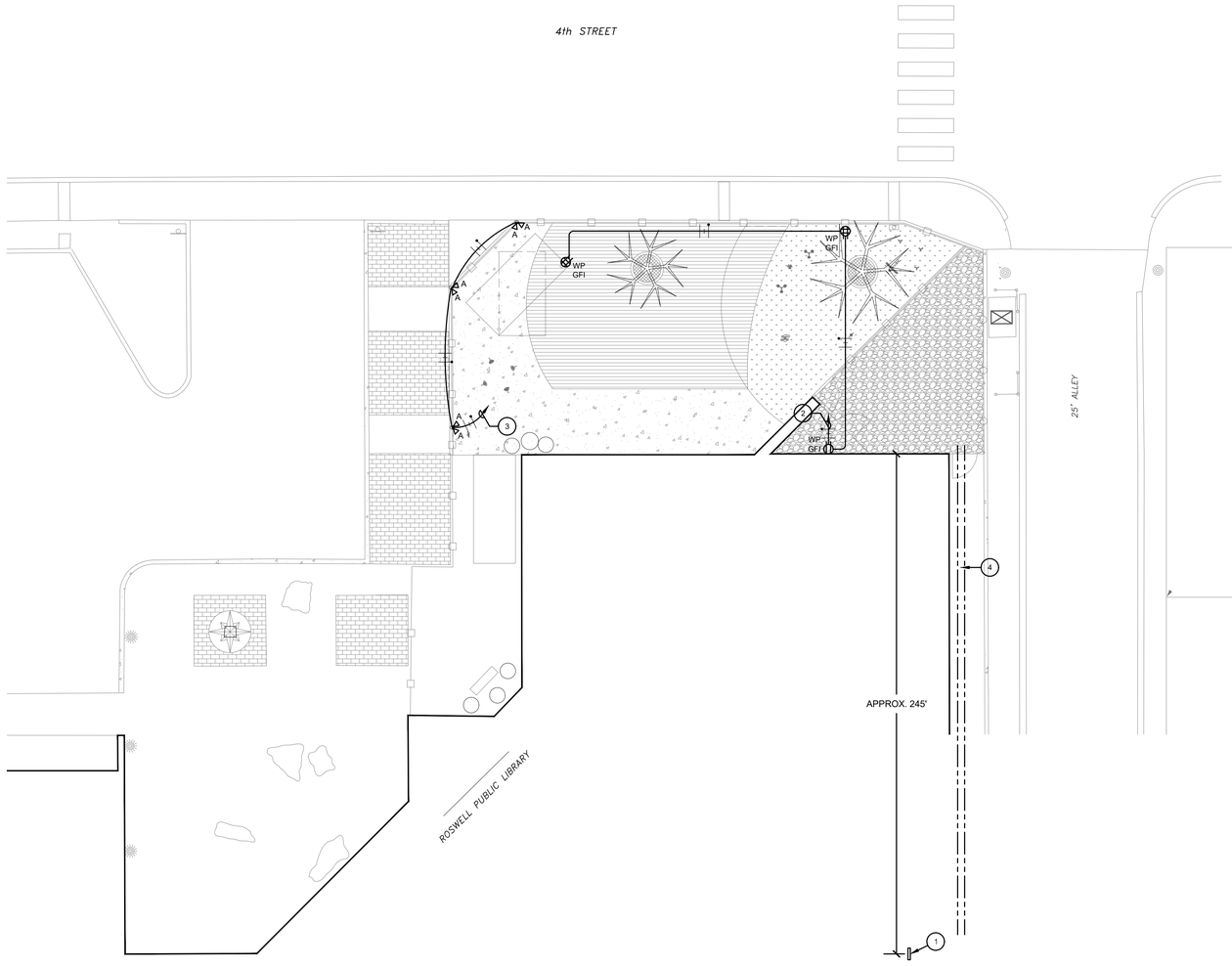
PROJECT NAME:
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CHILDREN'S GARDEN
301N PENNSYLVANIA AVE.
ROSWELL, NM 88201

NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
PLUMBING SITE PLAN

SHEET NUMBER:
P101



SITEP LAN - ELECTRICAL

1" = 10'-0"

NORTH

GENERAL NOTES:

A. CONTRACTOR SHALL VERIFY EXISTING LOCATION OF ALL UTILITIES AT JOBSITE PRIOR TO ANY BORING / TRENCHING, ETC.

B. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS BEFORE BIDDING TO DETERMINE THE TOTAL SCOPE OF WORK REQUIRED AND INCLUDE ALL IN BID.

C. IT IS ASSUMED THAT ANY OUTLET, SWITCH, RECEPTACLE, FIXTURE OR PANEL MAY BE RELOCATED WITHIN A TEN (10) FOOT RADIUS OF THE INDICATED LOCATION WITHOUT ADDITIONAL CHARGE TO THE OWNER.

KEYED NOTES:

1. EXISTING PANEL "A" (208V) TO REMAIN.
2. 2 #6 & #10 GR. IN 1" CONDUIT TO A NEW 20A-1P CIRCUIT BREAKER IN EXISTING PANEL "A". INSTALL NEW CIRCUIT BREAKER IN AVAILABLE SPACE. ROUTE UNDERGROUND CONDUIT ADJACENT TO ALLEY AND 'LB' INTO ELECTRICAL ROOM AS REQUIRED..
3. 2 #6 & #10 GR. IN 1" CONDUIT ONTO EXISTING EXTERIOR LIGHTING CIRCUIT IN THIS AREA.
4. UNDERGROUND CONDUIT ROUTING THIS AREA AS REQUIRED FOR ELECTRICAL CIRCUIT CONNECTIONS TO EXISTING PANEL "A".

LIGHTING FIXTURE SCHEDULE - ROSWELL LIBRARY CHILDREN'S GARDEN

TYPE	VOLTS	MOUNTING	MANUFACTURER	CATALOG NUMBER	LAMPS	INPUT WATTS	NOTES
A	120	SURFACE	LUMASCAPE	LS9122-33D-840-84-WF-09-AH-XX-006	LED	33 W	1

LIGHTING FIXTURE NOTES:
1. MOUNT FIXTURE ON OUTDOOR SHADE STRUCTURE AS DIRECTED BY ARCHITECT.

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MONTY BRADSHAW
NEW MEXICO
15388
LICENSED PROFESSIONAL ENGINEER
10/31/2025

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INTERIOR DESIGNER

PROJECT NAME:
ROSWELL PUBLIC LIBRARY
CHILDREN'S GARDEN
301N PENNSYLVANIA AVE.
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NO.	DATE	DESCRIPTION
01	-	-

DATE: 10.31.2025

SHEET NAME:
ELECTRICAL SITE PLAN

SHEET NUMBER:
ES101

DIVISION 16 - ELECTRICAL

SECTION 16A - GENERAL:

1. The work shall include furnishing and installing all electrical work, including final connections to all devices and placing them in service. All work shall conform to local, state, and national codes as interpreted by the authorities having jurisdiction. All materials shall be UL labeled and listed.

2. Comply with requirements of the 2020 National Electrical Code and the City of Roswell codes and ordinances in the construction and installation of all work.

3. All major electrical service equipment specified herein shall be Square D or equal. This includes panelboards, disconnect switches and circuit breakers. Obtain Owner's approval for substitutions.

4. All equipment shall be installed in a location and manner that shall allow for convenient access for maintenance and inspection. Access doors and panels in walls and ceilings shall be provided as required for concealed equipment, controls and boxes.

5. Make all payments for fees, permits and deposits for electrical work. Coordinate with local electrical utility to provide all equipment and pay all costs required to extend underground service from power company facilities to building including meter bases and conduit for meter conductors, CT meter cabinets, and other equipment deemed necessary by the utility company. Contractor shall be responsible for all coordination with the power company.

6. The owner or architect for this project must take the responsibility to submit these drawings to all state and local authorities for required plan reviews. Plans must be submitted for review no later than 5 days after the date appearing on the professional seals.

SECTION 16B - MATERIALS:

16B.1 CONDUITS

1.1 Rigid Steel Conduit: Rigid, threaded, thick-walled: galvanized inside and outside or galvanized outside with a protective coating inside: UL listed and labeled according to Standard UL6; conforming to ANSI Standard C80.1; Pittsburgh, Republic Steel, Robroy or Allied.

1.2 Electrical Metallic Tubing (EMT): Steel tubing, galvanized outside and provided with a slick corrosion resistant interior coating; UL listed and labeled according to Standard 797; conforming to ANSI Standard C80.3; Pittsburg, Republic Steel, Robroy or Allied.

1.3 Flexible Metal Conduit: Spirally wound with hot dip galvanized steel strips (commercial Greenfield); conforming to UL Standard UL1 and UL listed and labeled; Triangle Conduit and Cable Company, or equivalent.

1.4 Liquidtight Flexible Metal Conduit; Spirally wound, galvanized steel strips, as for flexible metal conduit; with polyvinyl chloride cover extruded over the exterior to make conduit liquidtight; UL listed, Electri-flex type "LA" or equivalent.

16B.2 CONDUIT FITTINGS

2.1 Couplings and Terminations for Rigid Steel conduit: Factory made steel threaded couplings; bushing at all boxes and cabinets, with locknuts inside and outside box or cabinet.

2.2 Couplings and Terminations for Electrical Metallic Tubing: Join lengths of EMT with steel, compression type couplings and connectors where possible. Otherwise use set-screw fittings. Provide nylon insulated throat, steel connectors at box and cabinet terminations.

2.3 Couplings and Terminations for Flexible Metal Conduit: T&B 440 Series couplings at connections between flexible and rigid conduit; T&B 3110 or 3130 Series nylon insulated throat, steel connectors at box or cabinet terminations.

16B.3 OUTLET BOXES

3.1 Sheet Steel Boxes: Sheet steel not lighter than No. 14 gauge, galvanized after fabrication: Raco, Steel City or Appleton.

3.2 Cast Metal Boxes: Cast iron or Cast alloy with threaded hubs: Crouse-Hinds, Appleton or Pyle National.

3.3 Non-Metallic Boxes: NEMA OS 1

16B.4 PULL BOXES AND JUNCTION BOXES

4.1 Sheet steel, galvanized inside and outside, with galvanized covers.

4.2 Small boxes: For boxes where the volume required is not over 100 cubic inches, use standard outlet boxes.

4.3 Larger Boxes: For boxes where the volume required is over 100 cubic inches, use cabinets as specified for panelboard cabinets with covers of same gauge as boxes, secured with corrosion resistant bolts or screws.

16B.5 CONDUCTORS (600 VOLTS AND UNDER)

5.1 Type: Soft drawn, annealed copper, UL listed, rated at 600 volts, Okonite, Triange, Anaconda or Simplex No. 8 and larger shall be stranded: No. 10 and smaller may be solid.

5.2 Insulation: Branch circuits shall have type THHN insulation for exterior installations. Service feeders shall be type THHN or THWN in conduit. Feeder circuits shall be Type THHN in Conduit.

5.3 Type MC Cable copper cable (600 volt copper THHN/THWN conductors) with internal grounding conductor. Interlocked aluminum armor, UL Listed, Southwire Armorlite or equal. Use as light fixture whips only.

16B.6 JOINTS AND SPLICES

6.1 Stranded Copper Conductors: UL approved solderless bolted pressure connectors or Thomas and Betts Series 54000 compression connectors. All connectors shall be properly sized to match conductor sizes. All compression connectors shall be applied with properly sized dies and tools.

6.2 Solid Copper Conductors: UL approved solderless bolted pressure connectors: or UL approved electrical spring connectors of "Scotchlok", Ideal or T&B "Piggy" make.

SECTION 16C - COLOR CODING:

1. Phase conductors shall be black, red and blue for phases A, B & C respectively in the 208Y/120 volt system and brown, orange and yellow in the 480/277 volt system.

2. Neutral conductors shall be white . Grounding conductors shall be green.

3. Switch legs shall be black with white, red with white or blue with white depending on phase.

4. All wiring No. 8 and larger shall be black and be marked with color banding tape as specified. All phase conductors, neutral and equipment ground conductors shall be marked with colored tape. Apply marking at each termination and every four feet of wiring in raceways.

SECTION 16D - WIRING DEVICES:

(ALL COLORS SHALL BE SELECTED BY ARCHITECT)

16D.1 WALL SWITCHES

DEVICE	CATALOG NO.	
1.1 Single Pole Wall Switch	Pass & Seymour	20AC1
1.2 Three-way Wall Switch	Pass & Seymour	20AC3

16D.2 RECEPTACLES

2.1 Receptacle, 20 Ampere, 125 Volt, 2 Pole, 3 Wire Grounding Duplex: Pass & Seymour No. 5362 (NEMA 5-20R).

2.2 Receptacle, 20 Ampere, 125 Volt, 2 Pole, 3 Wire Grounding Duplex with Self-Contained Ground Fault Circuit Interrupter: Pass & Seymour No. 2091.

2.3 Receptacle with isolated ground: Pass & Seymour No. IG6300.

2.4 Tamper Proof Receptacle: Pass & Seymour No. TR63.

16D.3 COVERPLATES

3.1 Pass & Seymour smooth finish non-breakable thermoplastic wall plates shall be used except in unfinished or machinery spaces, where plates shall be galvanized steel if surface mounted. All switches controlling motorized equipment shall have engraved nameplates. Verify all wall plate colors with Architect.

SECTION 16E - PANELBOARDS:

16E.1 MATERIALS

1. Panelboard Cabinets: Furnish and install cabinets to serve the various panelboards, of sizes as required to house the panelboards. Cabinets shall be rigidly constructed of sheet steel of gauges conforming to Underwriters' Laboratories Inc. requirements; corners over-lapped or welded; edges turned over to receive trim.

2. Cabinet Fronts: Cut from single sheet of not less than No. 12 gauge cold-rolled sheet steel; fastened in place by adjustable trim clamps which will allow plumbing; same size as the cabinet box if surface mounted; size to overlap the box a minimum of 3/4" on all sides if flush mounted. Provide each door with a substantial flush, cylinder tumbler lock and catch. On doors more than 48" high provide a combination three point catch and lock with T-handle. Provide each lock with two keys, with all locks keyed alike.

3. Finish: All back boxes galvanized; all exposed metal, including fronts, primed and finished in gray lacquer.

4. Where a circuit protective device is scheduled as a "spare", provide the device complete for operation. Where such a device is scheduled as a "space" or "space only", provide proper space and all necessary connectors for future installation of the size of device scheduled. Where a breaker or switch is scheduled to serve a "future" load, provide the device complete for operation.

5. All circuit breakers shall be quick make, quick break, trip free, thermal magnetic, indicating type unless noted otherwise. Branch circuit breakers shall be fully interchangeable without disturbing adjacent units.

6. Connect all circuit interrupting devices with sequence phasing.

7. Provide each panelboard with a neatly typewritten directory of circuits mounted in a cardholder on the inside of the panelboard cabinet. Cover directory with transparent sheet plastic.

8. All panelboards shall be listed by Underwriters' Laboratories Inc.

9. Provide each panelboard with a factory engraved nameplate which shall identify the panelboard name.

10. Bussing: All panel board bussing shall be copper.

16E.2 LIGHTING AND APPLIANCE PANELBOARDS:

1. Panelboards shall have the number and size of bolted-in circuit breakers as scheduled. Panels shall be Square D, type NF or NQOD with bolt-on breakers as required for the interrupting ratings schedules or equivalent.

SECTION 16F - INTERIOR LIGHTING FIXTURES:

16F.1 MATERIALS

1. Provide and install a lighting fixture on each and every lighting outlet shown. Furnish fixtures in accordance with the designations on the drawings and as specified herein. All features specified or scheduled for fixtures shall be provided, even if the catalog number given in the specifications or schedule lacks the required numerals, prefixes or suffixes corresponding to the features called for.

2. All lighting fixtures shall bear the label Underwriters' Laboratories Inc.

3. Provide electronic drivers and LED Lamping for all fixtures.

4. Fixtures shall comply with ANSI 132.1.

16F.2 DRIVERS

1. LED drivers shall have a minimum power factor of 85% and total harmonic distortion not to exceed 10%.

SECTION 16G - DISCONNECT SWITCHES:

1. Disconnecting switches shall be manufactured by Square D. Switches shall be heavy duty, enclosed type, rated for 250 volts. Switches used as service switches shall bear a UL service entrance label and nameplate shall so indicate.

2. All HVAC equipment shall be provided with disconnects per NEC 2020.

SECTION 16H - EXECUTION:

16H.1 INSTALLATION OF BUILDING RACEWAYS

1.1 Types: Above grade interior conduits shall be electrical metallic tubing. Conduits installed below grade in slabs or buried in earth shall be PVC or rigid galvanized steel. Ent is not allowed.

1.2 Connections: Use lengths of flexible metal conduit, not less than 12" long at final connections to all motors, controls and other devices subject to movement because of vibration or mechanical adjustment.

16H.2 CONDUIT SUPPORTS

2.1 Support Spacing: Use minimum spacing as directed by National Electrical Code, but space hangers more closely where required by conditions.

2.2 Individual Conduits: Support conduits running vertically or horizontally with galvanized malleable iron one-hole clamps. Carry individual supported horizontally conduits 1-1/4" and larger on Kindorf No. 150 or Steel City No.C-149 hangers. Use no perforated strap iron as hanger material. Where conduits smaller than 1-1/4" are installed above non-removable type ceilings, they may be supported on ceiling runner channels.

2.3 Multiple Conduits: Where multiple raceways are run horizontally at the same elevations, they may be supported on trapezes formed of sections of Unistrut angle iron or channels suspended on rods or pipes. Size trapeze members including the suspension rods for the number size and loaded weight of the conduits they are to support. Space them as required for the smallest conduit supported.

16H.3 INSTALLATION OF OUTLET BOXES

3.1 Usage: provide at each outlet or device of whatever character a metal outlet box in which conduits shall terminate.

3.2 Boxes Recessed in Construction: Cast metal boxes.

3.3 For Wall Switches, Receptacles and Communications Use: Use 4"x4" size with proper square cornered tile wall cover, plaster cover, or finishing plate, except where construction will not permit or the device requires a larger box.

3.4 Boxes for Exposed Work: Cast metal boxes.

3.5 Boxes for Outdoors: Cast metal boxes with gasketed covers.

16H.4 WIRE PULLING

4.1 Wire Pulling: Provide suitable installation equipment for pulling conductors into raceways or conduits. Use ropes of polyethylene, nylon or other suitable material to pull in conductors. Attach pulling lines to conductors by means of woven basket grips or by pulling eyes attached directly to conductors. All conductors to be installed in a single conduit shall be pulled in together.

4.2 Cable Lubricants: All cable lubricants shall be UL listed, and shall be certified by their manufacturer to be non-injurious to the insulation on which they are used.

16H.5 INSTALLATION OF BUILDING WIRE (600 VOLTS AND UNDER)

5.1 Feeders: Run all feeders their entire length in continuous pieces without joints or splices, insofar as practical.

5.2 Sizes: No wire shall be smaller than No. 12 except for signal or control circuits, and except for individual lighting fixture taps as permitted by the National Electrical Code.

5.3 Identifying Tags: Non-ferrous; stamped to clearly identify each circuit. Securely fasten tags to all cables, feeders and power circuits in pull boxes, lighting, power and distribution panelboards, etc.

5.4 Bundling Conductors; Bundle all conductors in panelboards, cabinets and the like, using marlin twine lacing or nylon straps made for the purpose. Bundle conductors larger than No. 10 in individual circuits. Bundle smaller conductors in larger groups.

16H.6 MOUNTING HEIGHTS

6.1 Where mounting heights are indicated on the drawings, the device shall be installed with the centerline of the device at the indicated height.

6.2 In general, devices which are shown to be installed at counters or other millwork, unless noted. Wall switches shall be installed on the strike side of the door as finally hung.

6.3 Unless otherwise noted on the drawings, or directed by the Owner, install devices at the following heights.

DEVICE	MOUNTING HEIGHT
Wall Switch	48"
Receptacle	18"
Telephone & Data Outlet	18"

6.4 Observe all ADA requirements when mounting devices in areas designated as "handicap" or "accessible".

SECTION 16I - SERVICE CONNECTIONS:

1. Verify power company service requirements for this project prior to bid. Include all charges by Power Company in original bid.

SECTION 16J - LOAD BALANCING:

1. The contractor shall carefully balance his electrical loads between the various phases. When the facilities are under use at their heaviest loading periods, tests shall be run on the "hot" conductors in each feeder to a panel and any unbalance shall be corrected to a point that no conductor's load shall be more than 10% high or low (maximum unbalance of 20%) in amperes.

SECTION 16K - SERVICE AND EQUIPMENT GROUNDING:

1. Provide adequate and permanent service neutral and equipment grounding in accordance with the National Electrical Code, and subject to the following additional requirements.

2. Connect the service ground and equipment ground to a common point within the metallic enclosure containing the main service disconnecting means. From the common point of connection of the service ground and equipment ground, run in conduit a combined service and equipment grounding conductor without joint of splice to the main water service pipe and connect it thereto with an approved bolted pressure clamp. Clean all contact surfaces thoroughly before connection, to assure good metal to metal contact. Bond the conduit to the grounding conductor at each end. Supplement the water pipe ground with an additional electrode which shall be 10' long by 3/4 inch diameter copperclad steelground rod. Attach the electrode to the water pipe and to the service/equipment grounding conductor.

3. Size grounding conductors in accordance with National Electrical Code Section 250.

4. The building structure steel frame shall be grounded to the building service ground electrode, using the conductor size specified in National Electrical Code Section 250.

SECTION 16L - GROUNDING RACEWAYS:

1. Assure the electrical continuity at all metallic raceway systems, pulling up all conduits and/or locknuts wrench light. Where the flexible metallic conduit is employed, provide a green-insulated grounding jumper installed in the flexible conduit. Install a separate green-insulated conductor in each non-metallic conduit.

2. Provide grounding bushings on all service raceways terminating within panelboards, cabinets, and all other enclosures. Provide grounding conductors from such bushings to the frame of the enclosure and to the ground bus or equipment grounding strap. Size grounding conductors in accordance with NEC Section 250.

SECTION 16M - EQUIPMENT GROUNDING CONDUCTORS:

1. Provide a separate, green-insulated copper grounding conductor, with insulation of the same rating as phase conductors, for each feeder and for each branch circuit installed. Install the grounding conductor in the same raceway with the related phase and neutral conductors, and connect the grounding conductor to pull boxes at intervals of 100 feet or less, to each raceway. Connect all grounding conductors to bare grounding bars in panelboards, and to ground buses in service equipment to the end that there will be an uninterrupted grounding circuit from the point of a ground fault back to the point of connection of the equipment ground and system neutral. Size all these grounding conductors per NEC Section 250.

SECTION 16N - EQUIPMENT WIRING:

1. Connect complete for operation all items of heating and air conditioning, refrigeration, kitchen equipment, washers, dryers, modular furniture and all other electrical devices furnished by the Owner of under other Divisions of the specifications. Outlets of various types have been indicated at equipment locations, but no indications of exact location or scope of the work are shown on the drawings. Refer to the Owner and to the various Contractors for the work under the other Divisions for the scope of connections to equipment furnished by them and for the exact locations of all items.

2. Where disconnect switches or circuit breakers are not provided integral with control equipment for motors and other electrical appurtenances, provide and install all disconnect switches required by the National Electircal Code and/or as indicated.

Studio 27 Architecture Interior Design Space Planning Construction Management

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SHEET NAME:
ELECTRICAL SPECIFICATIONS

SHEET NUMBER:
ES201

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **6.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of budget adjustment for Special Electronics' Department FY 2026 Capital Budget Request. (Corn/MacCornack)

BACKGROUND:
Initiated by: James MacCornack

The Special Electronics Department is requesting the following items to be included with the FY 2026 budget: - Malfunction Monitor Unit with Cabinet Hub $7,540.00 - Cobalt Traffic Signal Controller with Cabinet $23,421.00. These items would replace spare emergency stock that was utilized after the October 2024 flood event and would be eligible to submit for FEMA reimbursement.

FINANCIAL CONSIDERATION
Finance Impact (Revenue & Expense): Budget Adjustment Needed Revenue: n/a Expense: 26234323-817504 (Capital Outlay -- Infrastructure) -- $30,961.00.

LEGAL REVIEW:
Not Applicable for this agenda item.

BOARD AND COMMITTEE ACTION:
The Finance Committee recommended approval 5-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Malfunction Monitor Unit Quote
Cobalt Traffic Signal Quote

P.O. Box 5508 – Arlington – Texas – 76005-5508
817.831.9406 – fax 817.831.9407
Estimating@Paradigmtraffic.com
www.paradigmtraffic.com

QUOTATION

UPDATED ON 11/17/25 @ 2:45pm

TO: Paradigm Traffic Systems
2201 East Division Street
Arlington, Texas 76011
attn: Estimating Department
ph: 817-831-9406
fx: 817-831-9407

RFQ: CITY OF ROSWELL, NM.
Clifford Boehms Request for Quote
State of New Mexico
Price Agreement No. 40-80500-23-17055
Traffic Signal Equipment and Supplies

DATE	SLSMN	Delivery Date	FREIGHT	SHIP VIA	F.O.B	TERMS	QTE NUMBER
11/17/2025	RK	90 - 120 Days ARO	PPD & Allowed	Best Way	Destination	Net 30	Q35633RK/DJ

ITEM	QTY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
		PLEASE SEE NOTES THROUGHOUT THIS QUOTE		
		This quote is valid for 60 days. Thereafter it is subject to change without notice.		
1	1	EBERELE DESIGN MALFUNCTIONING MONITOR UNIT ***NOTE*** *16 Ch. LCD Enhanced TS2 Smart Monitor MMU2-16LEip Quoted*	$1,240.00	**$1,240.00**
2	1	ECONOLITE CABINET HUB ***NOTE*** *EVOHUB-S (Shelfmount) Part # 143-103-503 Quoted*	$6,300.00	**$6,300.00**
		For any questions, comments or concerns, Please email us at : **Estimating@Paradigmtraffic.com**		
			TOTAL	**$7,540.00**

***This quote is valid for 60 days.** Thereafter it is subject to change without notice.
*Thank you for the opportunity to submit a proposal to you on this equipment. Please reference this quotation (by QTE number) when placing order. If you have any questions, please call or send a fax to me.
*When sending RFQ's, PO's or RFI's, please send to **ESTIMATING@PARADIGMTRAFFIC.COM**
*Unless previously discussed, quote is for material only

OFFERED BY:



Robert Kelly
Paradigm Traffic Systems, Inc.
Estimating@paradigmtraffic.com
Federal ID# 75-2520341

9001 Jameel, Suite 130 Houston, TX 77040
713-864-7545– fax 713-864-7588
www.paradigmtraffic.com

QUOTATION

UPADTED ON 11/17/25 @ 2:45pm

TO: City of Roswell, NM
300 East Walnut
Roswell, NM 88230
attn: Clifford Boehms
ph: 557-840-8669
fax: c.boehms@roswell-nm.gov

RFQ: New Mexico State Contract
40-80500-23-17055

DATE	SLSMN	DELIVERY	FREIGHT	SHIP VIA	F.O.B.	TERMS	QUOTE #
11/17/25	DJ	90 - 120 Days ARO	PPD & Allowed	Best Way	Destination	Net 30	Q36308DJ

ITEM	QTY	DESCRIPTION	PRICE	TOTAL
11	1	TS2 Type 1 P44 Double Door Cabinet CAB18649	$18,315.00	$18,315.00
15	1	Cobalt C TS-2 Type 1 Controller, w/ 8 MB Data Key, No Comm Card	$5,106.00	$5,106.00
			TOTAL	$23,421.00

***This quote is valid for *60 days*. Thereafter it is subject to change without notice.**
*Thank you for the opportunity to submit a proposal to you on this equipment. Please reference this quotation (by Quote Number) when placing order. If you have any questions, please call or send a fax to me.
*When sending RFQ's, PO's or RFI's, please send to **ESTIMATING@PARADIGMTRAFFIC.COM**

OFFERED BY:

Dan Jaynes
Paradigm Traffic Systems, Inc.
Federal ID# 75-2520341

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 7.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a budget adjustment and authorization for the purchase of a Class A HME Pumper for the Roswell Fire Department. This procurement will be made through Sourcewell #113021-CSM (Corn/Chavez)

BACKGROUND:
Initiated by: Steve Chavez

The Roswell Fire Department is requesting approval to purchase a Class A HME Pumper to replace aging frontline equipment and ensure compliance with operational and safety standards. The total cost of the apparatus is $753,215.00. The City has been awarded $600,000.00 from the New Mexico State Fire Marshal's Office to support this purchase. A budget adjustment is required to recognize this grant revenue and establish expenditure authority within the appropriate fire protection fund. The remaining $153,215.00 required for the purchase will be funded by the Public Safety Fund. A budget adjustment is also needed to increase expenditure authority in the Public Safety Fund to cover the local match.

FINANCIAL CONSIDERATION
Financial Impact (Revenue & Expense)

Budget Adjustment Needed
Revenue: 2265-443650 (State Grants - Fire Protection) -- $600,000.00
Expenses: 22654123-817506 (Fire Protection - Capital Outlay Vehicles) -- $600,000.00

55004125-817506 (Public Safety Fund - Capital Outlay Vehicles) -- $153,215.00

LEGAL REVIEW:
No legal review is required for this budget adjustment.

BOARD AND COMMITTEE ACTION:
The Public Safety Committee recommended approval by a 5-0 vote on November 18, 2025. The Finance committee voted 5-0 on December 4th, 2025, with a recommendation to the City Council's consent agenda.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Public Safety Ordinance
Pumper
MES Core Pumper 22 High-End_As Built Spec NM

ORDINANCE 23-10

AN ORDINANCE ADOPTING A MUNICIPAL GROSS RECEIPTS TAX

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, that:

SECTION 1. **Imposition of Tax.** There is imposed on any person engaging in business in this municipality for the privilege of engaging in business in this municipality an excise tax equal to five-sixteenths of one percent (0.3125%) of the gross receipts reported or required to be reported by the person pursuant to the New Mexico Gross Receipts and Compensating Tax Act as it now exists or as it may be amended. The tax imposed under this ordinance is pursuant to the Municipal Local Option Gross Receipts Taxes Act as it now exists or as it may be amended and shall be known as the "unrestricted municipal gross receipts tax."

SECTION 2. **General Provisions.** This ordinance hereby adopts by reference all definitions, exemptions and deductions contained in the Gross Receipts and Compensating Tax Act as it now exists or as it may be amended..

SECTION 3. **Specific Exemptions.** No municipal gross receipts tax shall be imposed on the gross receipts arising from:

A. transporting persons or property for hire by railroad, motor vehicle, air transportation or any other means from one point within the municipality to another point outside the municipality;

B. a business located outside the boundaries of a municipality on land owned by that municipality for which a state gross receipts tax distribution is made pursuant to Subsection C of Section 7-1-6.4 NMSA 1978; or

C. direct broadcast satellite services.

SECTION 4. **Dedication.** Revenue derived from the above five-sixteenths (0.3125%) tax shall be used in the following priority:

A. To provide an ambulance system in good repair and to pay legitimate expenses of its operation;

B. All remaining funds shall be put into a special public safety fund for safety and medical equipment and vehicles.

SECTION 5. **Effective Date.** The effective date of the municipal gross receipts tax shall be either January 1, or July 1, whichever date occurs first after the expiration of three months from the date this ordinance is adopted, unless an election is held on the question of approving the ordinance, in which case the effective date shall be either January 1 or July 1, whichever date occurs first after the expiration of three months from the date when the results of the election are certified to be in

favor of the ordinance's adoption and the adopted ordinance is delivered or mailed to the Taxation and Revenue Department.

PASSED, ADOPTED, SIGNED and APPROVED 14th day of September.

CITY SEAL

Timothy Z. Jennings, Mayor

ATTEST

Amalia Martinez, City Clerk

ORDINANCE 24-20

AMENDING THE DEDICATION OF A MUNICIPAL LOCAL OPTION GROSS RECEIPTS TAX

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO that Section 4 of Ordinance Number 23-10, effective January 1, 2024, and imposing a five-sixteenths of one percent (0.3125%) tax is amended to read:

Section 4. Dedication. Revenue derived from the above five-sixteenths of one percent (0.3125%) tax shall be used in the following priority:

A. To provide an ambulance system in good repair and to pay legitimate expenses of its operation;

B. Create and maintain an ambulance service fund of no less than three million dollars ($3,000,000.00);

C. All remaining funds shall be expended exclusively for wages and equipment for the Roswell Fire Department, Roswell Police Department, Consolidated Dispatch, and Emergency Management.

The effective date of this amendment shall be (January 1 or July 1), whichever date occurs first after the expiration of at least three months from the date this ordinance is delivered or mailed to the Taxation and Revenue Department.

PASSED, ADOPTED, SIGNED, and APPROVED 14th day of November, 2024.

CITY SEAL

ATTEST

Amalia Martinez, City Clerk

Timothy Z. Jennings, Mayor

PROPOSAL TO
FURNISH FIRE APPARATUS

November 12, 2025

Roswell Fire Department
Fire Chief Chavez
200 S Richardson
Roswell, NM 88201

MES hereby proposes to supply, subject to your acceptance of this proposal and the proper signing and execution of the attached contract or purchase order, by the parties thereto, the apparatus and equipment herein described, and for the following prices listed below.

One (1) Custom Pumper, Model 22 Premier on an HME 1871 Custom Chassis with all equipment as described in the attached MES proposal, for the sum of:

$753,215.00 total

This price includes an industry-leading 3-year bumper-to-bumper warranty, delivery, NFPA apparatus familiarization at the buyer's location, and a pre-delivery inspection by our certified technicians. The proposal also includes the Sourcewell Buying Cooperative fee.

No federal, state, or local taxes are included currently.

Delivery shall be approximately sixty (60) to ninety (90) days from the date of execution of the agreement, depending on the options selected.

The apparatus and equipment shall be manufactured in accordance with the attached specifications, which will become a part of the contract. Only those items included in the attached proposal shall be supplied. Delivery shall be made within the time specified above after receipt and acceptance by MES of the properly signed and executed contract and addendum(s). The delivery time indicated is based on the best delivery knowledge available at this time. Delivery shall be contingent upon delays or failure to deliver from our suppliers, delays caused by, or resulting from labor problems, chassis shortages, strikes, fire, flood, accidents, or other acts of God, or any other circumstances which are beyond the control of this corporation.

TERMS OF PAYMENT: All apparatus shall be paid for upon delivery of the completed apparatus.

All prices or quotations are subject to change or withdrawal unless accepted within 30 days from the date herein set forth.

Having multiple sales representatives and service capabilities in the State of New Mexico will serve the needs of the Roswell Fire Department for years to come.

If you have any questions, please don't hesitate to contact me.

Thank you!

Respectfully submitted,



Shannon Cherry
Apparatus Sales Manager NM
MES Life Safety

CREW SEAT REMOVAL

Removal of two (2) forward-facing SCBA seats in the rear of the cab shall be completed.

EMS STORAGE COMPARTMENT

There shall be one (1) full-height EMS storage compartment provided and installed in the cab with the door opening facing the front of the cab.

The approximate dimensions of the compartment shall be 40.00 inches wide by 20.00 inches deep.

The door opening shall be a minimum of 35.50 inches wide. The bottom of the cabinet shall contain a panel to raise the floor to maintain a flat floor 2.00 inches above the floor of the cab.

The interior side walls of the cabinet shall be fitted with channels for the installation of adjustable shelves.

EMS COMPARTMENT LOCATION

The EMS compartment shall be installed along the interior rear wall of the cab, center position.

EMS COMPARTMENT FINISH-BLACK

The interior and exterior of the EMS compartment shall be completed with a black powder coated paint finish for durability.

ROLL-UP DOOR

The EMS compartment shall be provided with a roll-up door.

The roll-up door shall be constructed of double-sided aluminum extrusions connected with a ball and socket joint. The extrusions shall be 1.375 inches wide by .375 inches thick with satin anodized finishing. A flexible EDPM extrusion shall be provided between each slat to ensure a weather-tight seal. Aluminum extrusions shall be individually replaceable without disassembling the entire door by removing push-out clips on each end.

Side channels for each door to ride in shall be provided with Santoprene seals to prevent dirt and moisture from entering the exterior compartment. A single-piece top drip rail shall be provided with a Santoprene seal to prevent dirt and moisture from entering the compartment when the door is fully closed. The bottom of each door shall also be provided with a Santoprene seal. All non-metallic parts shall be glass-filled nylon.

ROLL-UP DOOR LATCH

The door latch shall be keyed locking stainless steel lift bars and shall be provided with a magnetic door switch system.

ALUMINUM SHELVES - ADJUSTABLE - EMS COMPARTMENT

The full-depth EMS compartment shelving shall be made from 0.190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of two (2) provided.

DRI-DECK MATTING - SHELVES

The surface of two (2) aluminum shelves shall be covered with black colored, rigid Dri-Deck mat for improved ventilation that shall also provide a non-slip surface.

EMS COMPARTMENT LIGHTING

Two (2) LED strip lights shall be provided and mounted inside the cabinet, one (1) on each side of the exterior access roll-up door.

These lights shall be activated by the door switch.

110 VOLT RECEPTACLE

One (1) 120-volt AC, single receptacle shall be provided with a weatherproof cover centered in the upper portion of the EMS compartment.

This receptacle shall be wired to the shoreline connection for charging devices stored in the EMS compartment.

OUTLET CONFIGURATION

The electrical outlet shall be a NEMA 5-20, rated at 120-volt AC, 20-amp, duplex, straight-blade receptacle.

TOOL BOARD - PAC TRAC RIGHT AND LEFT SIDE OF EMS CABINET

Pac Trac tool boards 40 inches by 17 inches shall be installed on the right and left outward-facing sides of the EMS cabinet.

FRONT SCENE LIGHT LOCATION

There shall be one (1) brow light mounted center on the front brow of the cab.

SCENE LIGHT MODEL

A Hi-Viz LED brow light model FT-MB-24-F lamp head shall be provided and installed.

The lamp head shall have twenty-four (24) Cree XP-G2 white LEDs with a flood pattern for scene lighting.

The lamp head shall be no more than 2.063 inches high x 31.00 inches wide x 2.50 inches deep.

LIGHT HOUSING

Each lamp head shall be powder-coated with a white finish.

SCENE LIGHT ACTIVATION

The cab forward brow lighting shall be activated by one (1) smart switch installed in the driver's side switch panel in the cab.

LOWERED CHASSIS CAB STEPS

There shall be bolt-on auxiliary steps for all four (4) cab entry doors that shall be lowered to provide a manageable ground-to-first-step distance. These steps shall be open style for ease of access and constructed with a non-skid stepping surface.

GRAPHICS PACKAGE

CUSTOM REV DESIGNS, INC 22k Gold - Engine Turn
1" Striping - Cab length beneath windows, Hose bed length Front Cab Door - "Roswell Fire Dept. E-1 & E-6" - 28" x 12" Hose bed Top - "ROSWELL" - 8" Lettering
Front Cab - "RFD Founded 1889" - Split between left and right side - 16" x 5" approx. Installed

ADDITIONAL HOSEBED DIVIDERS

One (1) additional adjustable hose bed divider shall be provided and installed. The divider shall be fabricated from a .25-inch-thick smooth aluminum plate, 5052-H32 alloy.

The rear end of the divider shall have a 3.00-inch radius corner and shall be sanded and deburred to prevent damage to the hose.

There shall be two (2) handhold openings provided. One (1) at the rear in a vertical position and one (1) approximately 24.00 inches in from the rear in a horizontal position at the top of the divider.

FULL-DEPTH ALUMINUM SHELVING – ADJUSTABLE

The full-depth shelving shall be made out of .190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of one (1) provided in the RR1 rear compartment.

MODIFICATIONS TO R2 COMPARTMENT

SWING-OUT VERTICAL TOOL BOARD - PAC TRAC

A Pac Trac swing-out tool board shall be installed in the compartment.
The tool board shall be attached to the vertical extruded upright mounting channel using a swing-out assembly kit with a locking device.

MODIFICATIONS TO L2 COMPARTMENT

Install one (1) full-depth tray made of .190-inch smooth aluminum sheet material, which shall have a flange 1.50 inches deep.

The tray shall be height-adjustable, pull-out, and down, held in place by extruded uprights and mounted in the L2 compartment.

MAXIMUM OVERALL LENGTH REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum overall length.

MAXIMUM OVERALL HEIGHT REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum overall height.

MAXIMUM WHEELBASE REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum wheelbase.

MAXIMUM OVERALL WIDTH

The apparatus specified shall be constructed as detailed and shall NOT exceed a Maximum Overall Width of 102.36 inches to meet Federal Highway Administration width limits for commercial motor vehicles.

This dimension shall include the primary construction of the apparatus body and chassis cab. Any peripheral items shall not be incorporated into this measurement.

The peripheral items included, but not limited to, are: Fenderettes, Mirrors, Lights, Handrails, Front Bumpers, Cab Steps, Overlays, Etc.

ANGLE OF APPROACH REQUIREMENT

The angle of approach for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

ANGLE OF DEPARTURE REQUIREMENT

The angle of departure for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

IN-SERVICE WEIGHT

The apparatus shall be designed to provide an equipment allowance up to 2500 pounds in compliance with the current edition of the NFPA 1901 Guideline.

INSTRUCTIONS TO BIDDERS

Bidders are requested to read the complete bid invitation carefully and submit their proposals in strict accordance with the requirements set forth.

Any questions regarding this specification must be submitted in writing and be received by the Fire Chief a minimum of ten (10) business days prior to the bid opening date. Clarifications, corrections and/or changes shall be sent out in writing via fax to all prospective bidders.

The purchaser reserves the right to reject any or all bids or accept any bid presented which meet or exceed these specifications and which the purchaser may deem shall be in the best interest of the City regardless of the amount proposed.

The complete apparatus shall be manufactured within the continental United States. Vehicles manufactured outside of the continental USA shall not be considered. No exceptions will be permitted to this section of the document.

EXCEPTIONS TO SPECIFICATIONS

It shall be mandatory for any prospective bidder that deviates from the proposed specifications to give a full description of all deviations.

When the bidder checks the "yes" column in the bid the bidder is making testimony that the bidder is in full compliance with the entire paragraph.

Where bidder's specifications and/or construction differ in any way from the bid specification, a full and complete description in specification shall be required. Drawings shall also be required to show alternative construction methods. Partial descriptions, or general clarifications covering groups of sections of the specification, shall be unacceptable and shall be cause for complete rejection of the bid.

Proposals taking total exception to the purchase specifications contained herein shall not be accepted and the bidder's proposal shall be deemed non-responsive and treated accordingly.

SPECIAL NOTE ON SUBSTITUTIONS

Where a subassembly manufacturer’s name or “brand” name for a product is given in a specification description, the product identified is the desired product to use. Manufacturers using a product other than the named product must take an exception to the paragraph. Where the words “or equal” are used in a paragraph in reference to an identified product, an apparatus manufacturer can make an equal product substitution without taking an exception to the specification paragraph.

Each bidder is encouraged to provide descriptive literature with their bid packet on any equipment or features that are proposed in lieu of those named and/or described in the specifications. Literature shall be originals and will be retained by the department for evaluation purposes. Such literature shall be required before the pre bid conference on any equipment proposed by the successful bidder that is unfamiliar to the department.

BID CLARIFICATIONS

Each clarification shall refer to the bid specification page number and paragraph. Any such clarification that appears vague or misleading shall be considered an exception. Complete clarifications are required describing the reason for the deviation. The completed vehicle shall be inspected upon delivery for compliance with specifications. Deviations shall not be tolerated and shall be cause for rejection of the cab and chassis unless they were originally listed in the bidder's proposal.

BID DOCUMENTS REQUIRED

The bidder shall utilize this document in its bid. The bidder shall indicate opposite each item if they comply with that paragraph by checking "yes" or "no".

The bidder shall provide detailed information on the materials to be used to construct all parts of the apparatus. A bidder's use of terms such as "intent" are considered vague and unacceptable responses will disqualify the bid.

Copies of the bid document electronically reproduced used as a response specification are grounds for immediate disqualification of the bidder's submission.

No exceptions will be permitted to this section of the document.

CONTRACT AWARD

The contract shall be awarded to the lowest and best bidder meeting these specifications. Since the complete vehicle materials specified are commercially available, these specifications shall in no way be considered proprietary. Each bidder shall submit on their proposal page a single line-item price for all items listed in the specifications. Price shall be based on payment upon receipt of the accepted complete vehicle by the Fire Department.

No discounts, options, or prepayment schedules shall be listed on the proposal page. All such items shall be listed on a separate page entitled OPTIONS and may or may not be considered at the discretion of the Fire Department.

SUBMISSION OF BID REQUIREMENTS

Bids shall be submitted in accordance with the following instructions:

1. The bid form provided herein shall be completed and returned with the appropriate "yes" or "no" marked by each paragraph in the "Bidder Complies" column. A paragraph indicated with both the "yes" and "no" column marked shall be considered non-responsive and treated accordingly.

2. Each bidder shall submit their own proposal specifications, detailing their construction. This is necessary to evaluate each bidder's actual intent of building the equipment as specified herein. The bidder's proposal format shall be the same order as these specifications to allow the Fire Department to compare all bids easily and prevent confusion. Failure to comply shall be cause for rejection of the bid.

3. Each bid shall include the weight ratings, wheelbase, principal dimensions, transmission and axle ratios, and a certified brake horsepower curve showing the maximum no load governed speed of the engine proposed.

4. Failure to submit detailed information or drawings where specified herein shall result in rejection of the bid.

5. Bids shall be returned in a sealed envelope clearly marked "BID FOR FIRE APPARATUS". Facsimile bids are not acceptable.

6. Verbal bids and changes in the bid price after the bid opening prior to award shall not be allowed. Any such attempt shall not be accepted and cause immediate rejection of the entire bid.

ORIGIN OF MANUFACTURER

Any manufacturer submitting a proposal or bid to these specifications shall meet the following conditions:

- The manufacturer of the apparatus herein specified shall be wholly owned (100%) and managed by a company, corporation and/or parent company that is wholly based and permanently resides in the United States of America.

- The company, corporation, and/or parent company, and all assets belonging to such, shall be wholly owned, and managed by the entities specified above.

- Any proposal, bid or response to these specifications by any foreign based, owned, or managed (in part or in whole) company, corporation and/or parent company, shall be cause for immediate rejection.

- Any proposal, bid or response to these specifications by any company, corporation and/or parent company, that is owned, operated, managed, or held in contract, in part or wholly by a foreign interest partnership or other agreement, shall be cause for immediate rejection.

There shall be no exception to these requirements.

ONLINE CUSTOMER INTERACTION

The manufacturer shall provide the capability for online access through the manufacturer's website. The Fire Department shall be able to view digital photos of their apparatus during phases of the construction.

MANUALS AND DOCUMENT INFORMATION

Upon delivery of the apparatus, the manufacturer shall supply complete operation and maintenance manuals covering the complete apparatus as it is delivered.

The manuals shall include, but not be limited to all component warranties, users' manuals and information for supplied products, record of apparatus construction details and whatever other pertinent information is available to supply to the customer regarding the apparatus.

COMPONENT INFORMATION

The manufacturer shall also supply a manufacturer's record of apparatus construction details, including the following information:

- Owner name and address
- Apparatus manufacturer, model, and serial number
- Chassis make, model, and serial number
- GAWR of front and rear axles
- Front tire size and total rated capacity in kilograms
- Rear tire size and total rated capacity in kilograms
- Chassis weight distribution in kilograms with water (if applicable) and manufacturer mounted equipment (front and rear)
- Engine make, model, serial number, rated horsepower, related speed and no load governed speed
- Type of fuel and fuel tank capacity
- Electrical system voltage and alternator output in amps
- Battery make and model, capacity in CCA
- Paint numbers

- Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full (if applicable) but without personnel, equipment, and hose)
- Written load analysis and results of the electrical system performance tests
- Transmission make, model, and type
- Pump to drive through the transmission (yes or no)
- Engine to pump gear ratio and transmission gear ratio used
- Pump make and model, rated capacity in gallons per minute, serial number, and number of stages
- Pump manufacturer's certification of suction capability
- Pump manufacturer's certification of hydrostatic test
- Pump manufacturer's certification of inspection and test for the fire pump
- Copy of the apparatus manufacturer's approval for stationary pumping applications
- Pump transmission make, model and serial number
- Priming device type
- Type of pump pressure control system
- The engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum no load governed speed
- Certification of the water tank capacity

WARNING AND INFORMATION LABELS

All warning and informational labels (non-vendor specific) shall be provided in compliance with (NFPA) 1901, Standard for Automotive Fire Apparatus, and installed in the appropriate locations to alert the operator of potential hazards and operating instructions.

APPARATUS INFORMATION LABEL

There shall be a high-visibility label installed in a location clearly detectable to the driver while in the seated position.

The label shall indicate the following specified information.

Overall Height (feet and inches)
Overall Length (feet and inches)
Overall GVWR (tons or metric tons)

FLUID REQUIRED LABEL

There shall be a lubrication plate mounted inside the cab listing the type and grade of lubrication used in the following areas on the apparatus and chassis:

- Engine oil
- Engine Coolant
- Transmission Fluid
- Pump Transmission Lubrication Fluid
- Drive Axle Lubrication Fluid
- Generator Lubrication Fluid (where applicable)
- Tire Pressures

CHASSIS SEATING REQUIRED LABELING

There shall be a high-visibility label installed in a location clearly detectable from each seating position.

The **FAMA07** label shall read the following:

"DANGER PERSONNEL MUST BE SEATED AND SEAT BELTS MUST BE FASTENED WHILE VEHICLE IS IN MOTION OR DEATH OR SERIOUS INJURY MAY RESULT"

A permanent plate shall be installed in the driver's compartment specifying the maximum number of personnel the vehicle is designed to carry per (NFPA) 190 standards. It shall be located in an area visible to the driver.



CAB HELMET WARNING LABEL

There shall be a high-visibility label installed in a location clearly detectable from each seating position.

The **FAMA15** label shall indicate the following specified information.

“DO NOT WEAR HELMET WHILE SEATED”



CAB EQUIPMENT MOUNTING WARNING LABEL

There shall be a permanent label provided and installed on the drivers’ sunvisor.

The **FAMA10** label shall indicate the following specified information.

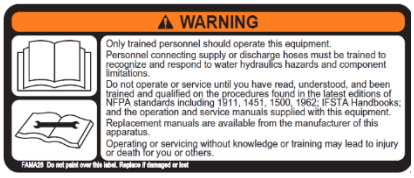
“ALL EQUIPMENT REQUIRED TO BE USED DURIG AN EMERGENCY REPSONSE MUST BE SECURELY FESTENED”

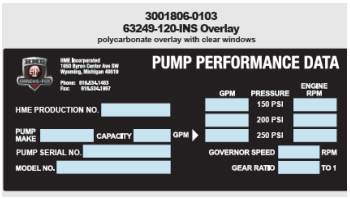


PUMP PERFORMANCE PLACARD

There shall be a permanent placard provided and installed with the pump performance data and serial numbers. The placard shall be installed at the pump operator's panel.

The **FAMA25** label, which warns of the need for training prior to operating the apparatus, shall be located on the pump operator's panel.





LIABILITY INSURANCE COVERAGE

In order to protect the department and its personnel, the bidder shall show proof that it has liability insurance in force. A certificate of coverage shall be included in the bid package. Failure to carry liability insurance of at least this amount or failure to include proof of coverage shall be cause to reject the bidder's proposal.

COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of commercial general liability insurance and coverage shall be written on the liability form:

Each Occurrence: $1,000,000
Products/Completed Operations Aggregate: $2,000,000
Personal and Advertising Injury: $1,000,000

AUTOMOBILE LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of automobile liability insurance and coverage shall be written on the liability form:

Each Accident Combined Single Limit: $1,000,000

UMBRELLA LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence: $3,000,000
Aggregate: $3,000,000

EXCESS LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of product liability insurance:

Each Occurrence/General Aggregate: $4,000,000

CUSTOM CHASSIS - SINGLE SOURCE MANUFACTURER

Bids shall only be accepted from a single source apparatus manufacturer. The definition of single source shall be "a manufacturer that designs and manufactures their products using an integrated approach, including the rolling chassis and apparatus body modules being fabricated and assembled on the bidder's premises".

The warranties relative to the chassis, pump module, and apparatus body (excluding vendor component warranties such as engine, transmission, axles, pump, etc.) must be from a single source manufacturer and not split between manufacturers (i.e., body and chassis).

The chassis shall be designed and manufactured by the apparatus builder in the builder's facility and shall be designed and constructed specifically for heavy duty fire service use, with adequate strength and capacity for all components as detailed withing these specifications.
The manufacturer shall demonstrate evidence of manufacturing similar custom vehicles for at least fifty (50) years.

The chassis shall be equipped with state-of-the-art technology to not only enhance the operation of the actual apparatus, but to ease the workload of the crew and provide the highest level of safety & survivability, while increasing the longevity and serviceability of the vehicle itself.

The bidder shall provide evidence that they comply with these requirements.

NO EXCEPTIONS WILL BE PERMITTED TO THIS SECTION OF THE DOCUMENT.

GENERAL WARRANTY

Upon delivery, the manufacturer shall provide a three (3) year new vehicle general warranty and is limited to chassis and apparatus systems and components, and excludes engine, transmission, and axles (see additional warranties provided).

All components of the vehicle are warranted for a three (3) year period from vehicle delivery, unless otherwise stated elsewhere.

This warranty is issued to the original purchaser of the vehicle only.

CAB STRUCTURAL WARRANTY

The cab will be warranted against structural defects in material and workmanship under normal use and service for a period of ten (10) years from date of delivery.

BODY STRUCTURAL WARRANTY

The structural stainless steel apparatus body will be warranted against structural defects in material and workmanship under normal use and service for a period of ten (10) years from date of delivery.

PAINT WARRANTY

A Prorated Paint Warranty shall be provided by the manufacturer for a period of up to ten (10) years pending the purchase and selection of the extended warranty period of 5, 7 or 10 years.

The paint finish for the cab and body will be warranted against structural defects in material and workmanship under normal use and service for the first of 36,000 miles or the period specified below:

Top Coat and Appearance Gloss, Color Retention, Cracking		Coating System, Adhesion, Flaking, Blistering, Bubbling	
0 to 72 months	100%	0 to 36 months	100%
73 to 120 months	50%	37 to 84 months	50%
		85 to 120 months	25%

To clarify, the chart above does not extend the warranty period for the Paint Warranty beyond the 36,000 actual miles from the delivery date.

PAINT WARRANTY - 5 YEARS

The Paint Warranty shall be provided for a period of five (5) years.

CHASSIS FRAME RAILS WARRANTY

The custom chassis frame and crossmembers will be warranted for the expected life of the vehicle, which the expected life is twenty (20) years from the date of delivery.

BID DRAWING REQUIRED

The bidder shall submit two (2) copies of a D-size (full size) engineered construction drawing with its bid. No bids will be considered without complete engineered construction drawing submitted with the bid. Submitted drawing must be specifically for the proposed apparatus and depict all major specified components.

The drawing shall show the following minimum views:

- Front View
- Streetside with proposed chassis
- Curbside with proposed chassis
- Rear View
- Top View with proposed chassis

The drawing shall contain, but not limited to, the dimensions for the overall length (in feet and inches), overall height (in feet and inches), wheelbase, angle of approach, angle of departure, overall width of the apparatus, hosebed volume dimensions indicating the hosebed width, length, and height.

Submission of "similar to" or "standard" drawings, or statements referencing submission of drawings after award of contract, will disqualify the bid.

No exceptions will be permitted to this section of the document.

UL TESTING AND CERTIFICATION:

The apparatus upon completion will be tested and certified by Underwriters Laboratories, LLC. The certification tests will follow the guidelines outlined in the current edition (NFPA 1901) Standard for Automotive Fire Apparatus.

There shall be multiple tests performed by the manufacturer and Underwriter's Laboratories, LLC when the apparatus has been completed. The manufacturer shall provide the completed UL acceptance Test Certificate(s) to the purchaser at time of delivery.

The tests conducted on the apparatus shall include, but not be limited to:

PUMP PERFORMANCE TEST AND CERTIFICATION:

The fire pump and plumbing shall be tested, approved, and certified to comply with all NFPA 1901, Standard for automotive Fire Apparatus, applicable regulations in effect. The manufacturer shall furnish the completed Test Certificate(s) to the purchaser at the time of delivery.

LOW-VOLTAGE ELECTRICAL SYSTEM PERFORMANCE TESTING

The apparatus low-voltage electrical system will be tested and certified.

Tests shall be performed when the air temperature is between 0 degrees Fahrenheit and 110 degrees Fahrenheit (–18 degrees Celsius and 43 degrees Celsius).

The following three (3) tests defined in NFPA shall be performed in the order in which they appear. Before each test, the batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. Failure of any of these tests shall require a repeat of the sequence.

Reserve Capacity Test:

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged.

The engine shall be shut off and the minimum continuous electrical load shall be activated for 10 minutes.

All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure of the battery system.

Alternator Performance Test at Idle:

The minimum continuous electrical load shall be activated with the engine running at idle speed.

The engine temperature shall be stabilized at normal operating temperature.

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 engine manufacturer's governed speed.

The test duration shall be a minimum of 2 hours.

Activation of the load management system shall be permitted during this test.

An alarm sounded by excessive battery discharge, as detected by the system required in NFPA 13.3.4, or a system voltage of less than 11.8 V dc for a 12 V nominal system or 23.6 V dc for a 24 V nominal system, for more than 120 seconds, shall be considered a test failure.

Low Voltage Alarm Test:

Following the completion of the above tests, a Low Voltage Alarm Test will be performed in the manner prescribed.

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates.

The battery voltage shall be measured at the battery terminals.

The test shall be considered a failure if the alarm has not yet sounded 140 seconds after the voltage drops to 11.70 V for a 12 V nominal system or 23.4 V for a 24 V nominal system.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

DOCUMENTATION:

The apparatus manufacturer shall provide the results of the low-voltage electrical system performance test, certified in writing, with the documentation provided to the purchaser at the time of delivery of the completed apparatus.

The test results shall consist of the following documents:

(1) Documentation of the electrical system performance tests
(2) A written electrical load analysis, including the following:

The nameplate rating of the alternator.

PAINT CODES

Paint Information:

Paint Manufacturer: **PPG is HME Standard Paint used**

CAB EXTERIOR

Single Color:
Primary color: ALF Red
Primary paint code: 71698

RIMS

Color Painted Rims Color (N/A for Aluminum Rims): * N/A
Color Painted Rims Code (N/A for Aluminum Rims): * N/A

BODY EXTERIOR

Color Body Panels Color: * ALF Red
Color Body Panels Code: * 71698

FINAL INSPECTION CONFERENCE

The factory authorized Distributor shall be required, during manufacturing, to have a final completion inspection conference at the site of the manufacturing facility with Three (3) individual(s) from the MES Fire to inspect the apparatus after construction.

The factories authorized distributor shall, at their expense, provide transportation, lodging, and meals. Any distance greater than 200 miles shall be by commercial air travel.

PUMP AND APPARATUS OPERATION TRAINING

Fire Department personnel will be trained to the use of the entire apparatus including, but not limited to, chassis, fire pump system, the apparatus, and supplied equipment.

The training shall be provided by an Authorized Sales Representative technician who shall remain at the Fire Department for one (1) day (not less than eight (8) hours) to provide instruction to all personnel, or as instructed by the Chief of the Department.

All meals, motels, and travel costs are the responsibility of the successful bidder.

After acceptance of the fire apparatus, the purchaser shall be responsible for ongoing training of personnel to develop and maintain proficiency regarding the proper and safe use of the apparatus and the associated equipment.

CHASSIS FRAME

The frame shall be designed to industry standards. The manufacturer shall provide a lifetime frame side rail warranty to the original purchaser of the chassis. The frame rails shall be 10.50" x 3.50" x .375" heat treated steel.

The frame side rails shall have 110,000 psi minimum yield and shall have a minimum section modulus of 18.34 cubic inches calculated by using the square corner shape method. The resulting frame rail resistance to bending moment shall be 2,017,400 inches per pound per rail.

To ensure the maximum clamp load for the fastener prevailing torque the crossmembers shall be bolted in place using grade 8 bolts, hardened washers, and grade C distorted thread locknuts. Flanged head fasteners shall not be acceptable. The top of the frame rails shall be free of bolt heads.

Frame engine cutouts shall be made with a plasma torch to minimize the heat affected zone of the cut. All cutouts shall have a minimum of 6.00 inch transitions between rail flange cut depths to reduce the stress concentrations throughout the cutout area. The root of all transition areas shall have a minimum of a 2.00 inch radius to reduce stress concentrations at the root.

FRAME RAIL FINISH

The main frame rails and main frame cross-members behind the pump shall galvanized to reduce the effect of harsh road chemicals.

FRAME FASTENERS

Fasteners employed to attach the main frame rails to the main frame cross-members shall be Zinc plated to reduce the effect of harsh road chemicals.

CAB MAIN FRAME CROSSMEMBER

In addition to the rear cab support cross-member there shall be a main frame cross member mounted in the rear cab area. This cross-member shall be a wide base flanged design to provide frame spacing and excellent strength to prevent frame paralleling. Every frame cross-member shall be bolted in place using grade 8 bolts, hardened washers, and grade "C" distorted thread locknuts.

FRONT AXLE

The front axle shall be a Hendrickson STEERTEK™ NXT with an 19,000 lb. capacity.

CRAMP ANGLE

The chassis shall have a turning cramp angle of 45-degrees. Both left and right turns have a full 45° cramp angle with tires and wheels mounted on the axle and installed in the chassis.

The 45°cramp angle is achieved irrespective of options such as front suctions and disc brakes.

FRONT AXLE OIL SEALS

The front axle shall be equipped with oil bath type oil seals as supplied on the axle from the axle manufacturer. The spindles shall be equipped with transparent covers for oil level inspection.

FRONT AXLE DISC BRAKES

MERITOR DiscPlus, EX-225, air disc brakes shall be installed on the front axle. The DiscPlus air disc brakes shall provide improved fade resistance and wet weather performance. The rotors shall be vented to facilitate brake cooling.

FRONT AXLE / SUSPENSION, STEERTEK™ NXT (19k GAWR)

The front axle and suspension shall be a Hendrickson STEERTEK™ NXT high-capacity fabricated front steer axle system.
This advanced suspension integration uses parabolic springs to increase wheel travel and lower spring rate for improved ride quality, and proprietary threaded pin bushings to increase roll stiffness. The rigid axle beam has a box-shaped cross section to resist horizontal, vertical, and twisting forces more effectively than I-beam axles. Passive hydraulic dampers are custom tuned for parabolic leaf springs to achieve the ultimate ride and handling. Progressive-rated bump stops handle high dynamic loads without harshness.

This front axle and suspension system shall be designed for heavy duty custom fire apparatus with a maximum capacity of 19,000 lbs.

SHOCK ABSORBERS

Double acting hydraulic shock absorbers are to be installed.

STEERING SYSTEM

The steering shall be equipped with a single SHEPPARD M110 integral power steering gear. The engine shall be equipped with a gear driven pump.

The power steering fluid shall be monitored electronically and shall send a visual warning to the instrument panel when the fluid level falls below normal.

A remote steel reservoir shall be provided with the ability to check and fill the fluid level when the cab is in the raised position.

FRONT TIRES

The front tires shall be Michelin 385/65R22.5 (L) Michelin tubeless radial X Multi HL Z All-Season tread.

The front tire stamped load capacity shall be 22,000 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

ALUMINUM FRONT WHEELS

Polished aluminum wheels shall be supplied and installed on the front axle.

WHEEL TREATMENT

The aluminum wheels shall be supplied with wheel treatment for a bright finish and wheel protection.

FRONT WHEEL TRIM

The front axle shall be trimmed with mirror finish, 304L grade, non-corrosive stainless steel 'baby moon' hub caps with an opening for viewing the oil seal cover, and bright finished nut covers.

SINGLE REAR AXLE

The rear axle shall be a MERITOR model "RS-25-160" with a 27,000# capacity for the fire service.

MERITOR DIFFERENTIAL

The rear axle shall contain a Meritor 160 Series differential with an 18.00-inch diameter ring gear utilizing hypoid-Generoid gearing and a 2.25 inch diameter axle shaft.

AXLE DIFFERENTIAL LUBE

The axle shall have the initial factory fill made with non-synthetic axle lube meeting the axle manufacturer's recommendations.

REAR AXLE OIL SEALS

The rear axle shall be equipped with premium oil bath type oil seals as supplied on the axle from the axle manufacturer.

REAR AXLE BRAKES

The rear brakes shall be Cam type, 16-1/2" X 7" (419 x 178), S-Cam, air operated heavy-duty brakes for increased stopping power and brake life in severe braking applications.

The "S" cam brakes shall incorporate a double anchor pin design, for stability and smooth consistent stopping. The camshafts shall be heat treated with rolled spline construction.

The rear axle shall be equipped with automatic slack adjusters (ASA) to provide optimum brake performance.

VEHICLE TOP SPEED

The rear axle shall be geared for a top speed of 65 to 68 mph at engine governed RPM.

NFPA TOP SPEED STATEMENT

NFPA-1901, 2016 Edition - 4.15.2: The maximum top speed of fire apparatus with a GVWR over 26,000 lb (11,800 kg) shall not exceed either 68 MPH (105 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

NFPA-1901, 2016 Edition - 4.15.3: If the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gal (4732 L), or the GVWR of the vehicle is over 50,000 lb (22,680 kg), the maximum top speed of the apparatus shall not exceed either 60 MPH (105 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

The speed selected on this apparatus exceeds 60 MPH (105 km/hr) and the customer is aware of NFPA-1901 and the top speed that will be achieved with the finished apparatus.
Truck gearing shall be such to provide for a customer requested top speed at engine governed RPM. If the top speed exceeds NFPA requirements listed above the engine ECM will have road speed limiting programmed so the maximum attainable speed will not exceed that limit. This is field adjustable with Cummins Insite.

SINGLE AXLE REAR SUSPENSION

A Reyco Granning Model 79KB rear suspension shall be provided and installed. The suspension system shall have a GAWR of 27,000 pounds.
The suspension shall consist of a multi-leaf parabolic spring pack for increased ride compliance and will be provided with adjustable torque arms and a single piece track rod for added stability and easy alignment.

AIR SYSTEM

An air brake system meeting the requirements of the FMVSS-121 shall be provided. The system shall consist of three (3) reservoirs with a 4,362 cu. in. volume. The air system shall consist of the following components:

Dual air system with dual gauges and a warning light and buzzer. A spring actuated parking brake built into the rear axle brakes with a manual control and warning light the in cab. These shall automatically apply in case of air system failure. A mechanical means of releasing the spring brake shall be provided in the event of total loss of air pressure.

A quick build up system shall be provided, capable of building enough air pressure to release the spring brake in less than thirty (30) seconds, when starting with the entire air system at zero pounds pressure.

The brake system shall be a split system. One (1) system serving the rear brakes and one (1) system serving the front brakes. The two (2) systems shall be connected with a double check valve that shall automatically shuttle air from the front system to the rear system should loss of air pressure occur. This system shall also modulate the amount of air so the spring brakes shall apply in direct relationship to the amount of pressure applied to the treadle valve.

The brake system shall be equipped with a Bendix SR-7 valve to provide modulated spring brakes in the event there is low air pressure in the rear axle air supply reservoir.

The spring brakes shall be piped in such a manner that if the treadle valve is depressed while the spring brakes are applied, the spring brakes shall release and remain released as long as the treadle valve is depressed. They shall reapply immediately when the treadle valve is released.

The piping in the air system shall be 2-ply nylon reinforced color-coded tubing for all stationary lines.

AIR DRYER

The air system shall include a BENDIX AD-9 air dryer.

The air dryer shall have a spin on desiccant cartridge.

The air dryer shall incorporate an integral turbo cutoff valve. The turbo cutoff valve shall close the path between the air compressor and the air dryer purge valve during the compressor "unload" cycle. This shall allow the air dryer to purge the water and contaminates without any loss of turbo boost or engine horsepower.

A 12-Volt heated moisture ejector shall be an integral part of the air dryer. This heater shall be thermostatically controlled. The electrical connection for the heater shall use a sealed electrical connector to protect against moisture and corrosion.

The use of this air dryer increases the base air system volume by 200 cubic inches.

MANUAL AIR TANK DRAINS

All air reservoirs shall have manual 1/4 turn drain valves. The drain valves shall be supplied with rubber seats to reduce air system leaks. The reservoir drain valves shall allow the accumulation of contaminants that are collected in the reservoirs to be drained off to the atmosphere.

MERITOR/ROCKWELL/WABCO ABS BRAKE SYSTEM

A four channel, single rear axle model, MERITOR/ROCKWELL/WABCO ABS Braking System shall be supplied.

A frame mounted electronic control unit (ECU) shall monitor and control wheel speed during braking. Wheel sensors, constantly monitoring wheel speed, send information to the ECU. If a wheel begins to lock the ECU transmits an electrical impulse to modulator valves that can apply, release, or hold the air pressure in the brake chambers. The rapid modulation of air pressure prevents wheel lock-up and increases driver control.

This ABS system shall be a 4S/4M system with four (4) wheel speed sensors and four (4) modulator valves.

If a fault occurs in one wheel, that wheel shall have normal (non-ABS) brake function. The other wheels shall continue to provide the ABS function. If the ABS system should fail completely, the brake control shall be returned to normal (non-ABS) braking.

An ABS warning light shall be installed on the driver's dash message center. This warning light shall cycle through a test stage at the point of ignition turn on and remain illuminated until the vehicle reaches approximately four (4) MPH. The light shall illuminate in other conditions to warn of an ABS system failure and shall illuminate when the diagnostic function is activated.

MUD/SNOW SWITCH

The Meritor/Rockwell/Wabco ABS shall be supplied with a mud and snow switch. This switch shall increase the ATC threshold to allow a momentary wheel slip to obtain traction under extreme mud and snow conditions.

MERITOR/WABCO STABILITY ENHANCEMENT SYSTEM

A Meritor / Wabco Roll Stability Control (RSC) System shall be provided on the apparatus chassis. The RSC shall assist in managing road conditions that may result in a vehicle rollover.

The RSC shall intervene to regulate the vehicle's deceleration functions by automatically reducing engine torque, engage the vehicle retarder and apply pressure to the brakes.

Electronic Stability Control (ESC) shall be included building upon the established RSC system by sensing the tendency of the vehicle to spin around and automatically applying the brakes to reduce that risk.

This system conforms to the requirements of NFPA-1901 4.13.1.2 - If the apparatus is equipped with a stability control system, the system shall have at a minimum, a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls.

REAR TIRES

The rear tires shall be Michelin 12R22.5 (H) tubeless radial XDN2 mud/snow 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.

ALUMINUM WHEELS

Four (4) polished aluminum wheels shall be supplied and installed on the single rear axle. The wheels shall be highly polished on the outboard side.

WHEEL TREATMENT

The aluminum wheels shall be supplied with wheel treatment for a bright finish and wheel protection.

REAR WHEEL TRIM

The rear axle(s) shall be trimmed with mirror finish, 304L grade non-corrosive stainless steel "Lincoln Hat" hub cover and bright finished nut covers.

TIRE PRESSURE MONITORING DEVICE

Each tire installed on the apparatus shall be equipped with a tire pressure monitoring device. The device shall consist of a valve stem cap with an LED tire alert to indicate tire pressure conditions. The LED will flash when the tire drops 8 psi below the factory setting.

LASER ALIGNMENT

The chassis shall have a laser alignment performed at the factory before delivery.

Toe In Front Axle - The toe in on a vehicle is set to reduce tire wear and to ensure that the vehicle shall steer in a straight line. Toe in measurements are set to a positive 2.50 millimeters total, giving the vehicle 1.25 millimeters from side to side.

Toe In Rear Axle - The toe in on the rear wheels is set up slightly different in that the axle and wheels are set to ride the "crown" of the road. his is achieved by adjusting the toe to a measurement of no less than 1 millimeter, but no more than 2.00 millimeters. The ideal measurement is 1.50 millimeters total for both sides.

Cramp Angle - Cramp angle is set to achieve the greatest turning radius possible with the selected components of the vehicle. Each front wheel is set to zero degrees. The wheel is then turned until it reaches the steering stops. This measurement is the cramp angle.

DIESEL ENGINE

The chassis shall be powered by a Cummins diesel engine as described below:

MODEL:	L9-450
NUMBER OF CYLINDERS:	Six
BORE AND STROKE:	4.49 in (114 mm) x 5.69 in (145 mm)
DISPLACEMENT:	543 cu. in. (8.9L)

MAX HP:	450 hp (336 kW) @ 2100 RPM
TORQUE:	1250 lb.-ft (1696 N-m) @ 1300 RPM
GOVERNED RPM:	2200
CURVE:	FR96230EV

Standard Equipment on the engine to include the following:

OIL FILTER:	A full flow / by-pass combination
LUBE OIL COOLER:	High efficiency non-drainback full flow cooling
FUEL FILTERS:	Two fuel filters providing 3 / 10 micron absolute filtration
STARTER:	12 volt
AIR COMPRESSOR:	A Wabco 18.7 cfm compressor shall be provided

ENGINE COOLANT RADIATOR

The engine coolant radiator shall have sufficient capacity to perform under the engine manufacturer installation requirements. The chassis manufacturer shall demonstrate the ability to meet this requirement with the submittal of an approved IQA to the fire department for the apparatus.

This radiator shall have HRPOS top and bottom tanks. These tanks shall have a material thickness of 11 gauge. The top and bottom tanks shall be attached to the header assemblies with a minimum of forty (40) fasteners. These fasteners shall not exceed a center distance of 1.938 inches to reduce the possibility of tank leaks. These fasteners shall be torqued to a value of 29.5 ft-lbs.

The header plates shall be made of 16-gauge brass.

The radiator tubes shall be constructed of .0066 inch thick brass and have a dimensional size of .076 inch x .625 inch. These radiator tubes shall have welded tube seams.

The radiator shall contain three (3) rows of tubes arranged in an inline profile across the radiator core. The entire radiator shall contain (231) tubes. These tubes shall have a smooth bore to allow for radiator cleaning.

In the critically stressed area, where the radiator tubes are attached to the header plates, this joint shall be accomplished with a welding process on the coolant side. In addition to the welded joint a solder fillet joint shall occur on the air side of the core creating a continuous dual bond.

The radiator shall have a louvered serpentine type core that contains fins constructed of .0024 inch thick copper. These fins shall be spaced to a maximum density of 14 fins per inch of radiator tube. Each fin shall have a louvered surface for high cooling efficiency.

The radiator shall contain an integral coolant de-aeration tank. This tank shall be designed to remove entrapped air or gas from the coolant side of the radiator.

The radiator side rails shall have integrally designed support gussets for the transition to the header attachment.

The bottom tank of the radiator shall have a drain valve for coolant removal.

The bottom tank of the radiator shall have a transmission cooler with a plate-type design. The plates shall have internal turbulators to break up laminar oil flow across the surface. The cooler shall have 1311 square inches of surface area for water surface contact and heat transfer.

The radiator system shall be pressurized with a cap rated per the cooling system requirements of the specific engine manufacturer.

The high efficiency engine fan shall be encompassed with a radiator shroud to provide the proper air flow from the fan blade to the radiator.

The perimeter of the radiator shall have recirculation baffles to eliminate the possibility of recirculation of "hot" air to the face of the radiator core. The bottom of the radiator shall have a recirculation baffle from the radiator to the frame rails.

COOLANT RECOVERY SYSTEM

A coolant recovery system shall be installed on the chassis. This tank is designed to capture coolant overflow when the engine coolant warms and expands. As the engine cools the overflow is then pulled out of the tank and back into the radiator, thus maintaining proper coolant levels.

CHARGE AIR COOLER RADIATOR

The engine charge-air cooler shall have sufficient capacity to perform under the engine manufacturers installation requirements. The chassis manufacturer shall demonstrate the ability to meet this requirement with the submittal of an approved IQA to the fire department for the apparatus.

This radiator shall have cast aluminum side tanks. These tanks shall have a material thickness of .200. These tanks shall be attached to the charge-air core with the ALBRAZE construction technique.

The external air fins shall be louvered serpentine and constructed of .006 inch thick aluminum.

The internal air fins shall be of the lance-and-offset design for greater air turbulence and higher efficiency. The internal fins are to be constructed of .010 inch thick aluminum.

The charge-air cooler shall be mounted directly in front of the engine coolant radiator. To reduce vibration rubber "iso" mounts shall be used for mounting the charge-air cooler to the engine radiator.

The charge-air cooler shall contain thermal expansion slots to allow the expansion and contraction of the charge-air core over the wide range of temperatures that are expected in operation.

The charge air piping between the engine and charge-air cooler shall be aluminum tubing with a wall thickness of .065 inch. The system shall utilize four (4) ply silicone rubber woven Nomex hoses with stainless steel pressure bands. These bands are designed to maintain the hose shape under the pressure of the turbocharger boost air. All clamps used on the charge air piping are to be stainless steel constant torque and shall be installed at each joint.

LONG LIFE COOLANT

The coolant system shall contain a mixture to keep the coolant from freezing to a temperature of -34 degrees F.

The coolant supplied shall be Long Life Coolant compatible with the engine manufacturer's requirement.

COOLANT HOSES

The entire chassis cooling system shall have premium rubber hoses. All clamps to be stainless steel worm drive type clamps.

COOLANT SYSTEM CLAMPS

Single wire constant torque clamps shall be used for all cooling system hoses.

HEATER LINE SHUT OFF VALVES

The heater circuit shall have quarter turn shut off valves installed on both the supply and return lines to allow a complete shut off of coolant flow to the cab heaters in hot seasons of the year. These valves shall be installed in addition to the valves in the heater unit(s).

ENGINE AIR INTAKE FILTER

The engine shall be equipped with a Cummins Fleetguard heavy duty air filter. The filter shall be easily field serviceable.

ENGINE OIL

The engine shall have the initial factory fill made with a non-synthetic engine oil meeting the engine manufacturer's recommendations.

ENGINE BRAKE

A "JACOBS" Engine Brake shall be supplied.

The Driver shall have an on/off and a high/low engine brake control switch.
Activation of the engine brake shall occur at zero throttle position. The transmission ECU shall be programmed to operate in the pre-select downshift mode to maximize the retarding power of the engine brake.

The brake lights shall illuminate when the Jacobs Brake is in operation.

The Jacobs Brake shall be inoperative when the chassis is in pump mode.

The "JACOBS" engine brake shall be covered under the standard five (5) year Cummins engine warranty.

ENGINE FAST (HIGH) IDLE

The chassis shall be equipped with an Electronic Idle Control (EIC) for the electronic engine. Preset speed is factory adjustable.

The fast idle provision shall only function when the parking brake is set and the transmission is in neutral. Manual selection of the fast idle shall be controlled by a driver's momentary switch.

Automatic activation of the fast idle shall occur when a low voltage condition exists, the truck is in neutral and the parking brakes are applied.

Cancellation of the fast idle shall be achieved by resetting the manual switch or by depressing the service brake pedal.

AUXILIARY ENGINE COOLER

The cooling system shall have one (1) SENDURE auxiliary engine cooler mounted in the upper radiator water pipe. The apparatus shall have the fire pump water circulated to the cooler from a valve located on the apparatus pump panel.

SPARK ARRESTOR

A spark arrestor shall be installed to the chassis air intake system. This arrestor shall be affixed to the inlet of the air cleaner housing mounted above the radiator to filter out airborne embers.

FAN DRIVE

A fully variable fan drive system shall be installed on the engine. Variable operation is required to reduce fan noise and improve response time and lower off-speed for maximum efficiency. Control of the fan operation is entirely from the engine and fan ECM with no manual override controls.

EXHAUST SYSTEM

A single exhaust pipe shall be provided for the engine. The exhaust pipe shall be supplied with a heat wrap. The wrap shall extend from the engine turbo charger to just below the frame rail.

The exhaust tubing from the turbocharger to the exhaust after treatment device shall be stainless steel.

CUMMINS AFTERTREATMENT SYSTEM

The chassis shall be equipped with a compliant Cummins exhaust after treatment system.

TAILPIPE

The tailpipe shall extend from the exhaust muffler/aftertreatment device to the rear of the vehicle making a 90° bend to exit the vehicle ahead of the rear tires on the curbside of the vehicle. The end of the pipe shall be cut square or perpendicular to the exhaust pipe centerline.

The pipe shall be unpolished stainless steel.

An exhaust gas diffuser shall be furnished on the end of the tailpipe.

DIESEL EXHAUST FLUID SYSTEM

The chassis shall be equipped with a five (5) gallon Diesel Exhaust Fluid (DEF) reservoir system.

The reservoir shall contain a Multifunctional Head Unit (MFHU) that contains integrated level and temperature sensors. The MFHU also shall contain a coolant powered heater to thaw DEF in conditions below 12°F (-11°C) to meet governmental regulations.

The reservoir shall be located on the left frame rail behind the front axle beneath the cab. The mounting system shall use stainless steel mounting brackets to reduce the possibility of corrosion.

TRANSMISSION

The transmission shall be an Allison 3000EVS automatic transmission with electronic controls.

The transmission shall be equipped with a lock-up control circuit that shall automatically shift the transmission into 4th gear lock-up when the pump is shifted into gear.

TRANSMISSION COOLER

An automatic transmission cooler shall be provided as an integral part located in the bottom tank of the radiator. It shall be designed to withstand 165 psi working pressure and an intermittent pressure of 250 psi. The cooler shall be of sufficient size to maintain the operating temperature within the recommended limits of the transmission manufacturer.

TRANSMISSION FLUID

The transmission shall be provided with heavy-duty transmission fluid meeting Allison specification TES-389.

FIVE SPEED PROGRAMMING

The transmission shall be programmed for five speeds.

First - 3.49
Second - 1.86
Third - 1.41
Fourth - 1.00
Fifth - 0.75
Reverse - 5.03

The transmission shall be able to shift from first through fifth gear without operator intervention. The chassis shall be geared for the top speed in 5th gear.

AUTOMATIC NEUTRAL

The transmission shall be provided with circuitry to provide automatic neutral. Setting the parking brake commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. Requires re-selecting drive range to shift out of neutral.

After the transmission has been activated with the automatic neutral feature the shift lever must be returned to neutral and back to drive for midship pump operations.

REMOTE FLUID LEVEL SENSING

The chassis shall be equipped with an electronic low fluid level indicator system for the engine oil, transmission oil, engine coolant and power steering fluid as part of the instrumentation package. This system eliminates the need for daily checking of fluid levels with manual dipsticks.

Coolant over temperature sensors are only capable of sensing excessive coolant temperature caused by clogged radiators, malfunctioning thermostats, failed water pumps or any other “circulation” problem. Upon

loss of coolant, however, these temperature sensors must try to respond to hot air which, being a poor thermal conductor, results in signals that arrive only after the engine is severely damaged.

In a like manner, under leaking oil conditions low oil pressure signals are not obtained until the oil pump is starved for oil. Since the oil pump draws liquid from the very bottom of the crankcase pan, these signals arrive only after virtually all oil has been lost. Again, the damage has already occurred.

The liquid level sensor provides an early warning that fluid is being lost and allows corrective action to be taken before damage can occur. By using a sensor to turn on an indicator light, the low fluid level condition is communicated immediately to the operator.

ENGINE COOLANT

The coolant level sensor is located in the upper radiator reservoir. The corresponding LED indicator light is included in the display module.

ENGINE OIL

The engine oil sensor is in the engine oil sump. It monitors the oil level at approximately the 50% level. The corresponding LED indicator light is located to the right of the instrument panel at the engine enclosure console in clear view of the driver.

POWER STEERING FLUID

The power steering fluid sensor is located in the power steering fluid reservoir at the same level as the “Add” indicator on the dip stick. The corresponding LED indicator light is located to the right of the instrument panel at the engine enclosure console in clear view of the driver.

FUNCTION

The LED indicator lights will illuminate when the ignition is placed in the ON position as a test to insure that the warning circuits are working. They will go out when the starter button is pressed if normal fluid levels are detected. One or more of the lights staying on indicates a low fluid level in the corresponding system(s). Any time the engine is ON and a low fluid level is detected, the appropriate light will illuminate. The sensor output will reset when the ignition is turned off.

TRANSMISSION OIL

The transmission oil sensor is in the transmission oil sump. The fluid level indicator is integrated into the shift selector. Accessing the fluid level status is dependent upon the style of shift selector provided.

The transmission fluid level status is accessed through the “mode” function of the shift selector controls. First, park the vehicle on a level surface, shift to N (Neutral), and apply the parking brake. If equipped with a pushbutton shift selector, simultaneously press the Up and Down arrow buttons. If equipped with a lever shift selector, press the display mode button one time. A code will be displayed on the shift controls indicating that the oil level is HI, LO or OK. If the level is HI or LO, the display will also indicate the number of quarts of oil necessary to be added or removed to bring the oil level into the OK range. It may also display an error code that explains why fluid level information is not available. The fluid level check may be delayed until the following conditions are met:

- The fluid temperature is above 60°C (140°F) and below 104°C (220°F).
- The transmission is in N (Neutral).
- The engine is at idle.
- The transmission output shaft is stopped.
- The vehicle has been stationary for approximately two minutes to allow the fluid to settle.

See the Care and Maintenance section of the transmission Owner's Manual for a more detailed description of the fluid check procedure along with a complete list of error codes.

DRIVELINES

Universal joints and driveshafts shall be SPICER 1760 series or equal. The driveshaft tube shall be a minimum of 4.09" diameter with a .180" tube wall thickness. The driveshaft slip joints shall be coated to reduce sliding friction and thrust under high torque loads. Permanent driveline installations shall be balanced to prevent vibration.

FUEL TANK

The fuel tank shall have a capacity of 50 gallons (US) and be D.O.T. certified. It shall be mounted with stainless steel straps bolted to the bottom frame flange to allow for easy removal. The tank construction shall be of 12-gauge steel with single fuel pickup and return tubes. The baffled tank shall be vented to prevent low vacuum and facilitate rapid filling.

The tank shall have a 2.00-inch NPT fill to the driver's side of the chassis.

The fuel tank sending unit is to be mounted to the driver's side of the fuel tank for easy replacement without removing body panels.

FUEL LINES

Polyamide fiber, nylon braided, reinforced tubing with push-on reusable fittings shall be provided for the chassis fuel lines.

FUEL SHUT-OFF VALVE

A, ball type, fuel line shut off valve shall be installed in the suction side fuel line. The shut off valve shall be located near the inlet to the primary fuel filter.

FUEL/WATER SEPARATOR

The Cummins engine shall be equipped with an integrated fuel / water separator with a self-venting bottom drain valve. This filter shall be able to remove up to 95% of dissolved water and up to 99% of free-standing water.

ALTERNATOR

A 415 Amp NIEHOFF alternator shall be installed on the engine. The alternator shall be regulated by a remote mounted regulator.

FIRETRUCK CAB

The apparatus shall be designed to operate in emergency conditions. These conditions require the apparatus to maneuver into confined areas, and operate at prolonged periods of time, under extreme circumstances. To facilitate these operations a cab-over-engine design is required in order to reduce the overall length and turning radius of the apparatus thus increasing the maneuverability.

The cab design must be such to provide safe and efficient transport of emergency personnel. The cabin shall be designed with four (4) side doors of the largest size possible and with a grab handle and step arrangement to provide ease of entry and egress.

There shall be up to ten (10) positions available for occupant transport pending cab configuration. The number of seats and seating locations are described in detail later in this document.

The apparatus cab shall be of the latest in automotive design, styling and appearance.

CAB MATERIALS AND CONSTRUCTION

The extruded aluminum cab shall have the following material gauges as a minimum:

- Cab floor - 3/16 inch (.190 inch) aluminum
- Front skin - 3/16 inch (.190 inch) aluminum
- Cab side panels - 3/16 inch (.190 inch) aluminum
- Cab rear wall - 3/16 inch (.190 inch) aluminum
- Cab driver's floor - 3/16 inch (.190 inch) aluminum
- Cab officer's floor - 3/16 inch (.190 inch) aluminum
- Cab crew area floor - 3/16 inch (.190 inch) aluminum
- Cab roof - 3/16 inch (.190 inch) aluminum
- Cab doors - 3/16 inch (.190 inch) aluminum

Roof Rail Section: Extending from the front to the rear of the cab, above the doors, the cab shall have an extruded aluminum section. This section shall be designed to interlock with the roof sheet and incorporate the door drip molding in one single piece.

Upper Transverse Member: Amid ship in the cab there shall be a boxed beam header assembly located transverse in the cab from left to right.

Front Door B-Post: This vertical box section of the cab located behind each of the front doors provides the slam post for the door latch assembly. This section also is a main member in the cab skeletal system. The B-Post ties into the Upper Transverse Member to provide torsional stiffness in the open space design of the cab.

Rear Door D-Post: The box assembly design of the rear door D-post provides an anchor for the rear door latch assembly. This section is the main vertical support at the cab rear corner providing the anchor point for the rear wall structural lattice network.

Roof Panel Rails: The roof panel sub-assembly shall have extruded hat section supports bonded to the roof skin. These roof hat sections shall be joined to the Cab Roof Rail Section to complete the upper cab skeletal structure. These completed Roof Panel Rails shall provide a grid for maximum roof crush and deflection strength. The roof shall support a minimum weight of 250 lbs. / sq. ft. without permanent roof deformation.

Rear Wall Rails: The rear wall assembly shall have extruded hat section supports bonded to the wall skin. These sections shall be joined to the Roof Panel Rails and to the rear door slam post and floor provide a rear wall grid structure with maximum strength.

Cab Front Wall: The front wall of the cab shall be designed with a double wall construction to reduce the effects of exterior noise in the crew and operator compartment.

CAB DIMENSIONS

The cab shall have the following dimensional requirements:

- Overall Width - 100.00 inches
- Roof - 12.00 inches Raised
- Center of front axle to back of cab - 60.00 inches
- Center of front axle to front of cab - 74.00 inches
- Windshield area - 4,200 sq. in. minimum
- Front grille opening - 478 sq. in. minimum
- Combined side grille opening - 84 sq. in. each minimum
- Cab full tilt angle - 45 degrees minimum

The cab interior shall have the following dimensional requirements:

- Drivers side floor width - 22.50 inches minimum
- Floor to the ceiling in the driver and officers area of the cab - 59.50 inches minimum
- Floor to the top of the engine enclosure - 28.00 inches maximum
- Officers side floor width - 24.50 inches minimum
- The measurement across the floor from the rear wall to the first vertical portion of the engine enclosure - 43.25 inches and the floor width from step well to step well shall be no less than 84.00 inches
- Floor to the ceiling in the rear of the cab - 65.50 inches minimum

CAB DOORS

The cab entry and egress shall be designed for a firefighter in full turnout gear. Each door shall open a minimum of ninety degrees to afford the firefighter maximum space.

The doors shall be of a flush design each having exposed, one-piece, polished stainless-steel hinges. The hinge shall be made of 12-gauge material with a minimum hinge pin diameter of 1/4 inch.

The door windows shall have interior and exterior glass weather seals to prevent the influx of exterior air.

The doors shall have exterior and interior paddle type latches for ease of opening with a gloved hand. The paddle latches are to have a rubber gasket, on the outside, separating the handle from the finished painted surface.

FRONT DOORS-FULL LENGTH

The cab front doors shall be of the full-length design enclosing the entire step area of the cab. The doors shall be a minimum of 38.75 inches wide by 75.00 inches high. Each door shall have a roll down window with a minimum glass viewing area of 773 square inches per door. There shall be a fixed piece of forward glass in each of the front doors.

REAR CAB DOORS-FULL LENGTH

The rear cab doors shall be similar to the forward doors and shall be located directly behind the front wheel well area. These doors shall be 34.00 inches wide by 88.00 inches high. Each door shall have a roll down window with a minimum glass viewing area of 670 square inches per door.

INTERIOR DOOR LOCKS

All doors shall have door locks with interior controls and exterior keyed door locks. The installation shall be in conformance with FMVSS 206, with specific adherence to 49 CFR 571.206 Section 4.1.3 requiring that "Each door shall be equipped with a locking mechanism with an operating means in the interior of the vehicle". All doors shall be keyed alike. The doors shall be equipped with appropriate safety interlocks to prevent accidental locking of the doors when closed.

CAB GLASS

AS-1 safety laminate glass shall be used in a two piece, wrap around design with a minimum of 3760 square inches of windshield area for maximum visibility. The windshield shall have the style of a one-piece assembly with the practical installation of two pieces for lower replacement cost. The windshield shall be readily available from a nationally recognized automotive glass manufacturer that maintains local distribution outlets.

All glass shall be tinted.

All fixed glass shall be installed with a one-piece triple locked rubber lacing material. Due to long term appearance two-piece chrome trim lock lacing is not desired.

SUNVISORS

The driver and officer side of the cab shall be equipped with a sun visor. The vinyl covered visors shall be a minimum of 19.00 inches by 7.00 inches.

DRIVER SIDE ELECTRICAL CABINET

An electrical cabinet designed to house the main battery electrical disconnect and facilitate the installation of an onboard battery charger or battery conditioner, shall be provided under the driver's seat. A bolt on limited access; aluminum spatter painted hatch, shall be installed on the front side of the seat riser. The access hatch shall have a louvered section to provide air circulation to the cabinet.

WINDSHIELD WIPERS

Two speed electric pantograph wipers shall be installed. These wipers shall have a minimum of 24.00 inch blades and have 28.50 inch wet arm electric pump washers. A 70-ounce minimum windshield washer reservoir shall be furnished.

FASTENERS

All cab exterior fasteners shall be stainless steel type fastened to the cab with nutserts.

BATTERY ACCESS

The rear cab steps shall have a removable kick panel, providing access to the batteries for routine maintenance and inspection.

CAB CORROSION TREATMENT

The cab shall have a corrosion preventative material conforming to Mil Spec C-16173-C, Grade 1, applied during and after construction. A 10-year warranty against perforation due to rust or corrosion shall be furnished for the cab.

TRANSMISSION SELECTOR

The transmission shall be controlled by a push button type shift control. It shall be internally illuminated for night operation.

TRANSMISSION OIL LEVEL SENSOR

The transmission shall be equipped with the oil level sensor (OLS). This sensor shall allow the operator to obtain an indication of the fluid level from the shift selector. The sensor display shall provide the following checks, correct fluid level, low fluid level and high fluid level.

EXTERIOR DOOR HANDLES - BRIGHT FINISH

The cab exterior door handles shall have a bright anodized finish.

CAB STEPS

There shall cab entry steps with an upper and lower step at each entry door position.

INTERIOR CAB STEP TRIM

The cab steps shall be enclosed behind each entry door. The lower step shall be sealed from the underside of the cab to reduce road splash from entering the step area while the vehicle is in motion. The horizontal upper step surfaces shall be integral to the cab and shall be covered with bright aluminum tread plate. The lower cab steps shall be constructed from stainless steel Laser Grip material, meeting the requirements of NFPA-1901.

The vertical toe kick surface area of the upper cab step wells shall be covered with aluminum tread plate.

CAB ENTRY STEPS - BRIGHT FINISH

The cab entry steps shall have a bright finish.

LOWER STEP LIGHT

There shall be an amber LED light provided and installed in the outboard facing bottom flange of each cab step.

DEF FILL ACCESS

The left rear crew step area shall have hinged access to fill the DEF tank without raising the cab.

HEATER / DEFROSTER

A 57,600 BTU heater with a three (3) speed fan shall be mounted in the front of the cab, centered over the windshield. This heater shall have six (6) adjustable vents to assure windshield defogging.

45,000 BTU AIR CONDITIONING

A climate control system shall be furnished in the cab. The system shall consist of a 45,000 BTU air conditioning evaporator and 33,400 BTU heater centrally located on the forward slope of the raised roof.

The system is to have a 13.1 cu. in. minimum compressor mounted on the engine to provide the compressed refrigerant to the system. The compressor is to be plumbed to a heavy duty truck, triple fan air conditioning condenser mounted on the cab roof. The condensing unit shall have an aerodynamic shroud that is painted to match the color of the cab roof. There shall be an extended life filter receiver/dryer with a pressure relief valve installed to protect the system from contaminates, moisture, and high pressure. It is to have a sight glass for visual inspection and ease of service.

The evaporator shall have an externally equalized expansion valve and be thermostatically protected to prevent freeze up. Dual high performance 3-speed blowers shall provide a minimum of 650 CFM air flow. Each blower is to be controlled separately. Eight (8) downward facing adjustable diffusers with shutoff capability shall be utilized to direct the air flow through the cab.

The air conditioning controls, on/off switch, thermostat control, and blower switches shall be located on the climate control display module within reach of the driver.

The climate control system shall utilize both automatic and manual control methods.

The climate control display's system standby screen shall maintain all of the climate control functions OFF.

The climate control display's automatic operation screen shall allow the user to select a desired temperature and the climate control system shall automatically choose the temperature mode (cool or heat) and the fan speed (low, medium or high) to maintain the desired temperature.

The climate control display's manual operation screen shall allow the user to set the temperature mode (cool or heat) and the fan speed (low, medium or high) as desired.

CAB INSULATION

Foam rubber type insulation shall be installed in the rear wall and the cab ceiling to provide a better sound and heat barrier. The insulation shall be a minimum of 1" thick. The material shall be compliant with FMVSS-302.

EMI/RFI PROTECTION

The apparatus shall incorporate the latest designs in the electrical system with state-of-the-art components to insure that radiated and conducted electromagnetic interference (EMI) and radio frequency interference (RFI) emissions are suppressed at the source.

The apparatus proposed shall have the ability to operate in the environment typically found in fire ground operations with no adverse effects from EMI/RFI.

EMI/RFI susceptibility is controlled by utilizing components that are fully protected and wiring that utilizes shielding and loop backgrounds where required. The apparatus shall be bonded through wire braided ground straps. Relays and solenoids that are suspect to generating spurious electromagnetic radiation are diode protected to prevent transient voltage spikes.

In order to fully prevent radio frequency interference, the purchaser shall be requested to provide a listing of the type, power output, and frequencies of all radio and bio medical equipment that is proposed to be used on the apparatus.

BATTERY BOX TRAY - STAINLESS STEEL

The battery box trays shall be stainless steel to reduce the corrosive potential of the tray. The battery hold down and brackets and hardware shall also be made of stainless steel.

BATTERY BOX COVER - STAINLESS STEEL

To reduce road spray a stainless-steel cover shall be installed on each battery box.

BATTERY JUMPER STUDS

Battery jumper studs shall be provided on the chassis. The jumper studs shall be mounted underneath the cab, on the rear of the driver's side battery box. The studs shall be connected to the chassis batteries with 1/0 color coded cables, red for the positive cable and black for the negative cable. The studs shall be protected with color coded plastic covers when not being used.

BATTERY BANK

A single battery system shall be provided, utilizing four (4) high cycle type Group 31 batteries.

This system shall be capable of engine start after sustaining a continuous 150 Amp load for 10 minutes with the engine off (NFPA-1901).

A battery disconnect switch (Rated at not less than 450 Amps continuous) shall be used to activate the system and provide power to the power panel. A green pilot light shall illuminate to indicate that the1 battery bank is activated.

BATTERY CABLES

All battery wiring shall be "GXL" battery cable capable of handling 125% of the actual load. It shall be run through a heat-resistant flexible nylon "HTZL" loom rated at a minimum of 300 degrees Fahrenheit. All cable connections shall be machine crimped and soldered.

STARTING CIRCUIT

One (1) engine start button is to be located on the lower right dash panel. It shall be wired to heavy duty solenoid rated at not less than 1100 amps. The battery indicator light is to be located directly above the start button to indicate that the battery bank is on.

BATTERY POWER BUS BARS

There shall be solid copper bus bars utilized for the direct connections between batteries. These bus bars shall be nickel plated for corrosion resistance and provided with color coded heavy shrink tube between the batteries for short circuit protection.

BATTERY ON INDICATOR LIGHT

A steady burning blue Whelen OS Series LED shall be mounted on the driver's dash facing forward to be seen from outside the front of the cab. The light is to illuminate whenever the battery switch is in the on position and the parking brake is set.

BATTERY CHARGER

A Kussmaul Chief Series Auto Charge 4012, 40 Amp, Triple Battery Bank Charger with onboard display shall be installed for charging the batteries. Automatic sensing of the battery condition shall stop charging when the batteries are fully charged.

The charger shall be installed behind the driver's seat in the cab.

The charger shall include the following features:

Dual Battery Type Technology – allows for two (2) dissimilar battery chemistry charging at the same time. Accommodates Flooded, Gelled Electrolyte, AGM, Odyssey®, Lithium Iron Phosphate (LFP), and customized.

Parasitic Load Compensation (PLC) – allows for user input of total accessory load amps on the vehicle. This allows the charger to shift the absorption stage set point, so the battery voltage drops to the float voltage when the desired current is reached.

Configurable for 3-step or float charging.

REMOTE CONTROL PANEL

A KUSSMAUL 091-266-RCP remote control panel shall be provided.

REMOTE CHARGE INDICATOR LOCATION

The remote charge indicator shall be located on the driver's seat box adjacent to the master battery switch.

SHORELINE AUTO-EJECT

A KUSSMAUL Super Auto Eject, model 091-55-20-120-XX, with weatherproof cover shall be provided.

The Super Auto Eject is to be completely sealed when the cover is closed to prevent internal contamination of the working components.

The internal switch arrangement of the Super Auto Eject shall be designed to close and open the 120-Volt AC circuit after the mating connector is inserted and before the shoreline outlet connector is ejected. This design shall prevent arcing at the connector contacts to provide long life.

The electrical connection shall be provided as a 120-Volt AC - 20 Amp type using a NEMA 5-20P connector.

ELECTRICAL INLET COVER

The Auto-Eject cover shall be a Kussmaul 091-55-XX model.

ELECTRICAL INLET COVER COLOR

The Auto-Eject cover shall be yellow in color.

ELECTRICAL INLET LOCATION

The Auto Eject assembly shall be mounted on the exterior of the cab behind the driver's door.

ENGINE ENCLOSURE

To reduce the noise in the cab the engine enclosure metal on the inside of the cab shall be completely covered with Acoustiblok sound isolation material. The material shall be sealed at all seams with acoustical sealant.

The engine enclosure inside the cab will be padded with an additional layer of sound and heat absorbing foam and covered with heavy duty vinyl trim upholstery to match or accent the interior of the cab.

The underside of the engine enclosure shall be covered with a sandwiched material for interior cab noise and heat rejection. This sandwiched acoustical material shall have one layer of 1/8" foam, a 3/16" single barrier septum and a 7/8" layer of foam to provide on overall thickness of 1-3/16". The sandwich material shall be chemically bonded to prevent layer separation. A finished surface treatment of metalized film shall be provided on the engine side of the barrier. The acoustical barrier shall be held in place with mechanical fasteners in addition to adhesive.

The insulation for protection from heat and sound shall keep the dBa level within the limits stated in the current edition of NFPA 1901.

CAB DOORS - INTERIOR TRIM

To provide durability the interior of the cab doors shall be finished with full length aluminum panel that is finished with spatter paint.

INTERIOR CEILING PADDING AND TRIM

The cab front interior ceiling shall have a one-piece, removable, vinyl headliner to cover all wiring and tubing used for lights and antenna leads.

REAR WALL COVERING

The rear interior wall of the cab shall have a two-piece, removable, wall covering to finish the interior trim, cover all wiring and tubing used for lights and antenna leads.

FLOOR COVERING

The front and rear floor areas of the cab shall be covered with "HUSHCLOTH" sound barrier floormats. This floormat shall be a three-ply material with a 3/16" thick open cell isolation barrier of Polyurethane, a 3/32" thick closed cell Nitrile mid barrier for section reinforcement, and a 1/16" thick embedded pebbled grain wear surface.

REFLECTIVE MATERIAL - INTERIOR CAB DOORS

The cab front and crew doors shall have a SecuriTrim chevron installed inside each door. The reflective material shall be red/yellow-green diamond grade 3M 983.

STEERING WHEEL AND COLUMN

The steering wheel shall be an 18.00-inch diameter, leather wrapped 4-spoke wheel.

The center area of the steering wheel will house the driver’s air bag, DOT horn, and / or air horn-siren controls as described elsewhere in these specifications.

The steering column shall be a Douglas tilt / telescopic type with an integral high beam / turn signal control switch. The column shall have self-canceling design for the turn signal switch. A 4-way warning "Hazard" light switch shall be mounted on the column.

The turn signal arm will also contain the windshield wiper controls, providing on/off, intermittent, and timed control of the wipers. The wipers will have an auto park feature.

The steering column shall also house the driver’s knee air bags if specified.

A lever on the left side of the steering column shall control the tilt / telescope feature.

There shall be a rubber boot installed to cover the steering shaft from the dash to the floor.

GRAB HANDLES

One (1) molded grab handle shall be installed on the driver's side on the A Post.

One (1) additional molded grab handle shall be installed inside the cab. The handle shall be located on the officer's side on the A Post.

Two (2) additional molded grab handles shall be installed in the cab. These handles shall be located one each side on the B Posts side of the crew area doors.

RADIO COMPARTMENT WITH DOOR

Beneath the officer's seat there shall be a radio compartment with interior dimensions of 19.50 inches wide x 17.00 inches long x 7.00 inches high.

This compartment shall have a diamond plate door mounted on a piano hinge.

COMPARTMENT OPEN LIGHT

A Red Open Compartment Flashing Light, Whelen OS Series LED shall be mounted on the driver's side face of the overhead panel.

A black flange is to be supplied with the light.

This light is wired with a flasher to the power panel for completion to circuit on the body.

The light circuit shall be wired so that the light circuit is deactivated when the parking brakes of the apparatus are applied.

A label shall be applied adjacent to the light '**DOOR OPEN**'.

CAB DOME LIGHTS

There shall be six (6) Whelen Model CREGCS 6.00-inch round dome lights provided and installed in the cab ceiling.

The lights shall have dual red and white, fade to off, LED elements.

One (1) each, inboard, near the driver and officer and the four (4) remaining lights shall be mounted above each riding position on the crew cab ceiling, evenly spaced side to side across the ceiling and centered on the cab entrance doors.

CAB DOME LIGHTING ACTIVATION

The cab dome lights shall be controlled in the following manner:

- Individually, red or white light, via a switch on the light.
- All lights, red or white, via a switch in the driver’s overhead console
- All lights, red or white, based on switch position, by opening any cab door.

CAB FLOOR LED STEP LIGHTING

The floor of the cab shall be trimmed with a ribbed aluminum extrusion. The extrusion shall protrude approximately .75 inches over the floor area to provide a mounting channel and guard for an LED integrated light.
The LED lighting shall illuminate the step area of the cab and all step lights shall be illuminated when any door is opened and the battery selector switch is in the on position.

The lighting shall be operable in either white or red depending upon control circuitry.

LIGHT - ACTIVATION

The lighting shall be activated by opening a cab door.

DRIVER'S OVERHEAD SWITCH PANEL

There shall be a switch panel provided and installed above the driver's seating position. The panel shall be ergonomic molded with rocker type switches with dimmable backlighting. The switches shall be clearly labeled.

The following switch controls shall be provided (left to right):

Top Bank:

Switch 1: Engine Regeneration Inhibit
Switch 2: Engine High Idle
Switch 3: Interior Cab White Lighting
Switch 4: Ground Lights
Switch 5: Head Lights
Switch 6.: Dash Dimmer Up

Bottom Bank:

Switch 1: Engine Regeneration Start
Switch 2: Mirror Heat
Switch 3: Interior Cab Red Lighting
Switch 4: Mud & Snow ATC Disable
Switch 5: Parking Lights
Switch 6: Dash Dimmer Down

DRIVER'S & OFFICER'S RUGGED DASH CONSOLE

The housings for the driver's instrumentation and the officer's side dash housing shall be rugged metal fabrications.

The fabrications shall be provided with a black textured, powder-coated finish.

The apparatus is expected to operate in adverse conditions and have a long-life cycle.

OFFICER'S SIDE GLOVE BOX

There shall be two (2) glove box storage slots provided at the officer's side of the dash. The openings face the officer and shall measure approximately 4.50 inches high x 14.00 inches wide by 11.00 inches deep with a 15-degree angle to restrain stored items.

INSTRUMENTATION AND CONTROLS

An ergonomically designed instrument panel shall be provided. The instrument panel shall have a black textured anti-glare surface finish. The instrument panel shall be secured with mechanical fasteners to provide easy access for servicing.

A self-diagnostic message center shall be included above the steering column in the instrument panel and the provided gauges shall have red LED backlighting for enhanced visibility.

When the 'on' initial ignition sequence is initiated a lamp check function shall illuminate and sequence the drivetrain warning light indicators. The self-diagnostic message center shall display a warning if data link communications are lost.

The instrument panel shall include the following gauges and indicators.

- Electronic speedometer with LCD odometer
- Electronic tachometer
- Engine Coolant Temperature gauge with warning light and buzzer
- Engine Oil Pressure gauge with warning light and buzzer
- Transmission Fluid Temperature gauge, with warning light and buzzer
- Two (2) air pressure gauges, each with warning light and buzzer
- Voltmeter with low voltage warning light and buzzer
- Fuel Level gauge
- DEF Level gauge
- High Beam indicator light
- Parking Brake set light
- Turn Signal indicator lights
- Low Level Power Steering Fluid indicator light
- Low Level Windshield Washer Fluid indicator light

The engine control panel is to be located beneath the instrument panel, to the left side of the steering column. The panel shall have a black textured anti-glare surface.

The engine control panel shall include the following:

- Keyless ignition switch with a green pilot light
- Engine start button

The apparatus control panel is located beneath the instrument panel, on the right side of the steering column. The panel shall have a black textured anti-glare surface. The apparatus control panel is designed for the location of pump shift controls, if applicable.

AUDIBLE TURN SIGNAL REMINDER

There shall be an audible alarm that shall sound when the turn signal remains flashing for a distance greater than one mile. The reminder shall not sound when the hazard lights are operating.

AUDIBLE LIGHTS ON REMINDER

There shall be an audible alarm that shall sound when the headlight switch is left in the on position and the ignition is off. The alarm shall self-cancel after 2 minutes of operation.

AUDIBLE PARKING BRAKE REMINDER

There shall be an audible alarm that shall sound when the parking brakes are NOT set, and the ignition is turned off. This alarm shall self-cancel after 2 minutes.

The Parking Brake reminder shall sound an audible alarm when the parking brakes are set and an indicated speed of over two miles per hour occurs.

DUAL TRIP ODMETERS

There shall be two (2) trip odometers in the driver's information center. Each shall be capable of independent operation and reset. They shall be labeled Trip1 and Trip2 when the trip mileage is shown in the LCD panel.

SPEEDOMETER ACTIVATED IN PUMP MODE

The speedometer and odometer shall be activated while in pumping mode.

LOW FUEL LIGHT

A "Low Fuel" warning light and alarm shall be installed in the dash message center. This light shall illuminate when the apparatus fuel level reaches 25% of the fuel remaining.

TRANSMISSION OVERHEAT WARNING LIGHT

A transmission oil temperature light with alarm shall be provided on the dash message center.

LOW VOLTAGE WARNING

A low voltage indicator light shall be installed on the dash message center. An alarm and the dash indicator light shall activate when the system voltage drops below 11.8 volts.

AIR CLEANER RESTRICTION INDICATOR

An air cleaner restriction indicator shall be installed in the driver's message center. The indicator shall provide visual warning when a high air restriction condition exists for a minimum of 4 seconds.

LOW COOLANT WARNING

Low coolant warning shall be accomplished through the engine electronics to provide driver warning via the engine stop warning light.

FORWARD ENGINE ENCLOSURE CONTROL CONSOLE

There shall be a rugged metal fabricated control console with a black textured, powder-coated finish provided and installed on top of the engine enclosure. The console shall be designed in such a manner as not to adversely obstruct the drivers view.

The console shall be provided with a removable access cover for servicing and designed with three (3) distinct surfaces (driver, officer, and center) to provide maximum visibility and access to equipment and controls mounted at the engine enclosure.

There shall be a sixteen (16) place switch panel provided and installed that is accessible to the driver position. The panel shall have ergonomic molded, rocker type switches with dimmable backlighting. The switches will be clearly labeled.

The panel shall include a master warning light control switch to allow for pre-selection of response mode functions. The switch shall be red in color.

The remaining switches shall be programmed and labeled as required for components specified in the specifications.

There shall be a four (4) place switch panel provided and installed that is accessible to the officer position. The panel shall have ergonomic molded, rocker type switches with dimmable backlighting. The switches will be clearly labeled.

The switches shall be programmed and labeled as required for components specified in the specifications.

There shall be dedicated mounting areas at the center position of the engine enclosure console provided for the following equipment, if applicable:

- Electronic Siren mounting location
- 2-way Radio mounting location
- Traffic Director lighting control mounting location
- Intercom controls mounting location

PARKING BRAKE CONTROL VALVE

The parking brake control valve shall be in the driver's dash engine control panel.

STORAGE TRAY AND CUP HOLDERS

There shall be a storage assembly with cupholders provided on top of the engine enclosure.

The storage area shall include two (2) open recessed storage trays with approximate dimensions of 4.00 inches wide by 8.00 inches long.

To the rear of the storage trays there shall be two (2) recessed single cup holders, one (1) within reach of the driver and one (1) within reach of the officer. The cupholders shall be sized to fit a 32 oz Nalgene bottle or similar.

The storage assembly shall be constructed from metal and have a black powder coated finish.

USB/USB-C CHARGING PORT

There shall be two (2) 4.2 amp USB-A and USB-C charging ports provided and installed in the cab. One (1) shall be installed in the driver's area of the cab and one (1) shall be installed in the officer's area of the cab.

The power point shall be wired to switched battery power with the appropriate wire size and fuse.

TEMPERATURE MONITOR

A Kussmaul Temperature Module shall be installed in the driver's area of the cab. The module shall have a built-in LED indicator to show the outside temperature in either °F. The monitor display will blink at 32°F to indicate the roads may be icy.

MULTIPLEXED ELECTRICAL SYSTEM

The apparatus shall be equipped with a Class-One Multiplex system. This system shall consist of a SuperNode (main control unit) that communicates by Controller Area Network (CAN) to various input/output(I/O), and Power Distribution modules(PDM).

The multiplex system shall provide advanced diagnostic capabilities to assist in troubleshooting the electrical system of the apparatus. Troubleshooting can be done using info display and/or a computer connected to the main control unit.

CAN is a J-1939 data bus that provides a wired data bus for the SuperNode to communicate with various modules, engine, and transmission.

The multiplex system consists of one or more of the following components:

- SuperNode—This is the main control unit where the program resides, and all logic, load management, reporting and diagnostics is performed. The SuperNode has a built-in Vehicle Data Recorder (VDR). This unit has connections for CAN, inputs, high current outputs, high current power, computer access for VDR, programming and diagnostics.
- PDM—This I/O module has inputs and outputs that can drive high current capable outputs. It provides information such as Input status and output current status. All output current is monitored and controlled by the SuperNode.
- I/O Modules—These modules can be a combination of I/O or independent inputs or outputs. The current output is typically less that the SuperNode or PDM.
- VDR—In addition to the VDR built into the SuperNode, a seat input monitor shall be used along with information from the power train via J1939 shall be collected and stored in the SuperNode. This information can be downloaded to a computer via USB cable.
- Display—This will provide status of seats and belts, various alarms, access to specific settings and a visual view of I/O.

CHASSIS COLOR CODED WIRING

All wiring shall be color coded and continuously marked with the circuit number and function shall fully meet NFPA and SAE requirements. Various wire colors will be used to identify circuits along with the circuit number permanently marked on the wire at no more than 6” intervals.

All wiring shall be covered in nylon heat resistant "HTZL" loom rated at a minimum of 300 degrees F exceeding the heat requirements of NFPA-1901.

The chassis cab, engine and transmission shall be electrically bonded to the chassis frame rails with braided ground straps.

ELECTRICAL SYSTEM CONNECTORS

Where needed or required, all connectors shall be of the automotive type and suitable for the purpose and environment. These connectors shall become mechanically locked and sealed when mated.

All single wire terminations requiring special connectors such as a ring terminal shall be crimped and covered with adhesive heat shrink tubing. Fork terminals are shall not be allowed. **NO EXCEPTIONS.**

INFORMATION DISPLAY MODULE

The Information Display Module for displaying text, warnings and diagnostics. The information Display Module shall allow the fire department to access and change load management shedding priority and maintenance text listing the routine maintenance items and lubrication capacities on the apparatus. For displaying text, warnings and diagnostics. The total engine run time in hours shall be displayed.

USB PROGRAMMING PORT

There shall be a cable connected to the Supernode that is routed to the underside of the driver's dash. The cable shall terminate in a USB bulkhead connection with a protective cover.

A label shall be applied adjacent to the connector.

HAAS ALERT R2V COLLISION PREVENTION SERVICE

HAAS Alert Model Number "HA-7" shall be provided and installed.

The device shall be constructed of high strength, impact resistant, RoHS compliant ASA plastic, thermoplastic elastomer, IP65 water resistant, and vibration resistant. The device shall have a LTE modem capable of communicating with local cellular networks and a GNSS antenna for GPS positioning.

Real-time cellular V2V (vehicle-to-vehicle) connectivity shall be capable of alerting drivers of emergency vehicles at risk of collision to alert the apparatus of other responding emergency vehicles. Secure HAAS Alert *Safety Cloud*® integration shall be provided, offering real-time communication with motorists via in-dash infotainment and IVI (In-vehicle Infotainment) units, Waze and other popular consumer navigation applications. HAAS Alert R2V will provide a companion web-based dashboard containing visual apparatus location, response data, and reporting.

The device shall be installed so that the "trigger" wire is engaged whenever the E-Master is activated. Constant +12V power wire shall be "ON" at all times. The device shall have an automatic "sleep" mode whenever the apparatus power source falls below ~12.2V. The unit shall be mounted in the overhead access panel.

A three (3) year subscription of data monitoring and transfer shall be provided. After three (3) years it will be the responsibility of the end user to renew the subscription to continue data service.

HAAS ALERT RESPONDER-TO-RESPONDER ALERTING

The HAAS Alert system shall include the Responder-to-Responder (R2R™) feature with the three (3) year subscription provided.

The R2R alerts shall notify Fire and EMS crews when other Safety Cloud-equipped vehicles are in active response mode and are imminently approaching the same intersection. A set of lights attached inside the vehicle will alert operators that a potential collision is imminent, providing critical warning to slow down.

CAB AIR PURIFICATION

A USSC Active Air Purification System with PHI Cell Technology shall be provided and installed. The system shall be installed in the crew area of the cab and will be active anytime the master battery switch is in the "ON" position.
The system shall provide purification of the air inside the apparatus.

System Construction

The unit shall contain a PHI Cell using a UVC light with a quad-metallic hydrophilic catalyst to generate H2O2 and reactive oxygen species (ROS) to sanitize against various microbial species. The system shall produce H2O2 at 20 to 50 parts per billion (PPB) to sanitize the atmosphere inside the apparatus. The system shall be properly sized per application to support virus and bacteria kill rates. The unit shall be stand-alone and contain its own airflow mechanism, with a stainless-steel outer housing. The expected PHI Cell life shall be no less than one (1) year. The unit shall be environmentally friendly and not emit direct UVC outside of the unit. The system shall not generate H2O2 levels above 0.1 ppm (1/10 of OSHA limits of 1 ppm) in the installed apparatus.

System Certification/Testing

The system shall be 3rd party tested to system components. The manufacturer must be ISO 9001:2015 certified. The system shall meet all applicable sections of IEC 61373:2010 for shock and vibration, and SAE J1455 for electrical specifications.

Electrical Wiring/Function

The system will be 12 VDC powered from the switched vehicle battery power. The system will draw a maximum of 1.5 amps and have a 5-amp integrated fuse in the wire harness or a circuit breaker as determined by the vehicle manufacturer.

System Operating Conditions

The unit shall be resistant to dust particles normally found in apparatus.

The unit shall be permitted to operate at any time with or without occupants in the cab and shall pose no harm to the occupants from H2O2, Ozone, or UVC light. **NO EXCEPTIONS**

BACKUP CAMERA

There shall be an ASA Audiovox video system provided on the apparatus.

BACK-UP CAMERA MONITOR

The color monitor shall be manufactured by ASA.

The 7.00 inch color LCD monitor contains a water proof housing, circuit protection, backlit controls, integrated audio speaker, NTSC and PAL video signal compatible, 3-camera inputs, manual (pushbutton) or automatic (trigger) source selection, auto power on (standby) day / night brightness modes, on screen display (OSD) for AV source, picture adjustment and volume level, non-volatile memory for picture and volume adjustment settings, anti-glare / anti-scratch protective lens, detachable sunshield.

MONITOR LOCATION

The monitor for the back-up camera shall be mounted in an overhead position visible to the driver.

REAR CAMERA - COLOR - HIGH PERFORMANCE

There shall be supplied a color, heavy-duty high-resolution observation camera.

The back up camera system shall be powered when the vehicle's transmission is placed into reverse.

CAMERA LOCATION

The back-up camera shall be mounted at the rear of the apparatus beneath the hosebed.

12Vdc POWER POINT

There shall be two (2) 12 Volt, socket (cigarette lighter) type, receptacles each with a rubber plug provided and installed in the cab.

One (1) shall be installed in the driver's area of the cab and one (1) shall be installed in the officer's area of the cab.

The power point shall be wired to switched battery power with the appropriate wire size and fuse.

120-VOLT AC WIRING

All 120-Volt AC wiring shall be wired to the shoreline connection, circuit protected with the proper wire size to handle the current shall be provided.

These circuits are provided for low amperage requirements of hand held chargers for radios and accessories.

CIRCUIT TERMINATION LOCATION

There shall be two (2) 120-Volt AC power circuits that shall terminate in the center of the cab on top of the engine enclosure.

ELECTRICAL OUTLET

The electrical outlet shall be a NEMA 5-20, rated at 120-Volt AC, 20-Amp, duplex straight blade receptacle.

POWER SOURCE

The 120-Volt AC power circuit shall be wired from the cab shoreline connection.

PUBLIC BROADCAST RADIO

The cab shall be equipped with an AM/FM Stereo Radio and four (4) ceiling mount recessed speakers.

The radio shall be a Jensen JHD910BT model that shall include the following features:

Waterproof
uV and Corrosion Resistant
Electronic US/Euro AM/FM Tuner
30 Programmable Presets (12 AM, 18 FM)
Non-Volatile Memory for User Settings and Preset Memories
7-Channel NOAA Weather Band

Weather Alert
Bluetooth Ready
Auxiliary Audio Input
2-Channel Amplified Audio Output
Backlit Controls with Selectable Illumination Color
Daylight Readable Display
Clock with 30-day Backup Power
Work Timer
Audible Beep Confirmation Tone

ANTENNA

The antenna shall be a JAN139 6.00 inch Rubber mast top JENSEN Antenna to withstand mobile audio environments with its heavy duty design.

The antenna shall be mounted to the front of the cab on the officer's side roof.

RADIO LOCATION

The radio shall be mounted in the overhead headliner within reach of the driver.

ROAD SAFETY KIT

One (1) 2-1/2# ABC DOT Approved fire extinguisher shall be provided. The fire extinguisher shall be shipped loose with the chassis.

One (1) set of DOT approved hazard triangles shall be supplied with the chassis. They shall be stored in a plastic case and shipped loose with the chassis.

CAB CRASHWORTHINESS TEST

Dynamic tests shall be performed to evaluate the crashworthiness of the proposed vehicle cab configuration to the requirements of NFPA 1901-09 section 14.3.2.

Cab roof strength shall be tested utilizing the dynamic preload criteria from SAE J24221 paragraph 5 specifications and procedures.

Front impact strength integrity shall be tested utilizing SAE J24202 with ECE R293 Annex 3 paragraph 4 equivalent energy.
Quasi-static roof strength shall be based on SAE J2422 paragraph 6 and ECE R293, paragraph 5 specifications and procedures.

A letter of certification shall be provided upon request by the department.

EXTERIOR GRAB HANDLES

There shall be extruded aluminum 24.00 inch grab handles mounted with stanchions at each door position. Molded rubber gaskets shall be installed under the grab handles to protect the painted surface of the cab.

RED WARNING LIGHT, CAB HANDRAILS

The rear door cab handrails shall contain red integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the rear of the apparatus. The LED lights shall flash with the emergency warning lights.

AMBER SIDE TURN SIGNAL, CAB HANDRAILS

The front door cab handrails shall contain amber integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the rear of the apparatus. The LED lights shall flash with the directional signals.

EXTERIOR GRAB HANDLES - BRIGHT FINISH

The cab exterior grab handles shall have a bright anodized finish.

FRONT GRILLE

A stylized three-dimensional stainless-steel front grille shall be installed on the cab face.

The front grille shall be equipped with a radiator rock guard, behind the grille to assist in preventing damage to the radiator core.

The cab shall have one (1) engine air intake on the driver side of the cab, one (1) engine hot air exhaust on the officer side of the cab.

These openings shall be covered with a honeycomb wire screen, and a stainless steel grille.

CAB GRILLES - BRIGHT FINISH

The cab front grille and side grilles shall have a bright finish.

CAB ICC MARKER LIGHTING

Five (5) amber Whelen OS Series LED cab face mounted clearance lights shall be supplied, mounted above the windshield.

Two (2) amber Whelen OS Series LED side clearance lights shall be supplied, one (1) each side mounted ahead of the front door.

An amber diamond shaped reflector shall be mounted on the lower corner of each cab front door adjacent to the door hinge.

CAB ICC MARKER LIGHTING - BRIGHT FINISH

These lights are to be mounted in a chrome flange.

HEADLIGHTS

Four (4) rectangular hi performance LED headlights shall be supplied, two (2) each side on the front of the cab, in a bezel assembly. Each headlight housing shall include an integrated halo ring lamp around the outer edge.

When the parking brake is released and the master battery switch is in the on position, the low beam head lamps shall be illuminated.

HEADLIGHTS - POSITION

The headlights shall be in the upper position.

HEADLIGHTS - BRIGHT FINISH

The headlights shall have a chrome bezel.

TURN SIGNALS

Two (2) rectangular Whelen 600 series LED turn signal lamps shall be mounted in a separate bezel outboard of the front headlights one (1) each side. These lights shall be amber in color with a populated arrow.

LENS COLOR

The lenses shall be clear in color.

LIGHT HOUSING - BRIGHT FINISH

These lights shall be mounted in a chrome plated bezel.

CAB MUDFLAPS

Mud flaps shall be installed behind the front tires. These mud flaps shall be a minimum of 22" wide to protect the underneath of the cab and body.

CAB GROUND LIGHTING - LED

There shall be one (1) white LED strip light in an armored extrusion shall be mounted beneath each cab door. These lights shall be designed to provide illumination on areas under the driver and crew riding area exits.

All cab ground lights shall automatically activate when any cab door is opened.

REARVIEW MIRRORS

Mekra Lang Aero mirrors shall be provided and installed, one (1) on each side of the cab, with a break-away bracket.

The flat glass head shall be heated and remote control. Below the flat mirror there shall be a convex head.

The mirror heads shall have a smooth chrome plated high impact non-metallic housing.

CAB SIDE WINDOWS

Two AS-2 tempered glass, fixed side windows, 26-1/2" high x 16" wide shall be furnished, one on each side behind the forward doors. All glass shall be tinted. These windows shall be installed with a one-piece triple locked rubber lacing material.

ELECTRIC WINDOWS

The four (4) roll-down door windows shall be equipped with electrically operated mechanisms to control the opening and closing of the windows. The controls shall be with a momentary switch in each door.

Three (3) additional switches shall be supplied in the driver's door to control all four (4) of the power windows from the driver's position.

POWERED DOOR LOCKS

The cab doors shall be supplied with powered door locks. Each door shall have a switch to lock or unlock the doors.

There shall be a remote switch mounted to the underside of the officer's side battery box tray in the event the doors are accidentally locked.

WINDOW TINTING

The cab side, crew door and, (cab rear if equipped) windows shall have GRAYLITE II tint (9% visible) to provide privacy and to assist in reducing the amount of heating inside the cab due to direct sunlight and unwanted glare.

UNDER CAB ENGINE MAINTENANCE LIGHT

One (1) LED engine maintenance light shall be supplied beneath the cab. This light shall illuminate automatically when the cab is tilted to the full tilt position.

STAINLESS CAB FENDERETTES

To reduce road splash on the cab sides, stainless steel fenderettes shall be installed around each the wheel opening.

STAINLESS CAB FENDERETTES - POLISHED FINISH

The cab fenderettes shall have a polished finish.

EXTERIOR REAR WALL DIAMOND PLATE OVERLAY

The cab exterior rear wall shall be covered with a single sheet of bright aluminum tread plate to protect the back of the cab from scratches.

CAB TILT SYSTEM

The cab shall tilt a minimum of 45 degrees for ease of serving. Tilting shall be accomplished by means of a tilt pump connected to two (2) heavy duty lift cylinders. It shall be equipped with a positive locking mechanism (service lock) to hold the cab in the full tilt position. Release of the service lock shall be by means of a pull type cable assembly. The cylinders shall have a velocity fuse at the base to prevent the cab from falling in the event of a hydraulic hose failure. The cab shall be capable of tilting 90 degrees for major engine service, if necessary. The 90 degree cab tilt shall be accomplished by removing the cab cylinder pins, removing one bolt in the steering shaft, and removing the front bumper and treadplate.

The cab shall have a three (3) point cab locking system. To prevent undue stresses in the cab, the cab mounting shall incorporate a five (5) point load mounting system.

The front cab pivot/lock assemblies shall utilize four (4) radially loaded, bonded rubber, axial mounts. These mounts shall have a maximum radial load rating of 925 pounds each and a torsional rating of 25 lbs-in/deg. Two one (1) inch diameter cab pivot pins shall be installed at the front of the cab.

The rear cab lock shall be center point mounted to prevent normal twist of the chassis from affecting the cab mounting, cab structure and windshield areas of the cab. This rear cab lock shall be mounted on a chassis crossmember to provide a stable platform for the locking system. The cab lock shall be mounted to a baseplate that is fastened to rubber isolators to reduce road noise and provide additional movement of the cab lock. This locking system shall automatically open prior to the cab tilting and automatically relatch when the cab is lowered completely into the travel position.

Two (2) outboard frame mounted urethane "V" blocks shall be provided at the rear of the cab. These dual purpose mounts shall align the cab upon lowering as well as provide non-latching support for the cab in the down position. With this system, extreme chassis twist shall allow the cab to move independently of the rear cab supports, reducing the structural stress damage often caused by outboard dual cab locking systems.

An electric-over-hydraulic cab tilt pump shall be supplied. This pump shall have a remote control for cab tilting operation. The control shall be "safety-yellow" in color.

A manual backup shall be provided for use in the event of electrical failure.

CAB TILT INTERLOCK

The cab lift system shall have a cab tilt interlock. The cab tilt shall not be able to be activated unless the master battery switch is in the on position with the parking brake set.

BACK-UP ALARM

A solid-state electronic backup alarm shall be installed on the rear of the apparatus and wired to the backup light circuit and shall activate when the transmission is placed into reverse mode.

INTERIOR FINISH

The interior of the cab shall be painted with spatter paint, solid black in color. Black spatter paint is selected for ease of repairs when the interior is scratched.

The cab metal finish shall be covered with one coat of base self-etching primer to fill the small surface imperfections.

Then the interior of the cab is to be blocked and a coat of sealer-primer is to be sprayed to the interior finish.

Next a sealer primer is applied and will be sanded to a smooth finish ready for final color coat application.

Two (2) coats of finished paint are to be applied to a final thickness of 4 mills.

The sun visors shall be supplied black in color.

HEADLINER COLOR

The interior headliner of the cab shall be black in color.

REAR WALL COLOR

The interior rear wall covering of the cab shall be black in color.

FLOOR COLOR

The interior flooring material of the cab shall be black in color.

DOOR PANEL COLOR

The interior door panel material of the cab shall be black in color.

CAB EXTERIOR FINISH

The exterior doors and all fixed cab glass are to be removed from the cab prior to the paint and body process beginning.

The final finish of the cab shall be to fire apparatus standards; exhibiting excellent gloss durability and color retention properties.

PREPARATION

The removal of all contaminates and oxidation is essential to the final effect of a finish system, the cab shall be precleaned with a Wax and Grease Remover and prior to evaporation, towel dried.

To remove all oxidation and foreign materials, the cab shall be sanded with a 180 grit abrasive using an orbital type disc sander.

All weld marks and other major surface imperfections shall be filled with a polyester type body filler, prior to body filler application special attention shall be given to the areas requiring filler again sanding and cleaning.
The body fillers shall be thoroughly mixed in accordance with the manufacturer's directions.

After the final coat of filler is sanded, spray polyester shall be applied in sufficient amounts as to provide a final base and sanded with abrasive paper.

PRECLEAN

Within 45 minutes of pretreat the cab must be again washed with a Wax and Grease Remover using a "Scotch brite pad". Towel dry prior to evaporation.

Special precaution shall be taken NOT to saturate any polyester body fillers with the cleaning solvents.

PRETREAT AND PRIMERS

The pretreat and primer applications shall be made in two independent steps. A combined pre-treat/primer one product application shall not be allowed as a substitute.

The prepared substrate shall be pretreated with an acid curing 2-component Transparent Primer. This pretreat shall be designed to provide corrosion protection and to create an adhesive bond between the substrate and the surface applications.

It is critical that the body fillers not receive a saturation of solvents associated with the pretreat application. Only the pretreat over spray resulting from product application to the adjacent metal areas should be allowed to come in contact with the body fillers.

All polyester body fillers are porous and shall absorb liquids. Solvents when absorbed not only soften but shall create swelling of the polyester filler. After sanding and later shrink the fillers shall create blemishes in the painted surfaces.

Prior to complete primer application, each area with applied body fillers be precoated with a 2-dry applications of primer (sander surfacer) of which shall be allowed to "Touch Dry" between coats. This procedure shall isolate the filled areas and protect them from subsequent product applications.

The primer (sander surfacer) shall be a poly-acrylic resin, zinc and chromate free surfacer that is designed to create a superb surface smoothness, increase the depth of color, and insure top coat gloss.

The cab after pretreat and precoat shall be primed with a 3 to 4 medium applications of a Hi-Build Tintable Surfacer.

To create a finish base that meets the rigid requirements of the fire and emergency service; the primed surface shall be dry sanded smooth thus removing all texture and surface imperfections with a 320 grit (minimum) sanding abrasive.

FINISH AND COLOR COATS

The color coat application shall consist of two to three applications of acrylic urethane color coat. After the color coat has been applied, the cabs shall be sprayed with 1.5 to 2.0 mills of clear coat finish. The clear coat finish is then sanded and buffed to remove any imperfections that can occur during the application of the color coat.

The final finish shall be free of dirt and sags and shall meet a minimum grade of 7 when compared to the "ACT" general orange peel standards by "ACT" Laboratories, Inc. Of Hillsdale, MI.
The final sanding and buffing of the clear coat shall result in a flat / glass like finish. The clear coat shall also provide a UV barrier to prevent fading and chalking.

PPG brand urethane materials will be used for the cab exterior paint.

DRIVER'S SEATING POSITION

The seat shall be H.O. Bostrom, Sierra 500, ABTS, with air ride suspension, high back seat with 5" of fore and aft slide adjustment. The seat shall have adjustments for height and ride with up to 3" of vertical travel. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

OFFICER'S SEATING POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA FILLER PADS

The SCBA seat is to have a filler pad installed to provide a smooth back for the firefighter when the air breathing apparatus is not in use.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - REAR FACING LEFT OUTBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - REAR FACING RIGHT OUTBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - FORWARD FACING LEFT INBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - FORWARD FACING RIGHT INBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

FORWARD FACING SEAT RISER

The center forward facing seat(s) shall be installed on a powder coated aluminum riser. The front of the seat riser will be open without a restraint system to provide a location for storage of small lightweight gear.

SEAT COVERING MATERIAL

The seats shall be covered in gray black Durawear™, a high strength-wear resistant, waterproof fabric.

SEAT BELT WARNING LABELS

The cab shall be equipped with two (2) seat belt warning labels. These labels are to be in full view of the occupants in the seated position.

HELMET RESTRAINTS - CAB MOUNTED

(6) Zico UHH-1 helmet restraint(s) shall be shipped loose for installation by the Fire Department.

CAB SEAT LOGO/SEAT BELT COLOR

The seats shall be provided with HME-Ahrens Fox standard logos. All seatbelts shall be red in color.

VEHICLE DATA RECORDER

The Apparatus shall be equipped with a Class1 “Vehicle Data Recorder” (VDR) that is connected to the power train CAN (Controller Area Network) bus consisting of transmission (TCM), engine control (ECM) and antilock brake (ABS) modules mounted on the apparatus.

The VDR will function as defined by NFPA utilizing the power train’s J1939 data.

The VDR data shall be downloadable by USB cable to a computer using either Microsoft™ or Apple™ Operating Systems using Class 1/ O.E.M. supplied reporting software.

SEAT BELT WARNING SYSTEM - MONITOR

Mounted in the overhead console in the driver's area the indicator system shall indicate seat belt use for each individual seating position when the seat is occupied, the seat belt remains unfastened and the parking brake is released.

IMMI 4FRONT SUPPLEMENTAL FRONT AIRBAG SYSTEM

The cab shall have a safety system designed and qualified by a 3rd party testing facility to protect occupants in the event of a frontal impact, and shall include the following:

- A supplemental restraint system (SRS) sensor. The sensor shall activate all pyrotechnic devices when a must fire event occurs. The SRS sensor shall perform real time diagnostics of all critical subsystems and shall record inputs immediately before and during a frontal impact event. An indicating light shall be visible on the vehicle's instrument panel allowing the driver to monitor the operational status of the SRS system.

- A driver side air bag shall be mounted in the steering wheel and is designed to protect the head and upper torso of the occupant, when used in combination with the 3-point seat belt.

- A driver side knee bolster air bag shall mount under the dash panel and around the steering column to protect the legs of the occupant, when used in combination with the 3-point seat belt.

- A passenger side knee bolster air bag shall be mounted in the panel, below the dash to protect the occupant legs when used in combination with a 3-point seat belt.

Both driver and passenger seating positions shall utilize buckle pretensioners to remove the slack and position the belted occupants in a frontal impact event.

FRONT BUMPER

A stainless-steel bumper shall be provided to the full width of the cab.

BUMPER EXTENSION

The front frame extension shall be bolted directly to the main rail. The extension and main rail joint shall have a 3/8" thick side plate for reinforcement. The completed apparatus must be able to be lifted at the front bumper without structural damage to the front extension for towing of a disabled vehicle.

The front bumper face shall extend 24 inches ahead of the front face of the cab skin.

FRONT JUMPLINE DISCHARGE

A 1-1/2" discharge shall be located at the front bumper. The front discharge shall be plumbed using 2" stainless steel pipe and wire reinforced high pressure hose coupled with stainless steel fittings.

The front discharge outlet shall have a 2" quarter-turn swing out valve with the control located on pump operator's panel.

The front discharge at the bumper shall be provided with a 2" to 1-1/2" polished stainless steel, 90° swivel adapter with 1-1/2" NST male outlet.
The discharge swivel shall be located to the officer side of the center hosewell on the top of the gravelshield.

The swivel shall be located so the pivot is vertical allowing for 360° rotation of the swivel.

AUTOMATIC DRAIN VALVE

One (1) Class 1, 3/4" automatic drain valve shall be supplied.

TOW HOOKS

Two (2) chromed tow hooks shall be provided and shall be attached directly to the front frame extension under the bumper. These tow hooks shall be attached with two Grade 8 bolts with hardened washers and Grade "C" distorted thread locknuts.

GRAVELSHIELD

A gravelshield shall be installed filling the area above the extension rails. This gravelshield shall be constructed of .125" thick NFPA non-skid, non-skid, aluminum treadplate. The gravelshield shall be supported at the front by the top flange of the steel bumper. At the rear, the gravelshield shall be supported by a steel substructure.

BRIGHT FINISH GRAVELSHIELD

The gravelshield shall have a bright finish.

CENTER HOSEWELL

A hosewell shall be mounted between the bumper extension rails in the center of the gravelshield. The hosewell shall be constructed of 11-gauge stainless steel. The hosewell shall be 31-1/2" wide x 9-1/2" deep x 19-1/2" front to back.

HOSEWELL COVER

The center hosewell shall include a diamond plate hinged cover. The cover shall be notched to provide clearance for pre-connected jumpline's to be stowed in the hosewell. A pair of stainless lift latches shall be used to open the lid with a gas shock to hold the lid in the open position.

HOSEWELL COVER

The hosewell cover shall have a bright finish.

LIGHTING - CENTER HOSEWELL

The interior of the center hosewell shall be illuminated with a white LED light strip. The light strip shall have an aluminum extrusion to protect the light from damage. The light shall illuminate when the ground lights are activated on the apparatus.

OPEN GRATE MAT - HOSEWELL

The floor of the hosewell shall be covered with black colored, open grate mat for improved ventilation.

FRONT BUMPER UNDERBODY LIGHTING

There shall be one (1) 36.00-inch white LED strip light in an armored extrusion provided at bottom of the center of the front bumper.

All underbody ground lights shall be switched on when the parking brake is set and the apparatus is running with the master battery switch in the "ON" position.

AIR HORNS

Dual stutter tone air horns shall be recessed into the front bumper, one each side immediately outside of the frame rails.

AIR HORN IGNITION CONTROL

To eliminate inadvertent operation the chassis air horns shall be operable only when the battery selector and ignition switch are in the "ON" position.

AIR HORN CONTROL SWITCH

The chassis air horns shall be controlled by a lanyard with a 'Y-chain'. The lanyard chain shall be mounted to the center of the overhead console within reach of both the driver and officer and shall terminate at the cab center.

AIR HORN OPERATION

The air horn and the electric horn shall be sounded simultaneously by depressing the horn button in the steering wheel.

ELECTRONIC SIREN

A Whelen electronic siren control, model 295SLSA1 full feature with 17 Scan-Lock siren tones including Radio Rebroadcast, Public Address, Manual, Wail, Yelp, Air Horn, Electronic Mechanical Siren tones and Piercer tones and hard-wired microphone, shall be provided.

SIREN CONTROL LOCATION

The siren control shall be mounted in the center console on top of the engine enclosure within reach of the driver and officer.

SIREN SPEAKERS

There shall be two (2) Cast Products aluminum 100-watt speakers provided. The speakers shall be recessed into the front bumper, one (1) each side in the outboard position on the flat portion of the bumper.

SIREN SPEAKER

The Cast Products siren speaker shall have a bright finish.

Q2B MECHANICAL SIREN

The front bumper shall include an electro-mechanical Federal Q2B™ siren which is streamlined, chrome-plated and produces 123 decibels at 10-feet. The siren measures 10.50 inches wide x 10.00 inches high x 14.00 inches deep.

The siren shall include a pedestal mount to surface mount on top of the gravel shield on the left (driver's) side.

Q2B MECHANICAL SIREN

The FEDERAL Q2B mechanical siren shall have a bright chrome finish.

MASTER WARNING LIGHT CONTROL

To eliminate inadvertent operation the mechanical siren shall be operable only when the Master Warning Light switch is in the "ON" position and the parking brake is released.

SIREN BRAKE SWITCH

A momentary switch shall be provided in the driver's switch panel for operation of the siren brake.

A second momentary switch shall be provided in easy reach of the officer for operation of the siren brake.

Each switch shall be labeled "SIREN BRAKE".

SIREN CONTROL SWITCHES

One (1) foot switch for the siren shall be provided on the left side of the driver's side cab floor and one (1) on the right side of the officer's side cab floor.

ONBOARD ELECTRONIC OPERATION AND MAINTENANCE MANUAL

There shall be a patented USB storage drive provided and installed in the vehicle cab to provide in-cab access to electronic copies of the Vehicle Operation and Maintenance Manuals with a cable and laptop.

The following information shall be accessible through the in-cab electronic Vehicle Operations Manual (eVom^{TM} - U.S. Patent 11,580,046).

- Operator's Manual
- Construction Bill of Material Parts List
- Water Tank Certification, if applicable
- Pump Certification, if applicable
- Pump Test Certification, if applicable

Electrical System:

- Complete wiring schematics for the vehicle.
- Diagrams of the vehicle showing the wiring harness routing within the vehicle. Each of these diagrams shall include the connectors between the harnesses that provide a hyperlink to a drawing of the actual connector where pin functions can be examined.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the connectors for pin designations and to the vehicle drawings for harness location within the vehicle.

- As built wiring information

Air System:

- Complete air system schematics for the vehicle.
- Diagrams of the vehicle showing the air tubing routing within the vehicle.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the tanks and valves and to the vehicle drawings for exact location within the vehicle.

ELECTRONIC & HARD COPY OPERATOR'S MANUAL

The manufacturer shall supply additional copies of the apparatus manuals. One (1) USB drive and one (1) hard copy Operator's Manual w/Parts List.

The following information will be included:

- Operator's Manual
- Construction Bill of Material Parts List
- Water Tank Certification, if applicable
- Pump Certification, if applicable
- Pump Test Certification, if applicable

Electrical System:

- Complete wiring schematics for the vehicle.
- Diagrams of the vehicle showing the wiring harness routing within the vehicle. Each of these diagrams shall include the connectors between the harnesses that provide a hyperlink to a drawing of the actual connector where pin functions can be examined.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the connectors for pin designations and to the vehicle drawings for harness location within the vehicle.
- As built wiring information

Air System:

- Complete air system schematics for the vehicle.
- Diagrams of the vehicle showing the air tubing routing within the vehicle.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the tanks and valves and to the vehicle drawings for exact location within the vehicle.

FIRE APPARATUS SAFETY GUIDE

Pursuant to NFPA 1901, 2016 edition, 40.20.2.3 (20) one (1) copy of the latest edition of FAMA's Fire Apparatus Safety Guide shall be supplied with the apparatus.

PUMP MODULE CONSTRUCTION - HALE MODULE

The pump module shall be a self-supported structure mounted independently from the body and chassis cab. The pump module shall be constructed entirely of extrusions and aluminum plate.

The framework shall be formed from beveled aluminum alloy extrusions and shall be electrically seam welded at each joint using 5356 aluminum alloy welding wire. The main framework is to be 3.00 inch x 3.00 inch x 0.18 inch, or 3.00 inch x 1.5 inch webbed 0.25 inch, 6063-T5 aluminum extrusion.

The pump module design must allow normal frame deflection through isolation mounts without imposing stress on the pump module structure or side running boards. The pump module shall consist of a welded framework, properly braced to withstand chassis frame flexing.

The pump module support shall be bolted to the frame rails of the chassis.

HALE MODULE WARRANTY

A standard 5-year warranty (Parts and Labor for the first two years and parts only years 3 - 5) will be provided by the pump module manufacturer, Hale products Inc.

RUNNING BOARDS

The pump module running boards shall be made of structural framework.

The running boards shall be independent of the apparatus body and shall be integrated to the pump module structure only.

STEP SURFACE

All materials used for exterior surfaces designated as stepping, standing, and walking areas, and all interior steps meet or exceed the minimum slip resistance in any orientation of 0.68 when tested wet using the English XL tester in accordance with the manufacturer's instructions, as well as NFPA 1900 current edition.

RUNNING BOARDS - BRIGHT FINISH

The running boards shall have a bright finish.

PUMP COMPARTMENT DUNNAGE

There shall be a dunnage compartment furnished on top of the pump module. The dunnage area shall be as large as possible.

DUNNAGE COMPARTMENT GRAB HANDLES

Two (2) extruded aluminum grab handles shall be provided and installed, one (1) on each side of the pump compartment module. The grab handles shall be mounted on the side of the dunnage compartment just below the top edge mounted horizontally to provide easy access to the dunnage compartment.
Molded rubber gaskets shall be installed under each grab handle to protect the surface of the dunnage compartment.

GRAB HANDLES - BRIGHT FINISH

The grab handles shall have a bright finish with chrome stanchions.

PUMP COMPARTMENT WORK LIGHT

The pump compartment shall have one (1) white LED strip light inside the pump compartment to provide illumination of the pump compartment.

The work light shall be activated with the parking brake.

LEFT SIDE PUMP CONTROL PANEL

All pump controls and gauges shall be located at the left (street) side of the apparatus and integrated to the pump compartment and properly identified. The layout of the pump control panel shall be ergonomically efficient and systematically organized.

The pump operator's panel shall be horizontally hinged along the bottom edge and secured with two (2) push button latches.

The lower panel shall also be mechanically fastened and will contain all inlets and outlets specified with the drains located on lower on the panel.

RIGHT SIDE PANEL

There shall be two (2) panels on the right side of the pump compartment. The upper access panel shall be vertically hinged along the forward edge and secured with push button latches. The lower panel shall be mechanically fastened and contain the right-side inlets and outlets specified with the drains located lower on the panel.

PUMP PANEL FINISH

The pump panels shall be fabricated of 14-gauge stainless steel and shall have a brushed finish.

VALVE CONTROLS

Unless specified otherwise, the discharge valves shall be controlled with a side mount push-pull valve control assembly.

All push-pull valve controls shall have quarter turn locking control rods with chrome plated zinc tee handles. The guides for the push-pull control rods shall be chrome plated zinc castings securely mounted to the pump panel. Push-pull valve controls shall be capable of locking in any position. The control rods shall pull straight out of the panel and shall be equipped with universal joints to eliminate binding.

The handles shall be of an ergonomic design with a recessed area for a color-coded name plate.

PUMP PANEL IDENTIFICATION TAGS

All discharges and intakes shall have plastic color-coded Innovative Controls identification tags, with each having its own unique color.

Color-coding shall include the labeling of the inlet, outlet, and the corresponding drain for each.

FRONT PUMP COMPARTMENT PANEL

A single piece aluminum diamond plate panel shall be provided and fastened to the front of the pump module.

PUMP COMPARTMENT WIDTH

The width of the pump compartment (front to back) shall be 42.00 inches.

PUMP COMPARTMENT WIDTH (PANEL TO PANEL)

The width of the pump compartment (side panel to side panel) shall be 72.00 inches.

PUMP PANEL LIGHTING

A single full length OnScene LED strip light shall be installed under a formed stainless steel light hood on each side of the pump compartment. The lights shall provide illumination per NFPA specifications to ensure safe operations at night.

PUMP PANEL LIGHTING ACTIVATION

All pump panel lighting shall be activated when the park brake is applied.

PRESSURE GOVERNOR AND MONITORING DISPLAY

The apparatus shall be equipped with the Class1 Total Pressure Governor (TPG) System. The TPG Pressure Governor System is a J1939 CAN based pressure governing system that consists of a display, pressure transducers and associated wiring.

The Total Pressure Governor (TPG) is an SAE J1939 Controller Area Network (CAN) device that controls engine speed using data communications directly to the engine ECU or with an analog control signal. The governor is able to monitor engine RPM and other pertinent data directly from the engine ECU. Engine information is available directly so that NFPA required instrumentation is delivered through a single unit saving panel space and delivering engine specific warnings as determined by each engine manufacturer.

The controller is 4.44 inches wide by 6.00 inches high x 2.25 inches deep. It has easy-to-read alphanumeric displays and programmable presets with an integrated alarm out-put to provide a warning whenever anything is out of parameters.
The following parameters shall be visible:
Engine Oil Pressure
Engine Coolant Temperature
System Voltage
Engine RPM
Pump Hours

MASTER GAUGES

Class 1 4.50 inch (100 mm) gauges shall be provided and installed for the master intake and master discharge gauges at the pump operator's panel.

The gauges are interlube filled with a patented Sub-Z II freeze-proof isolator. The stem and bourdon tube are filled and sealed with a low temperature liquid to prevent water entering and prevents freezing and damage to the gauge. The interlube fill eliminates fogged lenses, rust and corrosion.

GAUGE SCALE

The master intake gauge shall be marked for a reading from -30 to 400 PSI and the master discharge shall be marked for reading a discharge pressure of 0 to 400 PSI.

GAUGE FACE COLOR

Each gauge shall have black markings on a white face.

The master intake gauge shall be labeled 'INTAKE'.

The master discharge gauge shall be labeled 'DISCHARGE'.

PUMP TEST PORTS

There shall be port connections for pressure and vacuum provided at the pump operator's panel. One (1) shall be connected to the intake side of the pump, and the other to the discharge side of the pump.

DISCHARGE GAUGES

Class 1 discharges gauge shall be provided and installed for reading the pressure of each discharge greater than 1.50 inches (38 mm) in diameter, unless otherwise specified, at the pump operator's panel. The gauges shall be 2.50 inches in diameter.

The gauges are interlube filled with a patented Sub-Z II freeze-proof isolator. The stem and bourdon tube are filled and sealed with a low temperature liquid to prevent water entering and prevents freezing and damage to the gauge. The interlube fill eliminates fogged lenses, rust, and corrosion.

GAUGE SCALE

Each shall be marked for a reading from 0 to 400 PSI.

GAUGE FACE COLOR

Each gauge shall have black markings on a white face.

WATER TANK INDICATOR

The apparatus shall be equipped with a Class1 “ITL-40” Tank Level Gauge for indicating water level at the operator's panel. The tank level gauge shall indicate the liquid level or volume on an easy-to-read multi-color LED display and show increments of 1/8 of a tank.

The tank level gauge system shall include:

1) A pressure transducer that is mounted on the outside of the tank in an easily accessible area.
2) A super bright LED display viewable from 180 degrees with a visual indication at nine (9) accurate levels.

3) A set of weather resistant connectors to connect to the digital display, to the pressure transducer and to the apparatus power.
4) The system shall include the ability to display “text messages”

The system shall include built-in diagnostic capabilities.

FACE PLATE - BLUE

A blue face plate shall be provided for the gauge.

SMART ROCKER SWITCH PANEL

There shall be a Class One Smart Rocker Switch Bank panel, containing four (4) switches provided and installed at the pump operator's panel. The switch panel shall be used to control lights and other accessories.

The switches shall be waterproof, backlit rocker type, with the specific function laser engraved on the switch face.

The switch functions will be detailed in the specifications with the individual components.

AIR HORN ACTIVATION SWITCH

A red switch shall be located in the first position of the Smart Switch bank panel to activate the chassis air horn.

The switch shall be a momentary rocker switch with a cover and shall be supplied with the proper identification label.

MIDSHIP PUMP

The pump shall be a Hale Q-Max model, single stage midship pump. The pump shall have a capacity of 1500 gallons per minute, measured in US gallons.

PUMP CONSTRUCTION AND ASSEMBLY

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA 1901. 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 (207 MPa). All metal 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 horizontally split on a single plane in two sections for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in chassis. The pump shall have one double suction impeller. The pump body shall have two opposed discharge volute cutwaters to eliminate radial unbalance.

Pump shaft to be rigidly supported by three bearings for minimum deflection. One high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the gearbox). The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure balanced to exclude

foreign material. The remaining bearings shall be heavy duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined and individually balanced. The vanes of the impeller intake eyes shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wraparound double labyrinth design for maximum efficiency. No exceptions.

The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel to be super finished under packing with galvanic corrosion (zinc foil separators in packing) protection for longer shaft life. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

Gearbox – G Gearbox

Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of drive through torque of the engine system. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine.

All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated 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 to eliminate all possible end thrust. (No exceptions.)

The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.

If the gearbox is equipped with a power shift, the shifting mechanism shall be a heat treated, hard anodized aluminum power cylinder, with stainless steel shaft. An in-cab control for rapid shift shall be provided that locks in road or pump.

FIRE PUMP WARRANTY

A standard 5 year warranty (Parts and Labor for the first two years and parts only years 3 - 5) will be provided by the pump manufacturer, Hale products Inc.

ALTITUDE REQUIREMENTS

The apparatus shall be designed to meet the specified rating at 0 to 2000 feet altitude.

AIR PRIMER SYSTEM

The priming system shall be a Trident Emergency Products compressed air powered high efficiency, multi-stage, venturi based Air Prime System. A single panel mounted control will activate the priming pump and open the priming valve to the pump. The primer shall be a three (3) -barrel design.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction.

The priming components shall be mounted above the highest priming point on the suction side of the pump to permit air removal and allow for drainage. The primer shall also automatically drain when the panel control actuator is not in operation. The inlet side of the primer shall include a brass ‘wye’ type strainer with removable stainless steel fine mesh strainer to prevent entry of debris into the primer body.

Performance, Safety, and NFPA Compliance

The priming system shall be capable to a vertical lift to 22 inches of mercury and shall be fully compliant to applicable NFPA standards for vertical lift. The system shall create vacuum by using air from the chassis air brake system through a three-barrel multi-stage internal “venturi nozzles” within the primer body. The noise level during operation of the primer shall not exceed 75 Db.

Air Flow Requirements

The primer shall require a minimum of 15.6 cubic foot per minute air compressor and shall be capable of meeting drafting requirements at high idle engine speed. The air supply shall be from a chassis supplied ‘protected’ air storage tank with a pressure protection valve. The air supply line shall have a pressure protection valve set between 70 to 80 PSIG.

PRIMER CONTROL

A cutout at the pump panel shall be provided for the apparatus manufacture to install the primer control.

The primer control shall have a manually operated, panel mounted “push to prime” air valve; which will direct air pressure from the air brake storage tank to the primer body. To prevent freezing, no water shall flow to and from the panel control.

The control shall actuate the primer valve of the main pump body and shall be at the operator's panel.

NO Additional Primer Controls Available

WARRANTY

The primer shall be covered by a five (5) year parts warranty by Trident.

ELECTRIC OVER AIR PUMP SHIFT

The pump shift shall be electric over air operated and shall incorporate an electric switch in the cab and a MAC valve on the chassis to operate the pump transmission from road to pump.

The pump shift switch shall be mounted in the cab and identified as "PUMP SHIFT" and shall include instructions permanently inscribed on the pump shift switch plate. The in-cab switch shall be an electric locking lever style switch that has a spring-loaded locking collar that locks in "Road" or "Pump" mode.

The pump shift control assembly shall incorporate an indicating light system. There shall be two (2) lights adjacent to the pump shift control panel in the cab to show the position of the pump when the control is moved to "Pump" position. One (1) indicator light shall notify the operator when the shift has been completed to PUMP, labeled as "PUMP ENGAGED". The second indicator light in the cab will notify the operator when the chassis transmission is in correct pumping gear, labeled as "OK TO PUMP".

A third LED indicator light for throttle ready shall be provided adjacent to the throttle control at the pump operator's panel to indicate when the required interlock conditions are met to begin pump operations.

MECHANICAL SEAL

The fire pump shall be provided with a mechanical pump seal. One (1) is required on the suction, inboard, side of the pump. The mechanical seal shall be 2.00 inches in diameter and shall be spring loaded, maintenance free and self-adjusting.

Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber boot, and a tungsten carbide seat with Teflon backup seal.

ANODE SYSTEM

To reduce the effect of galvanic action the pump shall be equipped with one (1) alloy anode. One (1) anode is to be installed on the inlet (suction) side of the system.

THERMAL PROTECTION

The pump shall be equipped with a TRV-120-L, thermal protection device, which monitors the water temperature of the pump and relieves water when the temperature inside the pump exceeds the preset value of the relief valve (120 degrees F / 49 degrees C).

The TRV-L shall automatically dump a controlled amount of water to the atmosphere when the pump water temperature exceeds the preset value. The valve shall automatically close when the water temperature cools to below the preset value.

A warning light shall be installed on the pump panel to alert the operator that the relief valve is open.

INTAKE PRESSURE RELIEF VALVE

There shall be one (1) Class 1 stainless steel suction relief valve provided on the pump system.

The valve shall terminate in 2.50 inch NST threads.

PUMP COOLING LINE

A 3/8" cooling line shall be installed to recirculate water from the pump back through the pump transfer case, to cool the pump during prolonged pumping operations.

The cooling line shall be controlled at the operator's position with a Class 1 valve.

HEAT EXCHANGER DISCHARGE

A gated discharge line shall be installed to provide water from the fire pump to the chassis supplied heat exchanger to assist in engine cooling during pumping operations.

The heat exchanger line shall be controlled at the pump operator's panel with an in-line ball valve.

MASTER DRAIN

The apparatus shall be equipped with a Manual Master Pump Drain for draining of the lower pump cavities, volute and selected water-carrying lines and accessories. The all brass and stainless steel construction allows for operation up to 600 psi.

LEFT SIDE STEAMER INLET

There shall be one (1) 6.00 inch steamer inlet furnished on the left side pump panel. The suction inlet shall have National Standard Threads (NST) and include a removable strainer provided inside the external inlet.

LARGE DIAMETER CAP

A 6.00 inch NH chrome plated cap with long handles shall be installed on the steamer inlet. The cap shall be hydrostatically tested to 700 psi.

The cap shall include the apparatus manufacturer's logo in the center of the cap.

RIGHT SIDE STEAMER INLET

There shall be one (1) 6.00 inch steamer inlet furnished on the right side pump panel. The suction inlet shall have National Standard Threads (NST) and include a removable strainer provided inside the external inlet.

LARGE DIAMETER CAP

A 6.00 inch NH chrome plated cap with long handles shall be installed on the steamer inlet. The cap shall be hydrostatically tested to 700 psi.

The cap shall include the apparatus manufacturer's logo in the center of the cap.

DRAIN VALVES

A Class 1 quarter-turn drain valve with chrome plated tee handle shall be provided for each required discharge and gated intake.

Each drain valve shall be connected to the valve with a flexible hose that is routed in such a manner as to assure complete drainage to below the apparatus.

The handles shall be of an ergonomic design with a recessed area for a color-coded name plate.

LEFT SIDE INLET

There shall be one (1) gated suction inlet installed on the left side of the apparatus with the following specified components.

INLET VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

INLET LOCATION

The inlet shall be located on the pump panel in the forward position to the pump steamer inlet.

INTAKE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

INTAKE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST swivel female straight adapter with screen that extends through the pump panel.

One (1) 2.50 inch (65 mm) chrome plated rocker lug plug, secured by a chain.

LEFT SIDE INLET

There shall be one (1) gated suction inlet installed on the left side of the apparatus with the following specified components.

INLET VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

INLET LOCATION

The inlet shall be located on the pump panel in the forward position to the pump steamer inlet.

INTAKE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

INTAKE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST swivel female straight adapter with screen that extends through the pump panel.
One (1) 2.50 inch (65 mm) chrome plated rocker lug plug, secured by a chain.

LEFT SIDE DISCHARGE #1

There shall be one (1) discharge installed on the left side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the forward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

LEFT SIDE DISCHARGE #2

There shall be one (1) discharge installed on the left side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the rearward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

RIGHT SIDE DISCHARGE #3

There shall be one (1) discharge installed on the right side of the apparatus with the following specified components.

DISCHARGE VALVE

A 3.00 inch (77 mm) Akron Brass slo-cloz swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the forward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 3.00 inch (77 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 3.00 inch (77 mm) NST male 30-degree elbow.

One (1) 3.00 inch (77 mm) chrome rocker lug cap with lug vent, secured by a chain.

RIGHT SIDE DISCHARGE #4

There shall be one (1) discharge installed on the right side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the rearward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

LEFT REAR DISCHARGE

There shall be one (1) discharge installed on the left rear of the apparatus below the hosebed with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

REAR DISCHARGE WATER TANK SLEEVE

The water tank shall be provided with one (1) 4.00 inch sleeve from the front of the tank to the rear of the tank for the rear discharge plumbing.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) chrome plated 30-degree elbow.

One (1) 2.50 inch (65 mm) rocker lug cap with lug vent, secured by a chain.

RIGHT REAR DISCHARGE

There shall be one (1) discharge installed on the right rear of the apparatus below the hosebed with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

REAR DISCHARGE WATER TANK SLEEVE

The water tank shall be provided with one (1) 4.00 inch sleeve from the front of the tank to the rear of the tank for the rear discharge plumbing.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) chrome plated 30-degree elbow.

One (1) 2.50 inch (65 mm) rocker lug cap with lug vent, secured by a chain.

DELUGE WATERWAY

There shall be one (1) deluge waterway installed above the pump on the apparatus with the following components.

DISCHARGE VALVE

A 3.00 inch (77 mm) Akron Brass slo-cloz swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DELUGE PLUMBING

The deluge waterway shall consist of 3.00 inch (77 mm) diameter stainless steel piping up through the pump compartment.

DELUGE WATERWAY TERMINATION

The deluge piping shall terminate with an NPT male thread.

A schedule 40 PVC cap plug is to be provided on the end of the piping to protect the threads and to allow for future installation of a deck gun monitor.

DOUBLE CROSSLAY HOSEBED

Two (2) crosslay hosebeds shall be located on top of the pump compartment in the forward location directly behind the chassis cab.

Each storage area shall be provided with dimensions of 7.50 inches wide x 17.00 inches high.

CROSSLAY DIVIDER

A crosslay divider shall be provided centered between the crosslays. The divider shall be fabricated of aluminum and mounted on a base T-extrusion that provides lower support the full length of the divider.

1 3/4" CROSSLAY

One (1) double stack crosslay with the following specified components shall be provided for up to 200 feet (60 m) of 1.75 inch (44.4 mm) hose.

DISCHARGE VALVE

A 2.00 inch (50 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.00 inch (50 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 1.50 inch (38 mm) NST 90-degree swivel located in the hosebed.

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DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 1.50 inch (38 mm) NST 90-degree swivel located in the hosebed.

CROSSLAY COVER

A .125 inch polished aluminum treadplate hinged cover shall be provided over the crosslay beds, complete with full-length stainless steel piano hinge. Stops shall be provided to protect cab or other adjacent body components.

The hinge shall be located on the forward section of the cover, closest to the chassis cab.

CROSSLAY HOSEBED COVER-BRIGHT FINISH

The crosslay hosebed over shall have a bright finish.

CROSSLAY END FLAPS COLOR

The vinyl crosslay end flaps shall be Midnight Black in color.
Each flap shall be weighted and shall have a means of securing the flap to meet the requirements of NFPA.

TANK RE-FILL LINE

One (1) 2.00 inch (51 mm) tank fill/recirculating line shall be installed from the pump directly to the booster tank plumbed with stainless steel plumbing and flexible Victaulic couplings.

The tank re-fill line shall be provided with the following specified components:

TANK FILL VALVE

A 2.00 inch (50 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

TANK TO PUMP LINE

The connection between the tank and the pump shall be capable of the flow recommendations as set forth in (NFPA) 1901, Standard for Automotive Fire Apparatus, latest revision and shall be tested to those standards when the pump is being certified.

The tank to pump line shall run from the pump to the front face of the water tank and down into the tank sump. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing.

The tank to pump shall be provided with the following specified components:

TANK TO PUMP PLUMBING

The tank to pump line shall be 3.00 inch I.D. piping.

TANK TO PUMP VALVE

A 3.00 inch (77 mm) Akron Brass full-flow valve with a stainless steel ball.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

FOAM TANK

A thirty (30) gallon polypropylene foam concentrate tank shall be provided. The foam tank shall have an anti-foaming fill stack and removable screen located in an accessible area. The foam tank fill tower shall be equipped with a latch, pressure/vacuum vent and have a sealed airtight cover.

The foam tank shall be plumbed to the on board foam system.

The following labels shall be attached to the foam tank:

"CLASS A (or B) FOAM TANK FILL"
"WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM"

FOAM TANK LOCATION

The foam tank shall be integral with the booster water tank provided with a color coded decal provided on the foam fill tower to identify the fill tower as foam.

FOAM TANK DRAIN

There shall be a 1.00 inch (25.4 mm) quarter turn drain valve installed at the lowest point to drain the foam tank. The foam tank shall drain directly to the surface below the apparatus without contacting other body or chassis components.

The drain line shall be labeled.

APPARATUS BODY DESIGN AND CONSTRUCTION

The apparatus body shall be built of stainless steel and shall be designed exclusively for Fire Service use. All metal work shall be free of sharp edges, objects or corners. No exceptions are allowed to this requirement.

The body design shall be fully tested with proven engineering and test techniques such as finite element analysis, stress coating, and strain gauging. Engineering and test techniques shall have been performed with special attention given to fatigue life and structural integrity of compartments and body support system.

The apparatus body shall be designed with the use of parametric modeling engineering software to ensure proper design of panel cuts and alignment of holes in mating parts. The entire apparatus body shall be a precision laser machined, bolted construction, properly reinforced with integral flanges eliminating the need for additional structural shapes. Hose body fabrications shall be free of all internal projections which might injure personnel or fire hose.

MODULAR BODY REQUIREMENTS

The body shall be completely modular in design allowing transfer of body components to a new chassis in the event of an accident or wear. Body components shall be removable from chassis without cutting or bending. The modular design shall also facilitate ease of repair or replacement of major or minor body parts. The mounting of the apparatus body shall be separate and distinct from the water tank mounting and the pump compartment mounting.

All body panels are to be laser machined on a CAM controlled laser to ensure accuracy (+/- .010"). This shall greatly enhance assembly and matching of repair parts. The body compartment floors, rear walls and roof areas shall be constructed of 12-gauge austenitic stainless steel. The vertical front and rear walls are designed with 14-gauge stainless steel. These front and rear walls are designed as a structural beam with the inclusion of the design encompassing a front an rear design that allows for installation of telescoping lights.

Interior and unexposed stainless-steel panels shall be #4B finish to eliminate the need for high maintenance painted surfaces in the compartments. All exterior stainless-steel panels shall have #4B finish.

The entire body shall be fabricated using precision holding fixtures to ensure accurate dimensions. Body front and rear vertical flanges shall be triple broken, providing a mounting area for rear handrails. Major body components shall consist of right and left body sides, and rear facing compartments.

The front and rear vertical corners of the apparatus body shall be recessed to provide a mounting area for vertical handrails and telescoping light poles.

COMPARTMENT ROOF CONSTRUCTION

Each compartment top shall have a bolt in 12-gauge stainless roof section for supporting roof loads of up to 500 pounds per square foot without permanent roof deformation. The stainless roof sections shall attach

the compartment rear wall and compartment vertical sides through a fastened joint creating a full perimeter compartment attachment of the stainless roof section.

COMPARTMENT DESIGN AND CONSTRUCTION

All compartments shall be manufactured from 12-gauge stainless steel with the vertical front and rear corner walls from 14-gauge, shall be of sweep out design and shall be bolted together. Stainless recessed round head bolts and stainless aircraft style "ESNA" nuts shall be applied with proper torque rating for each fastener. This type of construction shall greatly enhance the strength and ease of parts replacement in the event of damage and future modifications. Wherever possible, body bolts shall be hidden from plain view for appearance and ease of apparatus cleaning.

BODY MOUNTING SYSTEM

The front body support system shall be an integral design with .25 inch thick steel deep section cross member across the top of the chassis frame. The deep section cross member shall be attached to the right side and the left side lower front compartment weldments with eight (8) grade 8; 3/8 inch diameter bolts on each side of the apparatus. The front cross member shall be attached to the chassis by means of an elastomer spring mounting system with limited travel.

The lower portion of this spring mounting system shall be an integral part of the pump compartment frame mounting system. This design allows for maximum chassis flexing without undue stress transfer to the apparatus body.

The right and left side rear compartments shall be attached to a stainless-steel rear body support. The stainless-steel support shall be attached to the chassis frame extensions by means of an elastomer spring mounting system to form a modular integral body support system.

The apparatus body shall not rest upon the chassis truck rails and must be separated entirely from the steel frame of the chassis to prevent galvanic action.

Loose fitting U-bolt body mounting systems are not acceptable due to the likeliness of the apparatus body shifting or becoming detached from the chassis upon rear end impact.

REAR CHASSIS FRAME EXTENSIONS

There shall be a rear chassis drop frame extension to provide frame support for the rear of the apparatus body. This extension is to be bolted to the truck chassis as an integral part of the truck frame assembly and is to include rear tow eyes, crossmember and tailboard reinforcement.

The rear chassis frame extension system shall consist of a interwoven dual .625 inch thick steel drop frame extensions with a transverse 4.00 inch x 3.00 inch x .375 inch thick structural channel, and dual laminated .188 inch thick rear compartment and tailboard support tapered angles on each side of apparatus.

The rear frame extension shall be bolted to the chassis frame utilizing Grade 8 bolts and Grade C locknuts with hardened washers. For ease in replacement of damaged components in an accident there shall be no welding of components to the chassis frame.
Two (2) tow eyes with an eye diameter of not less than 3.50 inches shall be attached directly to the chassis frame extensions. The tow eyes shall be fabricated of .625" thick steel.

REAR TOW EYES

Two (2) tow eyes with an eye diameter of not less than 3.50 inches shall be attached directly to the chassis frame extensions. The tow eyes shall be fabricated of .625" thick steel.

REAR FRAME EXTENSION FINISH

The rear frame extension and rear floor body mounting pads shall be hot dip galvanized for corrosion resistance.

FASTENER FINISH

Attachment fasteners for the frame extension to the main frame rails to the main frame cross-members shall be Zinc plated to reduce the effect of harsh road chemicals.

20 YEAR TANK FRAME EXTENSION CORROSION WARRANTY

The galvanized parts shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

COMPARTMENT INTERIOR FINISH

For better interior visibility, to reflect light better, ease of maintenance and prevent the masking of poor welds and questionable workmanship the interior of the body compartments shall remain uncoated.

STAINLESS STEEL APPARATUS BODY PAINTED

The following apparatus body components shall be painted job color.

The rear wheel fender panels.

The exterior surface of the hosebed side walls.

The exterior surface of the hosebed front wall.

EXTERIOR COMPARTMENT ROOF FINISH

The exterior top of the body compartments shall be brushed stainless steel material.

There shall be a label on each surface that shall state 'Not a Stepping Surface'.

COMPARTMENT VENTILATION

Each compartment shall be provided with a laser cut louver to provide adequate ventilation.

VENT FILTRATION

There shall be filters provided for compartments L1, L3, R1 and R3. The protective louver covering the filter shall be removable to allow for filter changing.

The filter shall be 100% virgin nylon fiber in an open web design that is USDA approved. The filter shall be chemically treated with Dimethyl Benzyl Ammonium Saccharinate to aid in the reduction of bacteria and fungi.

BODY STRUCTURE WIDTH

The width of the apparatus body from the outside of the left compartments to the outside of the right compartments shall be 100.00 inches (2.54 m) excluding any attached peripherals such as rub rails, fenderettes, grab handles, etc.

COMPARTMENTATION

The following compartments shall be supplied on the apparatus:

FORWARD OF WHEEL WELL - L1

There shall be one (1) full height and full depth compartment ahead of the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 56.00 inches wide x 63.00 inches high x 24.00 inches deep.

ABOVE WHEEL WELL - L2

There shall be one (1) high side compartment centered over the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 52.00 inches wide x 33.00 inches high x 24.00 inches deep.

REAR OF WHEEL WELL - L3

There shall be one (1) full height and full depth compartment behind the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 51.00 inches wide x 63.00 inches high x 24.00 inches deep.

Due to the rear body inset above the tailboard, the interior right rear corner of the compartment shall have a notch that extends from the floor to the ceiling that is 5.50 inches wide x 12.00 inches deep. This notch shall reduce the storage capacity of the compartment with a usable width of 45.50 inches to the notch.

FORWARD OF WHEEL WELL - R1

There shall be one (1) full height and split depth compartment ahead of the rear wheels on the right side of the apparatus.

It shall have approximate dimensions of 56.00 inches wide x 33.00 inches high x 12.00 inches deep in the upper section and 30.00 inches high x 24.00 inches deep in the lower section.

ABOVE WHEEL WELL - R2

There shall be one (1) high side compartment centered over the rear wheels on the right side of the apparatus.
It shall have approximate dimensions of 52.00 inches wide x 33.00 inches high x 12.00 inches.

REAR OF WHEEL WELL - R3

There shall be one (1) full height and split depth compartment behind the rear wheels on the right side of the apparatus.

It shall have approximate dimensions of 51.00 inches wide x 33.00 inches high x 12.00 inches deep in the upper section and 30.00 inches high x 24.00 inches deep in the lower section.

Due to the rear body inset above the tailboard, the interior left rear corner of the compartment shall have a notch that extends from the floor to the ceiling that is 5.50 inches wide x 12.00 inches deep. This notch shall reduce the storage capacity of the compartment with a usable width of 45.50 inches to the notch.

BODY SIDE CAPACITIES

The total compartment volume capacity of the body exterior compartments shall be 198 cubic feet.

BODY LENGTH

The apparatus body module shall have an overall length of 164.00 inches, excluding rear tailboard.

SIDE COMPARTMENT DOOR CONSTRUCTION

All horizontal and vertical side compartment doors shall be non-locking roll-up style doors.

R·O·M ROLL-UP DOOR

A R•O•M Corporation Series IV roll-up shutter doors shall be installed for each body compartment specified with a roll-up door. Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum.

Shutter slats shall feature a double wall extrusion 0.315 inches thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slats must have interlocking joints with an inverted locking flange. Slat inner seal shall be a one piece PVC extrusion; seal design shall be such to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

Shutter door track shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door track shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

Shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. Finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. Bottom rail shall have a smooth contoured interior surface to prevent loose equipment from jamming the shutter door. Bottom rail seal shall be made from Santoprene; it will be a double “V” seal to prevent water and debris from entering compartment. Bottom rail lift bar shall be a one piece “D” shaped aluminum extrusion with linear striations to improve operator grip during operation. Lift bar shall have a wall thickness of 0.125 inches. Lift bar shall be supported by no less than two pivot blocks; pivot blocks shall be constructed from Type 66 Glass filled reinforced nylon for superior strength. Bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.
Shutter door shall have an enclosed counterbalance system. Counterbalance system shall be 4.00 inches in diameter and held in place by 2 heavy duty 18 gauge zinc plated plates. Counterbalance system shall have 2 over-molded rubber guide wheels to provide a smooth transition from vertical track to counterbalance system.

SIDE COMPARTMENT DOOR PAINT FINISH

The side compartment roll-up doors shall be a painted finish with body job color.

ROLL-UP DOOR TRACK & TRIM - PAINT FINISH

The track and trim for each roll-up door specified shall be painted finish to match the door shutters.

DOOR OPEN INDICATOR

Each roll-up door shall have an integral door open indicator magnet in the lift bar.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR CENTER COMPARTMENT

There shall be one (1) full height compartment, RR1, located at the rear of the apparatus below the hosebed access area.

It shall have approximate dimensions of 48.00 inches wide x 62.00 inches high x 22.00 inches deep.

REAR CENTER COMPARTMENT CAPACITY

The total compartment volume capacity of the body exterior rear center compartment (RR1) shall be 38.5 cubic feet.

REAR CENTER COMPARTMENT DOOR CONSTRUCTION

The rear center compartment door shall be non-locking roll-up style door.

REAR COMPARTMENT DOOR SATIN ANODIZED FINISH

The rear compartment roll-up door shall be satin anodized finish.

DOOR OPEN INDICATOR

The rear roll-up door shall have an integral door open indicator magnet in the lift bar.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR BODY DIAMOND GRADE CHEVRON STRIPING

A minimum of 50 percent of the rear-facing vertical surface, visible from the rear of the apparatus, shall be equipped with diamond grade retro-reflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

The stripe shall be 6.00 inches (152.40 mm) wide alternating in colors.

REFLECTIVE STRIPE COLOR

Each stripe in the chevron shall be a single-color alternating between red (3M #983-72) and fluorescent green (3M # 983-23).

RR2 - LADDER STORAGE - ON BEAM

There shall be a ladder storage compartment provided at the rear of the apparatus on the right side of the body beside the water tank.

The ladders shall be placed into the body from the rear of the apparatus sliding into the compartment on beam. The compartment shall have approximate dimensions of 30.00 inches high x 12.00 inches wide.

This compartment shall extend from the rear of the apparatus completely through to allow the ladders to extend into the pump house for storage.

The ladder compartment shall be constructed of 12-gauge stainless steel material.

The compartment shall have storage for one (1) 24 foot two-section ladder, one (1) 14-foot roof ladder, one (1) 10 foot folding ladder, and three (3) pike poles.

LADDER COMPARTMENT DOOR

A vertically hinged door shall be provided to access the rear ladder storage compartment.

The door material shall match the rear overlay material and shall include chevron material matching the rear of the apparatus.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR COMPARTMENT DOOR LATCH

The door handle shall be a polished stainless steel non-locking "D"-ring latch with a 5-degree bend for easier grasping with a gloved hand.

It shall be installed centered on the door.

LADDER COMPLEMENT

The following ladders shall be supplied with the apparatus:

One (1) Duo-Safety 10-foot (3.0 m) aluminum attic ladder(s), model 585A.
One (1) Duo-Safety 14-foot (4.0 m) aluminum roof ladder(s) with folding hooks, model 775-A.

One (1) Duo-Safety 24-foot (7.0 m) two (2) section solid beam aluminum extension ladder(s), model 900A.

PIKE POLES

All NFPA required pike poles will be supplied and installed by the Fire Department before the truck is placed into service.

INSET REAR TAILBOARD

The rear of the apparatus body shall be inset in design with the rearmost body side compartmentation extended rearward to provide a larger door opening and increase compartment storage space.

The rear tailboard shall be fabricated of the same tubular materials as used in the apparatus body.

The tailboard shall be an independent assembly and shall be bolted to the rear body structural framing to provide body protection and a solid rear stepping platform.

The tailboard shall provide protection for the side body compartments and shall provide mounting for the rear ICC marker lights.

On the rear body surface, shall be **FAMA24** label attached that states: "DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION, DEATH OR SERIOUS INJURY MAY RESULT"



The rear tailboard and body shall be constructed such that the angle of departure shall be no less than 8 degrees at the rear of the apparatus when fully loaded (NFPA) 1901, Standard for Automotive Fire Apparatus.

REAR TAILBOARD LENGTH

The inset area of the tailboard shall be approximately 12.00 inches (305 mm) deep. The step shall be fabricated from "Laser Grip" stainless steel meeting (NFPA) 1901 step requirements.

REAR TAILBOARD - BRIGHT FINISH

The rear tailboard shall have a bright finish.

REAR WHEEL PANEL FENDER SIDE SKIRTS

There shall be stainless steel fender side skirts located in the area of the rear wheels of the body.

WHEEL WELL LINERS

The apparatus body wheel well liners shall be made from 16-gauge stainless steel and shall be rolled, die stamped and fully removable for access to suspension assembly.

The liners shall be fastened with stainless bolts and ESNA nuts to the outer fender panel.

FENDERETTES

Two (2) stainless steel fenderettes shall be provided and installed on the body rear wheel well panels, one (1) each side.

FENDERETTES - BRIGHT FINISH

The fenderettes shall have a bright finish.

REAR AXLE MUD FLAPS

There shall be two (2) black, anti-sail mud flaps provided and installed behind the rear wheels.

SCBA BOTTLE COMPARTMENTS

There shall be seven (7) SCBA bottle tube compartments provided and installed, three (3) in the left side rear wheel well area and four (4) in the right-side wheel well area.

Each compartment shall be constructed of gray roto molded storage compartment to provide SCBA scuff protection. A door seal shall be provided at the perimeter of the SCBA compartment.

The doors shall be stainless steel with a stainless finger latch.

FUEL FILL - LEFT SIDE BODY

The fuel fill shall be located in the rear fender area on the left side of the apparatus body.

The spring-loaded fuel fill door shall have "Diesel Fuel" laser cut in the face of the door. There shall be a vent line from the fuel tank to beneath the fuel cap to aid in fueling of the truck.

FUEL FILL AND SCBA DOORS - BRIGHT FINISH

The fuel fill and SCBA doors shall have a bright finish.

SCBA BOTTLE RETENTION STRAP

There shall be one (1) 1.00-inch-wide loop of red webbing installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in the event the door is not latched for travel. The loop shall be mounted, centered in the compartment and shall hang within 1.00-inch of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

TANK CAPACITY

The water tank shall be a maximum capacity of 1000 gallons (3785 liters).

WATER TANK CONSTRUCTION

The tank shall be constructed of .50-inch-thick Polypropylene & Mac226 sheet stock. This material shall be non-corrosive stress relieved thermoplastic, black in color and UV stabilized for maximum protection. The tank shall be of a special configuration and is designed to be completely independent of the body and compartments. All exterior tank joints and seems shall be extrusion welded and/or contain the Bent Edge™ and tested for maximum strength and integrity. The top of the tank is fitted with removable lifting eyes designed with a 3-to-1 safety factor to facilitate easy removal.

The transverse and longitudinal swash partitions shall be manufactured of Polypropylene & Mac226 material. 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 and meet NFPA rules. All swash partitions interlock with one another and are welded to each other as well as to the walls and floor of the tank.

TANK WARRANTY

A lifetime tank warranty will be provided by the tank manufacturer, United Plastic Fabricating (UPF).

TANK MOUNTING

A tank mounting cradle shall be provided. The tank mounting cradle shall consist of a minimum of seven (7) crossmembers and two (2) full tank length longitudinal members.

The water tank shall rest on the tank mounting subframe, and shall be insulated from the sub-frame with a 2.50 inch wide rubber insulator. The water tank shall sit cradle-mounted using four (4) corner angles of 8.00 inch x 8.00 inch x 4.00 inch x .25 inch welded directly to the tank sub-frame. The angles shall keep the tank from shifting left to right or front to rear.

The water tank is designed on the free-floating suspension principle and shall not require the use of hold downs. The water tank shall be completely removable without disturbing or dismantling the apparatus body structure.

The hosebed cross-braces shall act as water tank retainers. The water tank cradle shall be designed to be completely independent of the apparatus body to eliminate torsional stress loading in the body. No exception will be permitted to the tank mounting requirements.

TANK CRADLE FINISH

The tank cradle shall be hot dip galvanized for corrosion resistance.

20 YEAR TANK CRADLE CORROSION WARRANTY

The tank cradle shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

TANK LID & FILL TOWER

The tank shall have a combination vent and fill tower. The fill tower shall be constructed of .50 inch thick Polypropylene & Mac226 and shall be a minimum dimension of 10.00 inch x 14.00 inch outer perimeter. The tower shall have a .25 inch thick removable Polypropylene & Mac226; screen and a Polypropylene & Mac226 hinged-type cover. Inside the fill tower, there shall be a combination vent overflow pipe. The vent

overflow shall be a minimum of schedule 40 pipe with a minimum ID of 4.00 inches that is designed to run through the tank, and shall be piped behind the rear axle beneath the tank.

The tank cover shall be constructed of recessed .50 inch thick Polypropylene & Mac226, stress relieved, UV stabilized material. A minimum of two (2) lifting dowels shall be drilled and tapped to accommodate the lifting eyes.

OVERFLOW AND VENT PIPE

The fill tower shall be fitted with an integral 4.00 inch ID, Schedule 40 PVC combination overflow/vent pipe running from the fill tower through the tank to a 4,00 inch coupling flush mounted into the bottom of the tank to allow water to overflow beneath the chassis.

FILL TOWER LOCATION

The fill tower shall be located at the front of the hose bed, toward the center location side to side.

SUMP

There shall be a single sump provided with the water tank.

The sump shall be constructed of white Polypropylene & Mac226 and be located in the left front corner of the tank, unless specified otherwise. On all tanks that require a front suction, a schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. All tanks shall have an anti-swirl plate located above the dip tube.

SUMP PLUG

The sump shall have a 3.00 inch (77.00 mm) plug for use in draining and cleaning out the tank.

OUTLETS

In addition to the tank suction valve outlet located in the sump, there shall be an outlet provided for the tank fill valve. If there are any additional options selected (such as an extra tank suction or direct tank inlets), there shall be additional outlets provided to accommodate these items.

PASS-THRUS

If there are any options selected (such as rear discharges or ladder storage), there shall be pass-thru sleeves and notches provided into the tank design to accommodate these items.

BODY HOSEBED

A hosebed shall be provided with the minimum capacity as required by (NFPA) 1901, Standard for Automotive Fire apparatus.
The hosebed and walls shall be manufactured from stainless steel and shall be constructed in such a manner that will prevent damage to fire hose. The interior of the hosebed shall be free of projections such as nuts, sharp edges or brackets that may damage hose. No exceptions to this requirement are allowed.

An aluminum extrusion shall be installed over the rear opening of the hosebed to protect the body and hose from wear when loading and unloading hose. The hosebed floor shall be fitted with removable slatted, ribbed 6.00 inch heavy-duty extruded aluminum floorboards.

HOSEBED BULKHEAD

A stainless steel bulkhead shall be installed between the front of the body and the hose storage area of the hosebed creating a hosebed dunnage storage area.

The bulkhead shall be the same height and design as the hosebed side walls.

No hosebed flooring shall be provided in the space between the bulkhead and the front wall of the hosebed.

HOSE BED FLOODLIGHT

There shall be one (1) Maxxima MWL-36, 2100 Lumen LED hose bed floodlight with swivel and folding handle provided and installed at the front right corner of the hosebed.

There shall be a weather resistant switch on the light head.

HOSE BED LIGHT ACTIVATION

The hose bed light shall be activated when the park brake is set.

HOSEBED HEIGHT

The height from the top of the tailboard to the floor of the hosebed shall be approximately 63.00 inches (1600 mm).

HOSEBED RISER DEPTH

The depth of the hosebed shall be approximately 20.75 inches.

ADJUSTABLE HOSEBED DIVIDERS

One (1) adjustable hosebed dividers shall be provided and installed. Each divider shall be fabricated from .25 inch thick smooth aluminum plate, 5052-H32 alloy.

The rear end of each divider shall have a 3.00 inch radius corner and shall be sanded and deburred to prevent damage to hose.

There shall be two (2) hand hold openings provided. One (1) at the rear in a vertical position and one (1) approximately 24.00 inches in from the rear in a horizontal position at the top of the divider.

HOSE LOAD

The apparatus shall accommodate the minimum storage for hose as required by the latest edition of NFPA 1901 and the hosebed may be the primary location for this hose storage. The hosebed must provide storage for not less than 200' of 2.5" double jacketed hose, 400' of 3" double jacketed hose, and 1200-feet of 5"

hose LDH.

HOSEBED COVER

A vinyl hosebed cover shall be provided and installed that is designed to cover the entire main hosebed area. The cover shall be installed with "stretch cord type" fasteners along each side of the hosebed.

A weighted flap shall be incorporated into the rear edge of the cover.

The hosebed cover rear flap shall also include a positive locking device to meet the requirements of (NFPA) 1901.

HOSEBED VINYL COLOR

The vinyl color shall be Midnight Black.

SUCTION HOSE STORAGE

Suction hose shall be stored on a formed aluminum tray. The tray shall employ a design without fasteners or clamps to hold the suction hose in place in the tray.

Two (2) trays shall be mounted on top of the apparatus side compartments, one (1) on the left side and one (1) on the right side.

HARD SUCTION TRAY FINISH

The hard suction trays shall have a gray powder coated finish.

SUCTION HOSE

The following suction hose shall be provided with the carrier.

There shall be two (2) 10.00 foot length(s) of 6.00 inch lightweight PVC flexible suction hose(s) with long handle female end and rocker lug male end couplings provided with the above specified storage.

BARREL TYPE SUCTION STRAINER

One (1) 6.00 inch Kochek aluminum barrel type suction hose strainer(s) shall be provided with the apparatus. The strainer(s) shall include a tie off loop on the end plate.

SUCTION STRAINER CONNECTION

The strainer shall have an NH connection.

SUCTION STRAINER FINISH

The strainer shall be the standard Silvadillo powder coat finish from Kochek.

BODY RUB RAIL / LIGHTING SYSTEM

The apparatus body shall have bolt on extruded aluminum rub rails affixed to the side beneath each compartment door fore and aft of the rear wheel well panel.

Each rub rail shall be attached to the apparatus body with standoff spacers made from 1.00 inch diameter UHMW Polyethylene bar stock.

The rub rails shall be designed with integral white and red LED strip lights. The white light shall be downward facing for ground lighting and the red light shall be outward facing for additional warning lighting.

The white light shall be activated with the chassis ground lighting and the red lights shall activate as a red flashing warning light when the warning lights are active.

RUB RAILS - BRIGHT FINISH

The rub rails shall have a bright finish.

BODY COMPARTMENT LIGHTING

Two (2) Red/White ROM DuroStrip LED lights shall be provided and installed in each body compartment. The lights shall be installed vertically, one (1) light along each side of the door framing.

Each compartment door shall have an automatic compartment light switch.

There shall be a red/white color selector switch in the cab that controls the color of this lighting.

FOLDING STEPS

Innovative Control folding steps made of high strength die cast aluminum with integrated LED illumination and conforming to current (NFPA) 1901 step requirements shall be provided and installed on the apparatus as specified.

The steps shall be mounted with no more than 18.00 inches between each approved step area.

FOLDING STEP LIGHT ACTIVATION

The folding step lighting shall be activated when the park brake is set.

FOLDING STEPS - BRIGHT FINISH

The folding step(s) shall have a bright finish.

STEP LOCATION

Three (3) folding steps shall be installed on the left forward vertical wall of the front compartment.

STEP LOCATION

One (1) folding step shall be installed on the left rear vertical face of the body.

STEP LOCATION

Three (3) folding steps shall be installed on the right forward vertical wall of the front compartment.

INTERMEDIATE REAR FIXED STEPS - LOWER AND MID

There shall be four (4) rear corner intermediate fixed steps, two (2) each side, provided and installed adjacent to the rear compartment. The steps shall be positioned in the lower and mid positions above the rear tailboard.

The steps shall be no less than 8.00 inches in depth and fabricated of "Laser Grip" stainless steel to meet (NFPA) 1901 step requirements.

REAR INTERMEDIATE STEP - BRIGHT FINISH

The rear intermediate step(s) shall have a bright finish.

REAR INTERMEDIATE STEP LIGHTING

There shall be an LED strip light with integral guard provided and installed with each fixed step at the rear of the apparatus to provide lighting to the lower and mid position steps.

STEP LIGHT ACTIVATION

The step light shall be activated when the park brake is set.

REAR HANDRAILS

Three (3) extruded aluminum handrails shall be supplied and installed at the rear of the apparatus body.

There shall be two (2) 24.00 inch long vertical handrails installed, one (1) on each side at the rear area of the body inset or on the flat back pending configuration and one (1) 69.00 inch long handrail installed horizontally below the hosebed.

HANDRAILS - BRIGHT FINISH

The handrails shall have a bright finish with chrome finish stanchions.

LIGHTING - REAR HORIZONTAL HANDRAIL

The horizontal handrail adjacent to the hosebed shall contain integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the hosebed.

LIGHTING - ACTIVATION

The handrail lighting shall be activated with the ground lighting.

SHALLOW DEPTH ALUMINUM SHELVING - ADJUSTABLE

The shallow depth shelving shall be made out of .190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of two (2) provided:

-One (1) located in the R1 compartment.

-One (1) located in the R3 compartment.

SHELF MATTING

Any shelf provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FULL DEPTH ALUMINUM SHELVING - ADJUSTABLE

The full depth shelving shall be made out of .190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of two (2) provided:

-Two (2) located in the L1 compartment.

SHELF MATTING

Any shelf provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FLOOR MOUNT ALUMINUM TRAYS - PULL-OUT

Each floor mount pull-out tray shall be made out of .190 inch smooth aluminum sheet material with four (4) side flanges.

The floor mounted tray shall be secured to Grant slides and a gas shock mechanism to hold the tray in both the in and out positions with a 250# capacity.

There shall be a total quantity of four (4) provided:

-One (1) located in the L1 compartment.
-One (1) located in the R1 compartment.
-One (1) located in the R3 compartment.
-One (1) located in the RR1 compartment.

SHELF MATTING

Any pull-out tray provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FULL HEIGHT PULL OUT VERTICAL TOOL BOARD - ALUMINUM

A full height aluminum pull-out vertical tool board shall be installed in the compartment as specified.

The tool board shall be made from .25-inch aluminum and attached at the floor and ceiling of the compartment with slide assemblies and a locking device at the bottom to hold the board in both the stored and extended position.

Each tool board may be fully adjustable across the width of the compartment dependent on the layout of the compartment.

There shall be a total quantity of two (2).

-Two (2) located in the L3 compartment.

APPARATUS BODY ELECTRICAL SYSTEM

All body electrical shall conform to NFPA 1901 latest edition standards. The apparatus shall be equipped with a heavy-duty 12-Volt negative ground system.

All 12-Volt apparatus wiring shall pass through a heavy duty power disconnect solenoid. The 12-Volt control of the power disconnect switch is to be triggered by the Master Battery Disconnect.

The apparatus shall be equipped with a Class1 Es-Key Management System for complete control of the electrical system devices.

The right rear compartment shall house Power Distribution Module (PDM). The PDM shall be mounted on a removable panel in the left rear compartment with sufficient harness length to allow a technician the ability to remove the PDM and place it on a compartment shelf for diagnostics and service.

All wiring shall be color-coded and function coded to assist the technician in servicing the electrical system. All circuits shall be divided and balanced for proper load distribution. Where possible, wiring shall be routed in looms as a single harness. Heat resistant convoluted loom shall be used. Only solderless, insulated crimp automotive electrical connectors shall be used.

APPARATUS ICC MARKER LIGHTING

Two (2) amber Whelen OS Series LED side clearance lights shall be provided and installed, one (1) each side, ahead of the forward body compartment.

Five (5) red LED clearance lights shall be provided and installed at the rear of the apparatus.

Two (2) red LED clearance lights shall be provided and installed, one (1) each side, facing the sides of the apparatus.

A red diamond shaped reflector shall be mounted on each lower rear corner of the apparatus body.

An amber diamond shaped reflector shall be mounted on each lower front corner of the apparatus body.

ICC lighting utilized and lighting positions shall be in conformance with FMVSS 108.

MARKER LIGHTING - BRIGHT FINISH

The ICC lights are to be mounted in a chrome flange.

SIDE MOUNTED TURN SIGNAL LIGHTS

There shall be two (2) Whelen, model RSA02ZCR, linear amber LED turn signal lights provided and installed, one (1) each side, in the rear wheel well area.

TURN SIGNAL HOUSING - BRIGHT FINISH

The turn signals shall be mounted in a chrome bezel.

UPPER LIGHTING PACKAGE

The following NFPA lighting package, manufactured by Whelen, shall be provided and installed in the upper areas of the vehicle.

UPPER ZONE A - ROOF MOUNTED LIGHTBAR

There shall be a Whelen Freedom model F4N7VLED, 72.00-inch lightbar provided and installed on the cab roof, as far forward as possible.

This lightbar system shall be supplied with sixteen (16) LED modules, ten (10) red linear LEDs and six (6) white linear LEDs. The outer lenses shall be clear.

Any white lights in the lightbar shall be disabled automatically for the “Blocking Right of Way” mode.

UPPER ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen Super-LED warning lights, model R416*F LED Rota-Beam beacons provided and installed, one (1) each side at the rear of the apparatus.

BEACON LIGHTS COLOR

The upper rear beacon lights shall be red with red lenses.

POLISHED STAINLESS STEEL LIGHT STANCHIONS

Two (2) light stanchions shall be mounted in the upper rear corners of the body sides, one (1) each side.

Each light stanchion shall be made of polished stainless steel and shall be large enough to accommodate the Upper Zone C beacon specified.

LOWER LIGHTING PACKAGE

The following NFPA lighting package, manufactured by Whelen, shall be provided and installed in the lower areas of the vehicle.

LOWER ZONE A - FRONT WARNING LIGHTS

There shall be four (4) Whelen 600 Series Super-LED lightheads with bezels, two (2) on each side, at the front of the chassis in a separate housing than the headlights.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

LOWER ZONE B & D- SIDE WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels provided and installed, one (1) on each side.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

CAB SIDE WARNING LIGHTS LOCATION

The warning lights on the sides of the cab shall be mounted at the chassis side bumper location.

LOWER ZONE B & D- SIDE WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels provided and installed, one (1) on each side.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

BODY SIDE WARNING LIGHTS LOCATION

The warning lights on the sides of the body shall be mounted on the body rear wheel panel centered over the rear wheels.

LOWER ZONE C- REAR WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels, one (1) on each side, provided and installed on the rear of the apparatus.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

REAR STOP/TAIL/TURN/BACKUP LED LIGHTS

There shall be Whelen model 600 series, 4x6, LED rear taillight assemblies provided and installed with the apparatus, one (1) each side at the rear.

The following shall be provided and installed in the order as specified from top to bottom:

One (1) red stop/taillight
One (1) amber turn signal light populated in the shape of an arrow
One (1) white back up light

MOUNTING ASSEMBLY

There shall be Whelen 4-position vertical housing provided for each taillight assembly.

The lower most open cavity shall be filled with the specified warning light for the rear of the apparatus.

BRIGHT FINISH HOUSING

The rear taillight assembly housing shall be a chrome finish.

REAR TAILLIGHTS COLOR

The taillights mounted at the rear shall have clear lenses.

REAR TRAFFIC ADVISOR

There shall be one (1) Whelen model TAL85 directional lightbar with cable provided and installed at the upper rear of the apparatus. The device shall consist of eight (8) independent LED amber light heads.

The signal patterns of the device shall be progressive left, progressive right, center out, and emergency “All Flash.”

The switch control box is to be mounted in the cab allowing for easy operation by the driver.

SIDE SCENE LIGHT LOCATION

There shall be four (4) scene lights installed on the sides of the apparatus, two (2) on each side.

One (1) located at the front and one (1) located at the rear corner.

SCENE LIGHT MODEL

Whelen 900 Series Super LED gradient scene lighting with flange shall be provided and surface mounted on the apparatus at the locations specified.

BRIGHT BEZEL FINISH

Each light shall be installed with a bright finish bezel.

SCENE LIGHT ACTIVATION

The body side scene lighting shall be activated by two (2) smart switches installed in the driver's side switch panel in the cab, one (1) switch for each side of the apparatus.

REAR SCENE LIGHT LOCATION

There shall be two (2) scene lights installed on the rear facing vertical surface of the apparatus, one (1) on each side.

SCENE LIGHT MODEL

Whelen 900 Series Super LED gradient scene lighting shall be provided, and surface mounted on the apparatus at the locations specified.

SCENE LIGHT ACTIVATION

The rear scene lighting shall be activated simultaneously by one (1) smart switch installed in the driver's side switch panel in the cab.

REFLECTIVE SAFETY STRIPE

There shall be a 4.00-inch-wide 3M brand Scotchlite reflective stripe shall be affixed to the perimeter of the vehicle.

The striping shall be placed up to 60.00 inches above ground level and shall conform to NFPA reflectivity requirements. At least 60% of the perimeter length of each side and width of the rear and at least 25% of the perimeter width of the front of the vehicle shall have reflective stripe.

STRIPE PATTERN

The reflective striping shall be applied around the perimeter of the apparatus in a straight-line pattern.

LETTERING & EMBLEMS

The apparatus lettering and emblems shall be provided and installed by the Fire Department after final delivery of the completed apparatus.

LICENSE PLATE MOUNTING

One (1) license plate mounting bracket and LED light shall be provided and installed at the rear of the apparatus.

WHEEL CHOCKS

One (1) set of NFPA compliant Worden wheel chocks model # HWGY shall be supplied with the apparatus.

The wheel chocks measure 7.75 inches high x 8.50 inches wide x 15.00 inches long and shall have a bright yellow powder coat finish for high visibility, safety and corrosion resistance.

WHEEL CHOCKS

One (1) set wheel chock holders shall be provided and installed on the left side of the apparatus below the front body compartment.

MISCELLANEOUS EQUIPMENT

The following loose equipment as outlined in (NFPA) 1901 sections 5.9.3 and 5.9.4 shall be provided by the Fire Department:

- Supply Hose
- Nozzles
- Axes
- Rechargeable (Portable) Flashlights
- Fire Extinguishers
- SCBA(s) For Each Assigned Seating Position
- SCBA Cylinders
- First Aid Kit
- AED
- Spanner Wrenches
- Adapters
- Handheld Tools
- Salvage Covers
- Traffic Vests
- Traffic Cones
- Flares

THIS DRAWING IS AN OVERALL REPRESENTATION OF THE APPARATUS AS PROPOSED.

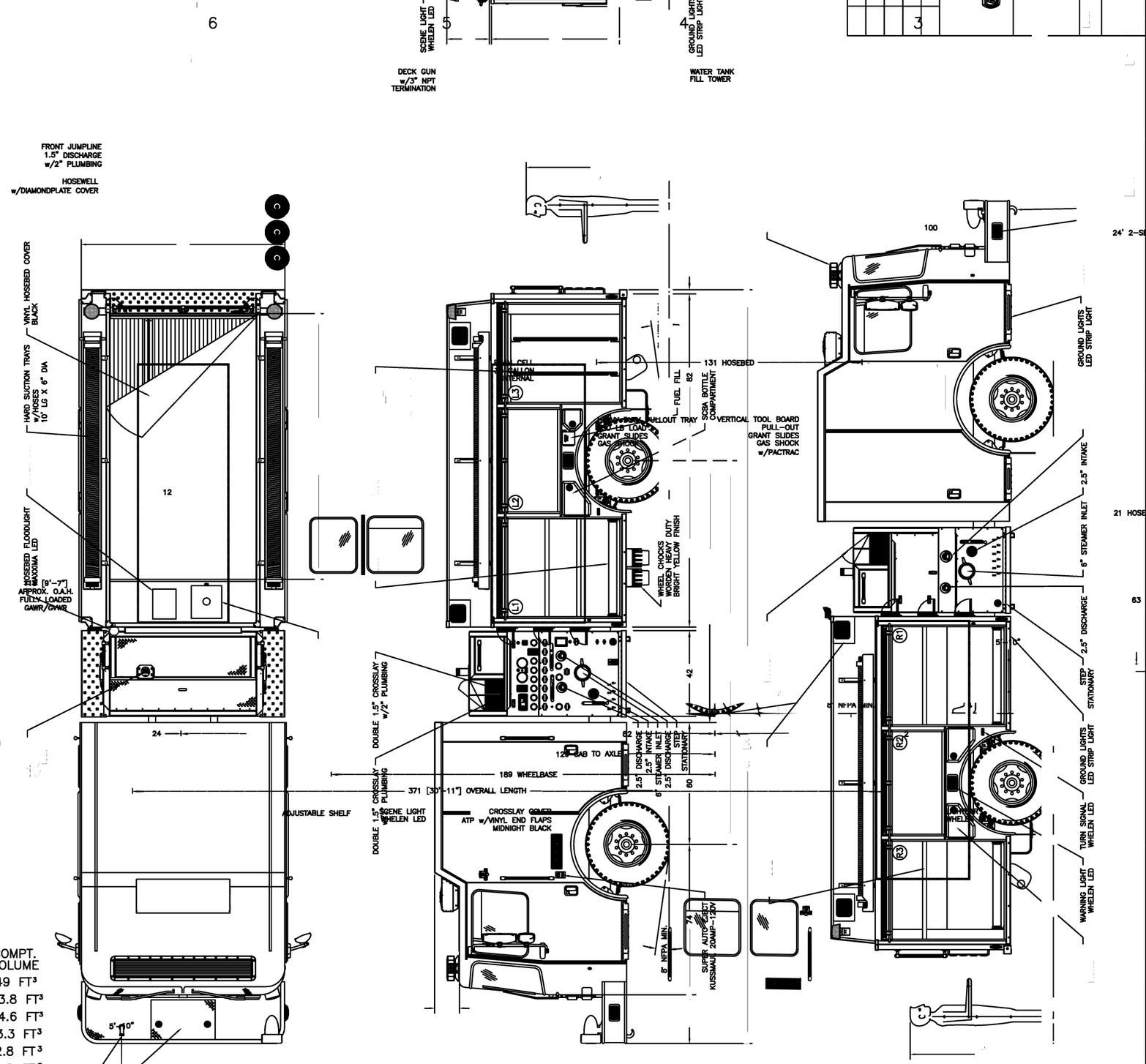
THE EXACT DIMENSIONS, LOCATIONS OF ACCESSORIES AND/OR COMPONENTS MAY BE REVISED PENDING COMPLETE ENGINEERING OF THE CUSTOM REQUIREMENTS OF THE INDIVIDUAL APPARATUS ORDER.

IF THERE IS A DISCREPANCY BETWEEN THE BODYBUILDER PRINT AND THE WRITTEN PROPOSAL; THE SPECIFICATIONS WITHIN THE PROPOSAL PREVAIL.

This drawing along with any changes made and initialed by both the "Fire Department" & HME, Inc. represents what will be constructed and supplied to the "Fire Department." Any changes to the contract specifications and drawing after today's date will be addressed via appropriate change order signed and approved by both the "Fire Department" & HME, Inc.

APPROVED BY: _____ TITLE: FIRE DEPARTMENT

APPROVED BY: _____ TITLE: HME Incorporated



COMPARTMENTATION

COMPT.	BEHIND DOOR WIDTH	BEHIND DOOR HEIGHT	BEHIND DOOR DEPTH	CLEAR OPENING DOOR WIDTH	CLEAR OPENING DOOR HEIGHT	COMPT. VOLUME
L1:	56"	63"	24"	47"	55"	49 FT³
L2:	52"	33"	24"	49½"	24½"	23.8 FT³
L3:	51"	63"	24"	47½"	55"	44.6 FT³
R1 LOWER:	56"	30"	24"	47"	55"	23.3 FT³
R1 UPPER:	56"	33"	12"	47"	55"	12.8 FT³
R2:	52"	33"	12"	49½"	24½"	11.9 FT³
R3 LOWER:	51"	30"	24"	47½"	55"	21.3 FT³
R3 UPPER:	51"	33"	12"	47½"	55"	11.7 FT³
RR1:	48"	62"	22"	27"	46"	38.5 FT³

LET	BY	DATE	REVISION
D	JB	10 APR '24	HOSEBED HEIGHT CORRECTION
C	JB	22 MAR '24	CHANGE ORDER 3
B	JB	16 FEB '24	CHANGE ORDER 1/TITLE BLOCK UPDATE
A	JB	DEC '23	ORIGINAL RELEASE

1950 BYRON CENTER AVE.
WYOMING, MI. 49519

THIS PRINT IS PROVIDED ON A RESTRICTED BASIS AND IS NOT TO BE USED IN ANY WAY DETRIMENTAL TO THE INTERESTS OF HME. INC.

NAME
MES CORE22 HIGH END

DRAWN	DATE	APPROVED	DRAWING FILE
J. BAXTER	21 NOV '23	N/A	24195-24210 - MES CORE22 HIGH END REV C.DWG

THIRD ANGLE PROJECTION | SIZE B | NUMBER 24195-24210 | SCALE NTS | SHEET 1 OF 1

APPARATUS SALES AGREEMENT

This Apparatus Sales Agreement ("**Agreement**") sets forth the terms and conditions under which MES. a Connecticut Company of 12 Turnberry Lane., Sandy Hook, CT 06482 ("**MES**") will sell an apparatus as further identified on ***Schedule A*** ("**Apparatus**") to the following buyer ("**Buyer**") and Buyer will purchase the Apparatus.

Buyer:

Roswell Fire Department
(Name of Buyer)

200 S Richardson
(Street)

Roswell NM 88201
(City State Zip)

Attention: Chief Steve Chavez
Telephone No. 575-500-2555
E-mail Address: s.chavez@roswell-nm.gov

This Agreement is comprised of this Signature Page, the attached ***Schedule A***, and the attached General Terms and Conditions.

The parties have executed this Agreement based on the dates of the signatures below.

MES (Municipal Emergency Services)

By: _____
(MES Signature)

Bill Doebler
(Type or Print Individual's Name)

Its: Senior VP Apparatus
(Type or Print Individual's Title)

Date: _____

Roswell Fire Department
(Type or Print Buyer's Name)

By: _____
(Buyer Signature)

_____
(Type or Print Individual's Name)

Its: _____
(Type or Print Individual's Title)

Date: _____

SIGNATURE PAGE

2023SAG_V1

SCHEDULE A

APPARATUS INFORMATION

Apparatus Type:	(1) HME/MES Custom Pumpers on HME 1871 chassis
Date of Specifications:	9/26/2024
Price:	$753,215.00 total
Pre-Construction Conference Date: (if needed)	TBD
Expected Delivery Date:	(60) – (90) days depending on options selected
Additional Terms:	Payment upon delivery of apparatus

1. **Change Orders**.

(a) Subject to the limitation below, for a period of weeks after the execution of this Agreement MES agrees to review and respond to requested changes to the Apparatus by Buyer upon Buyer submission of a written change request describing the exact nature of the changes requested. MES will review such a request and advise Buyer of any changes to the price for the Apparatus and the delivery schedule for the Apparatus caused by the requested changes. If Buyer and MES agree to the changes, including the changes, if any, to the price and delivery date, then MES and Buyer will execute a change order setting for the terms of the changes.

(b) Buyer may not request changes in major components, Apparatus configuration, or other changes that may change the major components or configuration of the Apparatus, (e.g.: engine, transmission, axles, water tank, body, or fire pump).

2. **Alternative Components**. If the OEM is not able to obtain specific brand name components ("**Named Components") s**et forth in the specifications identified on Schedule A ("Specifications") or if waiting for such Named Components will cause a delay in construction or delivery of the Apparatus, MES will notify Buyer of the delay. OEM agrees to make reasonable efforts to locate alternative sources of the Named Components provided OEM will have no liability for any delay caused by issues in obtaining the Named Components. OEM will not substitute a Named Component without the consent of Buyer. OEM has the right to substitute raw materials and other components, excluding the Named Components, identified in the Specifications that do not affect the overall appearance or function of the Apparatus.

3. **Delivery, Inspection, Title and Risk of Loss**.

(a) MES agrees the Apparatus will be ready for delivery by the expected delivery date set forth in ***Schedule A*** ("**Delivery Date**"). The Delivery Date assumes that (i) Buyer has paid for the Apparatus according to this Agreement; (ii) if a pre-construction conference date is set forth in ***Schedule A*** that such conference is satisfactorily completed by both parties; and (iii) that no changes have been requested to the Specifications. If any of these conditions are not satisfied, the Delivery Date may be extended by MES.

(b) Unless otherwise specified on ***Schedule A***, delivery of the Apparatus shall include delivery to the customers location. MES will provide Buyer with a notice of when the Apparatus is ready for delivery.

(c) Buyer agrees to inspect the Apparatus within fourteen days of notice from MES that the Apparatus is ready for delivery.

(d) Title and risk of loss for the Apparatus shall pass to Buyer upon MES's notice to Buyer that the Apparatus is ready for delivery to the Buyer.

4. **Force Majeure**. MES is not liable for unforeseeable penalties or delays due to strikes, failures to obtain materials, fires, accidents, force majeure, or any other causes beyond HME's reasonable control, including, without limitation, (a) acts of God; (b) flood, fire, earthquake, other potential disaster(s) or catastrophe(s), such as epidemics, or explosion; (c) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot or other civil unrest; (d) government order, law, or actions; (e) embargoes or blockades in effect on or after the date of this Agreement; and (f) national or regional emergency; and (g) industrial disturbances.

5. **Price and Payment**.

(a) Subject to any changes as provided in this Agreement or as agreed to by Buyer and MES under the terms of this Agreement, the price for the Apparatus is set forth on ***Schedule A*** ("**Price**"). The

Price is in U.S. dollars, and does not include any taxes, freight, duty, tariffs, assessments or similar charges, which shall be Buyer's sole responsibility and liability.

(b) Unless otherwise specified on ***Schedule A***, Buyer shall pay the Price in full upon delivery of the Apparatus to Buyer at MES's facility. Unless otherwise specified on ***Schedule A***, the Apparatus will not leave MES's facility until payment has been received in full for the Apparatus. All payments shall be in U.S. currency. MES reserves the right to assess finance charges on any past due amounts at the rate of 1.5% per month or the maximum amount permitted by applicable law, whichever is less. MES shall be entitled to recover its reasonable attorney fees and costs incurred in connection with collection of any past due amounts owing under this Agreement.

(c) MES will not accept any payment made to HME's sales representatives. All payments of the Price will be made exclusively to MES at 12 Turnberry Lane, 2nd Floor, Sandy Hook, CT 06482 Attention: Accounts Receivable.

6. **Warranty**. MES's exclusive warranty for the Apparatus is set forth in the Specifications.

7. **Use of Equipment; Indemnification**. Buyer agrees that the Apparatus shall be used (a) strictly in accordance with all manuals and written instructions provided by MES; (b) in accordance with all applicable laws, regulations and requirements; and (c) in a proper manner. Buyer agrees that none of the safety guards or other safety aspects of the Apparatus will be removed, altered or bypassed. Buyer agrees to indemnify and hold MES harmless from and against all claims, damages and liabilities (including reasonable attorney fees and costs) arising out of or related to (i) any improper use or misuse of the Apparatus; (ii) any breach by Buyer of any of its obligations in this paragraph; or (iii) any negligence, willful misconduct or other wrongful act or omission by Buyer, its employees or anyone under Buyer's control.

8. **Limitation on Damages**.

(a) EXCEPT AS SET FORT IN THE SPECIFICATIONS, MES DOES NOT MAKE ANY WARRANTY AS TO THE APPARATUS AND, IN PARTICULAR, DOES NOT MAKE ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, AND BUYER IS SOLELY RESPONSIBLE FOR DETERMINING THE PROPER APPLICATION AND USE OF THE APPARATUS. MES shall not have any tort liability to Buyer or any other person with respect to any of the Apparatus and shall not be liable for consequential, incidental, special, exemplary, indirect or punitive damages arising from any product defect, delay, nondelivery, recall or other breach. Buyer shall not have any right of rejection or of revocation of acceptance of the Apparatus.

(b) IN ADDITION TO THE LIMITATIONS IN THE PRECEDING CLAUSE, MES' TOTAL LIABILITY UNDER THIS AGREEMENT OR RELATED TO THE APPARATUS SHALL NOT EXCEED THE COST OF PROVIDING REPLACEMENT ITEMS OF THE APPARATUS FOR THOSE ITEMS OF APPARATUS NOT COMPLYING WITH THE TERMS OF THIS AGREEMENT OR, AT HME'S ELECTION, TO THE REFUND OR CREDITING OF BUYER OF THE AMOUNT EQUAL TO THE PRICE PAID BY BUYER FOR THE APPARATUS.

9. **Permits and Compliance**. MES is not responsible for obtaining any permit, inspection or license that is required for the operation of the Apparatus or placing the Apparatus in service in a particular jurisdiction. Except as set forth in the Specifications, MES does not make any promise or representation that the Apparatus will conform to any law, ordinance, regulation, code or standard.

10. **Intellectual Property and Confidentiality**. All inventions (whether or not patentable), devices, technologies, ideas, improvements, processes, systems, software and other works and matters that OEM creates or develops in the course of OEM's design, development or manufacture of the Apparatus and all drawings and specifications that MES provides to Buyer ("**Intellectual Property**") shall be OEM's sole property, and Buyer

assigns, and agrees to assign, to OEM all right, title and interest that Buyer now has or in the future acquires in the Intellectual Property. Buyer shall not disclose or use any of the Intellectual Property or any information about OEM's business, operations or activities, except to the extent necessary for Buyer to use the Apparatus.

11. **Cancellation**. Buyer does not have any right to cancel its agreement to buy the Apparatus from MES. IIf MES agrees in writing to permit cancellation of this Agreement for any other reason, then Buyer shall immediately pay to MES a cancellation charge in an amount MES determines taking into consideration (a) the realizable value to OEM of any standard components that OEM purchased or ordered before cancellation, (b) the realizable scrap value to HME of the remaining material and tooling that OEM purchased, fabricated or ordered before cancellation and

(c) any direct labor costs that OEM incurred. MES has the right to terminate this Agreement by providing notice to Buyer upon the occurrence of any events described in the paragraph titled "Force Majeure" or if OEM is unable to obtain raw materials or components for the Apparatus in a timely or reasonable manner or otherwise produce the Apparatus. Upon termination of this Agreement, Buyer shall deliver to MES all materials relating to the Apparatus including, without limitation, all diagrams, drawings, blueprints, memoranda, specifications, and related documents. Buyer shall not retain any photocopies or other facsimiles of any of the materials.

12. **Tag-On / Additional Orders**. At its sole discretion, MES may allow the terms of this Agreement to be extended to both Buyer and similar agencies for the purchase of a similar Apparatus under similar terms for a period of one (1) year from the date of the execution of this Agreement. MES may adjust the Price to account for equitable Price adjustments associated with the change in the cost of the materials used to produce the Apparatus. Such adjustments will be based upon the Producer Price Index (PPI) for fire trucks and/or heavy transportation equipment or by itemizing Price changes expected by OEM from the component vendors. If there are any changes between the Apparatus purchased via this Agreement and any subsequent orders, those changes must be documented via properly signed and executed change orders, including any necessary adjustments to the Price. If the purchasing agency is not Buyer, a separate Agreement must be executed under the terms of this Agreement to complete the additional purchases.

13. **MES's Rights.** MES has all rights and remedies that applicable law gives to sellers. MES's rights and remedies are cumulative, and MES may exercise them from time to time. MES's waiver of any right on one occasion shall not be a waiver of any future exercise of that right.

14. **Time for Bringing Action**. Any action that Buyer brings against MES for breach of this Agreement or for any other claim that arises out of or relates to the Apparatus or its design, manufacture, sale or delivery must be brought within one year after the cause of action accrues.

15. **Applicable Law**. This Agreement between MES and Buyer shall be considered to have been made in the State of Connecticut, and it shall be governed by and interpreted according to Connecticut law. Either party may bring any action that arises out of or relates to this Agreement in any federal or state court in Connecticut that has jurisdiction of the subject matter, and Buyer irrevocably consents that any such court shall have personal jurisdiction over Buyer and waives any objection that the court is an inconvenient forum.

16. **Notices**. All notices, requests, consents, claims, demands, waivers and other communications hereunder shall be in writing and shall be deemed to have been given: (a) when delivered by hand (with written confirmation of receipt); (b) when received by the addressee if sent by a nationally recognized overnight courier (receipt requested); (c) on the date sent by facsimile or e-mail of a PDF document (with confirmation of transmission) if sent during normal business hours of the recipient, and on the next business day if sent after normal business hours of the recipient; or (d) on the third day after the date mailed, by certified or registered mail, return receipt requested, postage prepaid. Such communications must be sent to the respective parties address as set forth on the first page of this Agreement. Either party may change such address by giving notice to the other party of such change.

17. **Amendment and Waiver**. This Agreement may only be amended, modified or supplemented by an agreement in writing signed by each party hereto. No waiver by any party of any of the provisions hereof shall be effective unless explicitly set forth in writing and signed by the party so waiving. No waiver by any party shall operate or be construed as a waiver in respect of any failure, breach or default not expressly identified by such written waiver, whether of a similar or different character, and whether occurring before or after that waiver. No failure to exercise, or delay in exercising, any right, remedy, power or privilege arising from this Agreement shall operate or be construed as a waiver thereof; nor shall any single or partial exercise of any right, remedy, power or privilege hereunder preclude any other or further exercise thereof or the exercise of any other right, remedy, power or privilege.

18. **Binding Effect; Benefits; Assignment**. All of the terms of this Agreement will be binding upon, inure to the benefit of and be enforceable by and against the successors and authorized assigns of each other party. Nothing in this Agreement, express or implied, is intended to confer upon any other person any rights or remedies under or by reason of this Agreement, this Agreement being for the exclusive benefit of the parties and their respective heirs, personal representatives, successors and authorized assigns. No party will assign any of its respective rights or obligations under this Agreement to any other person without the prior written consent of the other party.

19. **Counterparts**. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by .pdf or any electronic signature complying with the federal Electronic Signatures in Global and National Commerce Act of 2000, Public Law 106-229, as amended (e.g., Adobe eSign or DocuSign) or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement. The signatures of the parties transmitted electronically will be "electronic signatures" within the meaning of the Uniform Electronic Transaction Act (USA) and the Electronic Commerce Directive (EU) in all jurisdictions where the legislation has been adopted.

20. **Severability**. If any term or provision of this Agreement is invalid, illegal or unenforceable in any jurisdiction, such invalidity, illegality or unenforceability shall not affect any other term or provision of this Agreement or invalidate or render unenforceable such term or provision in any other jurisdiction. Upon such determination that any term or other provision is invalid, illegal or unenforceable, the parties hereto shall negotiate in good faith to modify this Agreement so as to effect the original intent of the parties as closely as possible in a mutually acceptable manner in order that the transactions contemplated hereby be consummated as originally contemplated to the greatest extent possible.

21. **Entire Agreement**. This Agreement constitutes the entire agreement between Buyer and MES with respect to the subject matter of this Agreement and supersedes all earlier agreements and understandings, oral and written, between the parties; *provided, however,* that nothing in this Agreement shall terminate, amend or modify any previously executed confidentiality agreement(s) between Buyer and MES. The Specifications and contents of ***Schedule A*** shall be incorporated into, made a part of and governed by the terms of this Agreement. If there is a conflict between these Terms and Conditions and the Specifications or any information on ***Schedule A***, these Terms and Conditions shall control, unless ***Schedule A*** specifically amends these Terms and Conditions by reference to Paragraphs to be amended.

MAXIMUM OVERALL LENGTH REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum overall length.

MAXIMUM OVERALL HEIGHT REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum overall height.

MAXIMUM WHEELBASE REQUIREMENT

The apparatus specified shall be constructed with no restrictions to the maximum wheelbase.

MAXIMUM OVERALL WIDTH

The apparatus specified shall be constructed as detailed and shall NOT exceed a Maximum Overall Width of 102.36 inches to meet Federal Highway Administration width limits for commercial motor vehicles.

This dimension shall include the primary construction of the apparatus body and chassis cab. Any peripheral items shall not be incorporated into this measurement.

The peripheral items included, but not limited to, are: Fenderettes, Mirrors, Lights, Handrails, Front Bumpers, Cab Steps, Overlays, Etc.

ANGLE OF APPROACH REQUIREMENT

The angle of approach for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

ANGLE OF DEPARTURE REQUIREMENT

The angle of departure for the apparatus shall not be less than eight (8) degrees as specified by the current edition of the NFPA 1901 Guideline.

IN-SERVICE WEIGHT

The apparatus shall be designed to provide an equipment allowance up to 2500 pounds in compliance with the current edition of the NFPA 1901 Guideline.

INSTRUCTIONS TO BIDDERS

Bidders are requested to read the complete bid invitation carefully and submit their proposals in strict accordance with the requirements set forth.

Any questions regarding this specification must be submitted in writing and be received by the Fire Chief a minimum of ten (10) business days prior to the bid opening date. Clarifications, corrections and/or changes shall be sent out in writing via fax to all prospective bidders.

The purchaser reserves the right to reject any or all bids or accept any bid presented which meet or exceed these specifications and which the purchaser may deem shall be in the best interest of the City regardless of the amount proposed.

The complete apparatus shall be manufactured within the continental United States. Vehicles manufactured outside of the continental USA shall not be considered. No exceptions will be permitted to this section of the document.

EXCEPTIONS TO SPECIFICATIONS

It shall be mandatory for any prospective bidder that deviates from the proposed specifications to give a full description of all deviations.

When the bidder checks the "yes" column in the bid the bidder is making testimony that the bidder is in full compliance with the entire paragraph.

Where bidder's specifications and/or construction differ in any way from the bid specification, a full and complete description in specification shall be required. Drawings shall also be required to show alternative construction methods. Partial descriptions, or general clarifications covering groups of sections of the specification, shall be unacceptable and shall be cause for complete rejection of the bid.

Proposals taking total exception to the purchase specifications contained herein shall not be accepted and the bidder's proposal shall be deemed non-responsive and treated accordingly.

SPECIAL NOTE ON SUBSTITUTIONS

Where a subassembly manufacturer’s name or “brand” name for a product is given in a specification description, the product identified is the desired product to use. Manufacturers using a product other than the named product must take an exception to the paragraph. Where the words “or equal” are used in a paragraph in reference to an identified product, an apparatus manufacturer can make an equal product substitution without taking an exception to the specification paragraph.

Each bidder is encouraged to provide descriptive literature with their bid packet on any equipment or features that are proposed in lieu of those named and/or described in the specifications. Literature shall be originals and will be retained by the department for evaluation purposes. Such literature shall be required before the pre bid conference on any equipment proposed by the successful bidder that is unfamiliar to the department.

BID CLARIFICATIONS

Each clarification shall refer to the bid specification page number and paragraph. Any such clarification that appears vague or misleading shall be considered an exception. Complete clarifications are required describing the reason for the deviation. The completed vehicle shall be inspected upon delivery for compliance with specifications. Deviations shall not be tolerated and shall be cause for rejection of the cab and chassis unless they were originally listed in the bidder's proposal.

BID DOCUMENTS REQUIRED

The bidder shall utilize this document in its bid. The bidder shall indicate opposite each item if they comply with that paragraph by checking "yes" or "no".

The bidder shall provide detailed information on the materials to be used to construct all parts of the apparatus. A bidder's use of terms such as "intent" are considered vague and unacceptable responses will disqualify the bid.

Copies of the bid document electronically reproduced used as a response specification are grounds for immediate disqualification of the bidder's submission.

No exceptions will be permitted to this section of the document.

CONTRACT AWARD

The contract shall be awarded to the lowest and best bidder meeting these specifications. Since the complete vehicle materials specified are commercially available, these specifications shall in no way be considered proprietary. Each bidder shall submit on their proposal page a single line-item price for all items listed in the specifications. Price shall be based on payment upon receipt of the accepted complete vehicle by the Fire Department.

No discounts, options, or prepayment schedules shall be listed on the proposal page. All such items shall be listed on a separate page entitled OPTIONS and may or may not be considered at the discretion of the Fire Department.

SUBMISSION OF BID REQUIREMENTS

Bids shall be submitted in accordance with the following instructions:

1. The bid form provided herein shall be completed and returned with the appropriate "yes" or "no" marked by each paragraph in the "Bidder Complies" column. A paragraph indicated with both the "yes" and "no" column marked shall be considered non-responsive and treated accordingly.

2. Each bidder shall submit their own proposal specifications, detailing their construction. This is necessary to evaluate each bidder's actual intent of building the equipment as specified herein. The bidder's proposal format shall be the same order as these specifications to allow the Fire Department to compare all bids easily and prevent confusion. Failure to comply shall be cause for rejection of the bid.

3. Each bid shall include the weight ratings, wheelbase, principal dimensions, transmission and axle ratios, and a certified brake horsepower curve showing the maximum no load governed speed of the engine proposed.

4. Failure to submit detailed information or drawings where specified herein shall result in rejection of the bid.

5. Bids shall be returned in a sealed envelope clearly marked "BID FOR FIRE APPARATUS". Facsimile bids are not acceptable.

6. Verbal bids and changes in the bid price after the bid opening prior to award shall not be allowed. Any such attempt shall not be accepted and cause immediate rejection of the entire bid.

ORIGIN OF MANUFACTURER

Any manufacturer submitting a proposal or bid to these specifications shall meet the following conditions:

- The manufacturer of the apparatus herein specified shall be wholly owned (100%) and managed by a company, corporation and/or parent company that is wholly based and permanently resides in the United States of America.

- The company, corporation, and/or parent company, and all assets belonging to such, shall be wholly owned, and managed by the entities specified above.

- Any proposal, bid or response to these specifications by any foreign based, owned, or managed (in part or in whole) company, corporation and/or parent company, shall be cause for immediate rejection.

- Any proposal, bid or response to these specifications by any company, corporation and/or parent company, that is owned, operated, managed, or held in contract, in part or wholly by a foreign interest partnership or other agreement, shall be cause for immediate rejection.

There shall be no exception to these requirements.

ONLINE CUSTOMER INTERACTION

The manufacturer shall provide the capability for online access through the manufacturer's website. The Fire Department shall be able to view digital photos of their apparatus during phases of the construction.

MANUALS AND DOCUMENT INFORMATION

Upon delivery of the apparatus, the manufacturer shall supply complete operation and maintenance manuals covering the complete apparatus as it is delivered.

The manuals shall include, but not be limited to all component warranties, users' manuals and information for supplied products, record of apparatus construction details and whatever other pertinent information is available to supply to the customer regarding the apparatus.

COMPONENT INFORMATION

The manufacturer shall also supply a manufacturer's record of apparatus construction details, including the following information:

- Owner name and address
- Apparatus manufacturer, model, and serial number
- Chassis make, model, and serial number
- GAWR of front and rear axles
- Front tire size and total rated capacity in kilograms
- Rear tire size and total rated capacity in kilograms
- Chassis weight distribution in kilograms with water (if applicable) and manufacturer mounted equipment (front and rear)
- Engine make, model, serial number, rated horsepower, related speed and no load governed speed
- Type of fuel and fuel tank capacity
- Electrical system voltage and alternator output in amps
- Battery make and model, capacity in CCA
- Paint numbers

- Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full (if applicable) but without personnel, equipment, and hose)
- Written load analysis and results of the electrical system performance tests
- Transmission make, model, and type
- Pump to drive through the transmission (yes or no)
- Engine to pump gear ratio and transmission gear ratio used
- Pump make and model, rated capacity in gallons per minute, serial number, and number of stages
- Pump manufacturer's certification of suction capability
- Pump manufacturer's certification of hydrostatic test
- Pump manufacturer's certification of inspection and test for the fire pump
- Copy of the apparatus manufacturer's approval for stationary pumping applications
- Pump transmission make, model and serial number
- Priming device type
- Type of pump pressure control system
- The engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum no load governed speed
- Certification of the water tank capacity

WARNING AND INFORMATION LABELS

All warning and informational labels (non-vendor specific) shall be provided in compliance with (NFPA) 1901, Standard for Automotive Fire Apparatus, and installed in the appropriate locations to alert the operator of potential hazards and operating instructions.

APPARATUS INFORMATION LABEL

There shall be a high-visibility label installed in a location clearly detectable to the driver while in the seated position.

The label shall indicate the following specified information.

Overall Height (feet and inches)
Overall Length (feet and inches)
Overall GVWR (tons or metric tons)

FLUID REQUIRED LABEL

There shall be a lubrication plate mounted inside the cab listing the type and grade of lubrication used in the following areas on the apparatus and chassis:

- Engine oil
- Engine Coolant
- Transmission Fluid
- Pump Transmission Lubrication Fluid
- Drive Axle Lubrication Fluid
- Generator Lubrication Fluid (where applicable)
- Tire Pressures

CHASSIS SEATING REQUIRED LABELING

There shall be a high-visibility label installed in a location clearly detectable from each seating position.

The **FAMA07** label shall read the following:

"DANGER PERSONNEL MUST BE SEATED AND SEAT BELTS MUST BE FASTENED WHILE VEHICLE IS IN MOTION OR DEATH OR SERIOUS INJURY MAY RESULT"

A permanent plate shall be installed in the driver's compartment specifying the maximum number of personnel the vehicle is designed to carry per (NFPA) 190 standards. It shall be located in an area visible to the driver.



CAB HELMET WARNING LABEL

There shall be a high-visibility label installed in a location clearly detectable from each seating position.

The **FAMA15** label shall indicate the following specified information.

“DO NOT WEAR HELMET WHILE SEATED”



CAB EQUIPMENT MOUNTING WARNING LABEL

There shall be a permanent label provided and installed on the drivers’ sunvisor.

The **FAMA10** label shall indicate the following specified information.

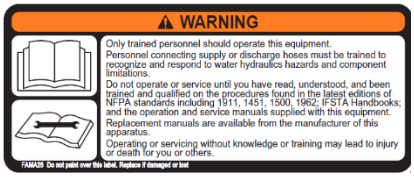
“ALL EQUIPMENT REQUIRED TO BE USED DURIG AN EMERGENCY REPSONSE MUST BE SECURELY FESTENED”

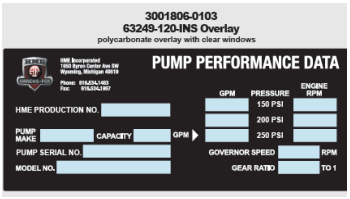


PUMP PERFORMANCE PLACARD

There shall be a permanent placard provided and installed with the pump performance data and serial numbers. The placard shall be installed at the pump operator's panel.

The **FAMA25** label, which warns of the need for training prior to operating the apparatus, shall be located on the pump operator's panel.





LIABILITY INSURANCE COVERAGE

In order to protect the department and its personnel, the bidder shall show proof that it has liability insurance in force. A certificate of coverage shall be included in the bid package. Failure to carry liability insurance of at least this amount or failure to include proof of coverage shall be cause to reject the bidder's proposal.

COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of commercial general liability insurance and coverage shall be written on the liability form:

Each Occurrence: $1,000,000
Products/Completed Operations Aggregate: $2,000,000
Personal and Advertising Injury: $1,000,000

AUTOMOBILE LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of automobile liability insurance and coverage shall be written on the liability form:

Each Accident Combined Single Limit: $1,000,000

UMBRELLA LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence: $3,000,000
Aggregate: $3,000,000

EXCESS LIABILITY INSURANCE

The successful bidder shall keep in force at least the following minimum limits of product liability insurance:

Each Occurrence/General Aggregate: $4,000,000

CUSTOM CHASSIS - SINGLE SOURCE MANUFACTURER

Bids shall only be accepted from a single source apparatus manufacturer. The definition of single source shall be "a manufacturer that designs and manufactures their products using an integrated approach, including the rolling chassis and apparatus body modules being fabricated and assembled on the bidder's premises".

The warranties relative to the chassis, pump module, and apparatus body (excluding vendor component warranties such as engine, transmission, axles, pump, etc.) must be from a single source manufacturer and not split between manufacturers (i.e., body and chassis).

The chassis shall be designed and manufactured by the apparatus builder in the builder's facility and shall be designed and constructed specifically for heavy duty fire service use, with adequate strength and capacity for all components as detailed withing these specifications.
The manufacturer shall demonstrate evidence of manufacturing similar custom vehicles for at least fifty (50) years.

The chassis shall be equipped with state-of-the-art technology to not only enhance the operation of the actual apparatus, but to ease the workload of the crew and provide the highest level of safety & survivability, while increasing the longevity and serviceability of the vehicle itself.

The bidder shall provide evidence that they comply with these requirements.

NO EXCEPTIONS WILL BE PERMITTED TO THIS SECTION OF THE DOCUMENT.

GENERAL WARRANTY

Upon delivery, the manufacturer shall provide a three (3) year new vehicle general warranty and is limited to chassis and apparatus systems and components, and excludes engine, transmission, and axles (see additional warranties provided).

All components of the vehicle are warranted for a three (3) year period from vehicle delivery, unless otherwise stated elsewhere.

This warranty is issued to the original purchaser of the vehicle only.

CAB STRUCTURAL WARRANTY

The cab will be warranted against structural defects in material and workmanship under normal use and service for a period of ten (10) years from date of delivery.

BODY STRUCTURAL WARRANTY

The structural stainless steel apparatus body will be warranted against structural defects in material and workmanship under normal use and service for a period of ten (10) years from date of delivery.

PAINT WARRANTY

A Prorated Paint Warranty shall be provided by the manufacturer for a period of up to ten (10) years pending the purchase and selection of the extended warranty period of 5, 7 or 10 years.

The paint finish for the cab and body will be warranted against structural defects in material and workmanship under normal use and service for the first of 36,000 miles or the period specified below:

Top Coat and Appearance Gloss, Color Retention, Cracking		Coating System, Adhesion, Flaking, Blistering, Bubbling	
0 to 72 months	100%	0 to 36 months	100%
73 to 120 months	50%	37 to 84 months	50%
		85 to 120 months	25%

To clarify, the chart above does not extend the warranty period for the Paint Warranty beyond the 36,000 actual miles from the delivery date.

PAINT WARRANTY - 5 YEARS

The Paint Warranty shall be provided for a period of five (5) years.

CHASSIS FRAME RAILS WARRANTY

The custom chassis frame and crossmembers will be warranted for the expected life of the vehicle, which the expected life is twenty (20) years from the date of delivery.

BID DRAWING REQUIRED

The bidder shall submit two (2) copies of a D-size (full size) engineered construction drawing with its bid. No bids will be considered without complete engineered construction drawing submitted with the bid. Submitted drawing must be specifically for the proposed apparatus and depict all major specified components.

The drawing shall show the following minimum views:

- Front View
- Streetside with proposed chassis
- Curbside with proposed chassis
- Rear View
- Top View with proposed chassis

The drawing shall contain, but not limited to, the dimensions for the overall length (in feet and inches), overall height (in feet and inches), wheelbase, angle of approach, angle of departure, overall width of the apparatus, hosebed volume dimensions indicating the hosebed width, length, and height.

Submission of "similar to" or "standard" drawings, or statements referencing submission of drawings after award of contract, will disqualify the bid.

No exceptions will be permitted to this section of the document.

UL TESTING AND CERTIFICATION:

The apparatus upon completion will be tested and certified by Underwriters Laboratories, LLC. The certification tests will follow the guidelines outlined in the current edition (NFPA 1901) Standard for Automotive Fire Apparatus.

There shall be multiple tests performed by the manufacturer and Underwriter's Laboratories, LLC when the apparatus has been completed. The manufacturer shall provide the completed UL acceptance Test Certificate(s) to the purchaser at time of delivery.

The tests conducted on the apparatus shall include, but not be limited to:

PUMP PERFORMANCE TEST AND CERTIFICATION:

The fire pump and plumbing shall be tested, approved, and certified to comply with all NFPA 1901, Standard for automotive Fire Apparatus, applicable regulations in effect. The manufacturer shall furnish the completed Test Certificate(s) to the purchaser at the time of delivery.

LOW-VOLTAGE ELECTRICAL SYSTEM PERFORMANCE TESTING

The apparatus low-voltage electrical system will be tested and certified.

Tests shall be performed when the air temperature is between 0 degrees Fahrenheit and 110 degrees Fahrenheit (–18 degrees Celsius and 43 degrees Celsius).

The following three (3) tests defined in NFPA shall be performed in the order in which they appear. Before each test, the batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. Failure of any of these tests shall require a repeat of the sequence.

Reserve Capacity Test:

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged.

The engine shall be shut off and the minimum continuous electrical load shall be activated for 10 minutes.

All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure of the battery system.

Alternator Performance Test at Idle:

The minimum continuous electrical load shall be activated with the engine running at idle speed.

The engine temperature shall be stabilized at normal operating temperature.

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 engine manufacturer's governed speed.

The test duration shall be a minimum of 2 hours.

Activation of the load management system shall be permitted during this test.

An alarm sounded by excessive battery discharge, as detected by the system required in NFPA 13.3.4, or a system voltage of less than 11.8 V dc for a 12 V nominal system or 23.6 V dc for a 24 V nominal system, for more than 120 seconds, shall be considered a test failure.

Low Voltage Alarm Test:

Following the completion of the above tests, a Low Voltage Alarm Test will be performed in the manner prescribed.

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates.

The battery voltage shall be measured at the battery terminals.

The test shall be considered a failure if the alarm has not yet sounded 140 seconds after the voltage drops to 11.70 V for a 12 V nominal system or 23.4 V for a 24 V nominal system.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

DOCUMENTATION:

The apparatus manufacturer shall provide the results of the low-voltage electrical system performance test, certified in writing, with the documentation provided to the purchaser at the time of delivery of the completed apparatus.

The test results shall consist of the following documents:

(1) Documentation of the electrical system performance tests
(2) A written electrical load analysis, including the following:

The nameplate rating of the alternator.

PAINT CODES

Paint Information:

Paint Manufacturer: **PPG is HME Standard Paint used**

CAB EXTERIOR

Single Color:
Primary color: ALF Red
Primary paint code: 71698

RIMS

Color Painted Rims Color (N/A for Aluminum Rims): * N/A
Color Painted Rims Code (N/A for Aluminum Rims): * N/A

BODY EXTERIOR

Color Body Panels Color: * ALF Red
Color Body Panels Code: * 71698

FINAL INSPECTION CONFERENCE

The factory authorized Distributor shall be required, during manufacturing, to have a final completion inspection conference at the site of the manufacturing facility with Three (3) individual(s) from the MES Fire to inspect the apparatus after construction.

The factories authorized distributor shall, at their expense, provide transportation, lodging, and meals. Any distance greater than 200 miles shall be by commercial air travel.

PUMP AND APPARATUS OPERATION TRAINING

Fire Department personnel will be trained to the use of the entire apparatus including, but not limited to, chassis, fire pump system, the apparatus, and supplied equipment.

The training shall be provided by an Authorized Sales Representative technician who shall remain at the Fire Department for one (1) day (not less than eight (8) hours) to provide instruction to all personnel, or as instructed by the Chief of the Department.

All meals, motels, and travel costs are the responsibility of the successful bidder.

After acceptance of the fire apparatus, the purchaser shall be responsible for ongoing training of personnel to develop and maintain proficiency regarding the proper and safe use of the apparatus and the associated equipment.

CHASSIS FRAME

The frame shall be designed to industry standards. The manufacturer shall provide a lifetime frame side rail warranty to the original purchaser of the chassis. The frame rails shall be 10.50" x 3.50" x .375" heat treated steel.

The frame side rails shall have 110,000 psi minimum yield and shall have a minimum section modulus of 18.34 cubic inches calculated by using the square corner shape method. The resulting frame rail resistance to bending moment shall be 2,017,400 inches per pound per rail.

To ensure the maximum clamp load for the fastener prevailing torque the crossmembers shall be bolted in place using grade 8 bolts, hardened washers, and grade C distorted thread locknuts. Flanged head fasteners shall not be acceptable. The top of the frame rails shall be free of bolt heads.

Frame engine cutouts shall be made with a plasma torch to minimize the heat affected zone of the cut. All cutouts shall have a minimum of 6.00 inch transitions between rail flange cut depths to reduce the stress concentrations throughout the cutout area. The root of all transition areas shall have a minimum of a 2.00 inch radius to reduce stress concentrations at the root.

FRAME RAIL FINISH

The main frame rails and main frame cross-members behind the pump shall galvanized to reduce the effect of harsh road chemicals.

FRAME FASTENERS

Fasteners employed to attach the main frame rails to the main frame cross-members shall be Zinc plated to reduce the effect of harsh road chemicals.

CAB MAIN FRAME CROSSMEMBER

In addition to the rear cab support cross-member there shall be a main frame cross member mounted in the rear cab area. This cross-member shall be a wide base flanged design to provide frame spacing and excellent strength to prevent frame paralleling. Every frame cross-member shall be bolted in place using grade 8 bolts, hardened washers, and grade "C" distorted thread locknuts.

FRONT AXLE

The front axle shall be a Hendrickson STEERTEK™ NXT with an 19,000 lb. capacity.

CRAMP ANGLE

The chassis shall have a turning cramp angle of 45-degrees. Both left and right turns have a full 45° cramp angle with tires and wheels mounted on the axle and installed in the chassis.

The 45°cramp angle is achieved irrespective of options such as front suctions and disc brakes.

FRONT AXLE OIL SEALS

The front axle shall be equipped with oil bath type oil seals as supplied on the axle from the axle manufacturer. The spindles shall be equipped with transparent covers for oil level inspection.

FRONT AXLE DISC BRAKES

MERITOR DiscPlus, EX-225, air disc brakes shall be installed on the front axle. The DiscPlus air disc brakes shall provide improved fade resistance and wet weather performance. The rotors shall be vented to facilitate brake cooling.

FRONT AXLE / SUSPENSION, STEERTEK™ NXT (19k GAWR)

The front axle and suspension shall be a Hendrickson STEERTEK™ NXT high-capacity fabricated front steer axle system.
This advanced suspension integration uses parabolic springs to increase wheel travel and lower spring rate for improved ride quality, and proprietary threaded pin bushings to increase roll stiffness. The rigid axle beam has a box-shaped cross section to resist horizontal, vertical, and twisting forces more effectively than I-beam axles. Passive hydraulic dampers are custom tuned for parabolic leaf springs to achieve the ultimate ride and handling. Progressive-rated bump stops handle high dynamic loads without harshness.

This front axle and suspension system shall be designed for heavy duty custom fire apparatus with a maximum capacity of 19,000 lbs.

SHOCK ABSORBERS

Double acting hydraulic shock absorbers are to be installed.

STEERING SYSTEM

The steering shall be equipped with a single SHEPPARD M110 integral power steering gear. The engine shall be equipped with a gear driven pump.

The power steering fluid shall be monitored electronically and shall send a visual warning to the instrument panel when the fluid level falls below normal.

A remote steel reservoir shall be provided with the ability to check and fill the fluid level when the cab is in the raised position.

FRONT TIRES

The front tires shall be Michelin 385/65R22.5 (L) Michelin tubeless radial X Multi HL Z All-Season tread.

The front tire stamped load capacity shall be 22,000 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 120 pounds per square inch.

ALUMINUM FRONT WHEELS

Polished aluminum wheels shall be supplied and installed on the front axle.

WHEEL TREATMENT

The aluminum wheels shall be supplied with wheel treatment for a bright finish and wheel protection.

FRONT WHEEL TRIM

The front axle shall be trimmed with mirror finish, 304L grade, non-corrosive stainless steel 'baby moon' hub caps with an opening for viewing the oil seal cover, and bright finished nut covers.

SINGLE REAR AXLE

The rear axle shall be a MERITOR model "RS-25-160" with a 27,000# capacity for the fire service.

MERITOR DIFFERENTIAL

The rear axle shall contain a Meritor 160 Series differential with an 18.00-inch diameter ring gear utilizing hypoid-Generoid gearing and a 2.25 inch diameter axle shaft.

AXLE DIFFERENTIAL LUBE

The axle shall have the initial factory fill made with non-synthetic axle lube meeting the axle manufacturer's recommendations.

REAR AXLE OIL SEALS

The rear axle shall be equipped with premium oil bath type oil seals as supplied on the axle from the axle manufacturer.

REAR AXLE BRAKES

The rear brakes shall be Cam type, 16-1/2" X 7" (419 x 178), S-Cam, air operated heavy-duty brakes for increased stopping power and brake life in severe braking applications.

The "S" cam brakes shall incorporate a double anchor pin design, for stability and smooth consistent stopping. The camshafts shall be heat treated with rolled spline construction.

The rear axle shall be equipped with automatic slack adjusters (ASA) to provide optimum brake performance.

VEHICLE TOP SPEED

The rear axle shall be geared for a top speed of 65 to 68 mph at engine governed RPM.

NFPA TOP SPEED STATEMENT

NFPA-1901, 2016 Edition - 4.15.2: The maximum top speed of fire apparatus with a GVWR over 26,000 lb (11,800 kg) shall not exceed either 68 MPH (105 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

NFPA-1901, 2016 Edition - 4.15.3: If the combined water tank and foam agent tank capacities on the fire apparatus exceed 1250 gal (4732 L), or the GVWR of the vehicle is over 50,000 lb (22,680 kg), the maximum top speed of the apparatus shall not exceed either 60 MPH (105 km/hr) or the manufacturer's maximum fire service speed rating for the tires installed on the apparatus, whichever is lower.

The speed selected on this apparatus exceeds 60 MPH (105 km/hr) and the customer is aware of NFPA-1901 and the top speed that will be achieved with the finished apparatus.
Truck gearing shall be such to provide for a customer requested top speed at engine governed RPM. If the top speed exceeds NFPA requirements listed above the engine ECM will have road speed limiting programmed so the maximum attainable speed will not exceed that limit. This is field adjustable with Cummins Insite.

SINGLE AXLE REAR SUSPENSION

A Reyco Granning Model 79KB rear suspension shall be provided and installed. The suspension system shall have a GAWR of 27,000 pounds.
The suspension shall consist of a multi-leaf parabolic spring pack for increased ride compliance and will be provided with adjustable torque arms and a single piece track rod for added stability and easy alignment.

AIR SYSTEM

An air brake system meeting the requirements of the FMVSS-121 shall be provided. The system shall consist of three (3) reservoirs with a 4,362 cu. in. volume. The air system shall consist of the following components:

Dual air system with dual gauges and a warning light and buzzer. A spring actuated parking brake built into the rear axle brakes with a manual control and warning light the in cab. These shall automatically apply in case of air system failure. A mechanical means of releasing the spring brake shall be provided in the event of total loss of air pressure.

A quick build up system shall be provided, capable of building enough air pressure to release the spring brake in less than thirty (30) seconds, when starting with the entire air system at zero pounds pressure.

The brake system shall be a split system. One (1) system serving the rear brakes and one (1) system serving the front brakes. The two (2) systems shall be connected with a double check valve that shall automatically shuttle air from the front system to the rear system should loss of air pressure occur. This system shall also modulate the amount of air so the spring brakes shall apply in direct relationship to the amount of pressure applied to the treadle valve.

The brake system shall be equipped with a Bendix SR-7 valve to provide modulated spring brakes in the event there is low air pressure in the rear axle air supply reservoir.

The spring brakes shall be piped in such a manner that if the treadle valve is depressed while the spring brakes are applied, the spring brakes shall release and remain released as long as the treadle valve is depressed. They shall reapply immediately when the treadle valve is released.

The piping in the air system shall be 2-ply nylon reinforced color-coded tubing for all stationary lines.

AIR DRYER

The air system shall include a BENDIX AD-9 air dryer.

The air dryer shall have a spin on desiccant cartridge.

The air dryer shall incorporate an integral turbo cutoff valve. The turbo cutoff valve shall close the path between the air compressor and the air dryer purge valve during the compressor "unload" cycle. This shall allow the air dryer to purge the water and contaminates without any loss of turbo boost or engine horsepower.

A 12-Volt heated moisture ejector shall be an integral part of the air dryer. This heater shall be thermostatically controlled. The electrical connection for the heater shall use a sealed electrical connector to protect against moisture and corrosion.

The use of this air dryer increases the base air system volume by 200 cubic inches.

MANUAL AIR TANK DRAINS

All air reservoirs shall have manual 1/4 turn drain valves. The drain valves shall be supplied with rubber seats to reduce air system leaks. The reservoir drain valves shall allow the accumulation of contaminants that are collected in the reservoirs to be drained off to the atmosphere.

MERITOR/ROCKWELL/WABCO ABS BRAKE SYSTEM

A four channel, single rear axle model, MERITOR/ROCKWELL/WABCO ABS Braking System shall be supplied.

A frame mounted electronic control unit (ECU) shall monitor and control wheel speed during braking. Wheel sensors, constantly monitoring wheel speed, send information to the ECU. If a wheel begins to lock the ECU transmits an electrical impulse to modulator valves that can apply, release, or hold the air pressure in the brake chambers. The rapid modulation of air pressure prevents wheel lock-up and increases driver control.

This ABS system shall be a 4S/4M system with four (4) wheel speed sensors and four (4) modulator valves.

If a fault occurs in one wheel, that wheel shall have normal (non-ABS) brake function. The other wheels shall continue to provide the ABS function. If the ABS system should fail completely, the brake control shall be returned to normal (non-ABS) braking.

An ABS warning light shall be installed on the driver's dash message center. This warning light shall cycle through a test stage at the point of ignition turn on and remain illuminated until the vehicle reaches approximately four (4) MPH. The light shall illuminate in other conditions to warn of an ABS system failure and shall illuminate when the diagnostic function is activated.

MUD/SNOW SWITCH

The Meritor/Rockwell/Wabco ABS shall be supplied with a mud and snow switch. This switch shall increase the ATC threshold to allow a momentary wheel slip to obtain traction under extreme mud and snow conditions.

MERITOR/WABCO STABILITY ENHANCEMENT SYSTEM

A Meritor / Wabco Roll Stability Control (RSC) System shall be provided on the apparatus chassis. The RSC shall assist in managing road conditions that may result in a vehicle rollover.

The RSC shall intervene to regulate the vehicle's deceleration functions by automatically reducing engine torque, engage the vehicle retarder and apply pressure to the brakes.

Electronic Stability Control (ESC) shall be included building upon the established RSC system by sensing the tendency of the vehicle to spin around and automatically applying the brakes to reduce that risk.

This system conforms to the requirements of NFPA-1901 4.13.1.2 - If the apparatus is equipped with a stability control system, the system shall have at a minimum, a steering wheel position sensor, a vehicle yaw sensor, a lateral accelerometer, and individual wheel brake controls.

REAR TIRES

The rear tires shall be Michelin 12R22.5 (H) tubeless radial XDN2 mud/snow 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.

ALUMINUM WHEELS

Four (4) polished aluminum wheels shall be supplied and installed on the single rear axle. The wheels shall be highly polished on the outboard side.

WHEEL TREATMENT

The aluminum wheels shall be supplied with wheel treatment for a bright finish and wheel protection.

REAR WHEEL TRIM

The rear axle(s) shall be trimmed with mirror finish, 304L grade non-corrosive stainless steel "Lincoln Hat" hub cover and bright finished nut covers.

TIRE PRESSURE MONITORING DEVICE

Each tire installed on the apparatus shall be equipped with a tire pressure monitoring device. The device shall consist of a valve stem cap with an LED tire alert to indicate tire pressure conditions. The LED will flash when the tire drops 8 psi below the factory setting.

LASER ALIGNMENT

The chassis shall have a laser alignment performed at the factory before delivery.

Toe In Front Axle - The toe in on a vehicle is set to reduce tire wear and to ensure that the vehicle shall steer in a straight line. Toe in measurements are set to a positive 2.50 millimeters total, giving the vehicle 1.25 millimeters from side to side.

Toe In Rear Axle - The toe in on the rear wheels is set up slightly different in that the axle and wheels are set to ride the "crown" of the road. his is achieved by adjusting the toe to a measurement of no less than 1 millimeter, but no more than 2.00 millimeters. The ideal measurement is 1.50 millimeters total for both sides.

Cramp Angle - Cramp angle is set to achieve the greatest turning radius possible with the selected components of the vehicle. Each front wheel is set to zero degrees. The wheel is then turned until it reaches the steering stops. This measurement is the cramp angle.

DIESEL ENGINE

The chassis shall be powered by a Cummins diesel engine as described below:

MODEL:	L9-450
NUMBER OF CYLINDERS:	Six
BORE AND STROKE:	4.49 in (114 mm) x 5.69 in (145 mm)
DISPLACEMENT:	543 cu. in. (8.9L)

MAX HP:	450 hp (336 kW) @ 2100 RPM
TORQUE:	1250 lb.-ft (1696 N-m) @ 1300 RPM
GOVERNED RPM:	2200
CURVE:	FR96230EV

Standard Equipment on the engine to include the following:

OIL FILTER:	A full flow / by-pass combination
LUBE OIL COOLER:	High efficiency non-drainback full flow cooling
FUEL FILTERS:	Two fuel filters providing 3 / 10 micron absolute filtration
STARTER:	12 volt
AIR COMPRESSOR:	A Wabco 18.7 cfm compressor shall be provided

ENGINE COOLANT RADIATOR

The engine coolant radiator shall have sufficient capacity to perform under the engine manufacturer installation requirements. The chassis manufacturer shall demonstrate the ability to meet this requirement with the submittal of an approved IQA to the fire department for the apparatus.

This radiator shall have HRPOS top and bottom tanks. These tanks shall have a material thickness of 11 gauge. The top and bottom tanks shall be attached to the header assemblies with a minimum of forty (40) fasteners. These fasteners shall not exceed a center distance of 1.938 inches to reduce the possibility of tank leaks. These fasteners shall be torqued to a value of 29.5 ft-lbs.

The header plates shall be made of 16-gauge brass.

The radiator tubes shall be constructed of .0066 inch thick brass and have a dimensional size of .076 inch x .625 inch. These radiator tubes shall have welded tube seams.

The radiator shall contain three (3) rows of tubes arranged in an inline profile across the radiator core. The entire radiator shall contain (231) tubes. These tubes shall have a smooth bore to allow for radiator cleaning.

In the critically stressed area, where the radiator tubes are attached to the header plates, this joint shall be accomplished with a welding process on the coolant side. In addition to the welded joint a solder fillet joint shall occur on the air side of the core creating a continuous dual bond.

The radiator shall have a louvered serpentine type core that contains fins constructed of .0024 inch thick copper. These fins shall be spaced to a maximum density of 14 fins per inch of radiator tube. Each fin shall have a louvered surface for high cooling efficiency.

The radiator shall contain an integral coolant de-aeration tank. This tank shall be designed to remove entrapped air or gas from the coolant side of the radiator.

The radiator side rails shall have integrally designed support gussets for the transition to the header attachment.

The bottom tank of the radiator shall have a drain valve for coolant removal.

The bottom tank of the radiator shall have a transmission cooler with a plate-type design. The plates shall have internal turbulators to break up laminar oil flow across the surface. The cooler shall have 1311 square inches of surface area for water surface contact and heat transfer.

The radiator system shall be pressurized with a cap rated per the cooling system requirements of the specific engine manufacturer.

The high efficiency engine fan shall be encompassed with a radiator shroud to provide the proper air flow from the fan blade to the radiator.

The perimeter of the radiator shall have recirculation baffles to eliminate the possibility of recirculation of "hot" air to the face of the radiator core. The bottom of the radiator shall have a recirculation baffle from the radiator to the frame rails.

COOLANT RECOVERY SYSTEM

A coolant recovery system shall be installed on the chassis. This tank is designed to capture coolant overflow when the engine coolant warms and expands. As the engine cools the overflow is then pulled out of the tank and back into the radiator, thus maintaining proper coolant levels.

CHARGE AIR COOLER RADIATOR

The engine charge-air cooler shall have sufficient capacity to perform under the engine manufacturers installation requirements. The chassis manufacturer shall demonstrate the ability to meet this requirement with the submittal of an approved IQA to the fire department for the apparatus.

This radiator shall have cast aluminum side tanks. These tanks shall have a material thickness of .200. These tanks shall be attached to the charge-air core with the ALBRAZE construction technique.

The external air fins shall be louvered serpentine and constructed of .006 inch thick aluminum.

The internal air fins shall be of the lance-and-offset design for greater air turbulence and higher efficiency. The internal fins are to be constructed of .010 inch thick aluminum.

The charge-air cooler shall be mounted directly in front of the engine coolant radiator. To reduce vibration rubber "iso" mounts shall be used for mounting the charge-air cooler to the engine radiator.

The charge-air cooler shall contain thermal expansion slots to allow the expansion and contraction of the charge-air core over the wide range of temperatures that are expected in operation.

The charge air piping between the engine and charge-air cooler shall be aluminum tubing with a wall thickness of .065 inch. The system shall utilize four (4) ply silicone rubber woven Nomex hoses with stainless steel pressure bands. These bands are designed to maintain the hose shape under the pressure of the turbocharger boost air. All clamps used on the charge air piping are to be stainless steel constant torque and shall be installed at each joint.

LONG LIFE COOLANT

The coolant system shall contain a mixture to keep the coolant from freezing to a temperature of -34 degrees F.

The coolant supplied shall be Long Life Coolant compatible with the engine manufacturer's requirement.

COOLANT HOSES

The entire chassis cooling system shall have premium rubber hoses. All clamps to be stainless steel worm drive type clamps.

COOLANT SYSTEM CLAMPS

Single wire constant torque clamps shall be used for all cooling system hoses.

HEATER LINE SHUT OFF VALVES

The heater circuit shall have quarter turn shut off valves installed on both the supply and return lines to allow a complete shut off of coolant flow to the cab heaters in hot seasons of the year. These valves shall be installed in addition to the valves in the heater unit(s).

ENGINE AIR INTAKE FILTER

The engine shall be equipped with a Cummins Fleetguard heavy duty air filter. The filter shall be easily field serviceable.

ENGINE OIL

The engine shall have the initial factory fill made with a non-synthetic engine oil meeting the engine manufacturer's recommendations.

ENGINE BRAKE

A "JACOBS" Engine Brake shall be supplied.

The Driver shall have an on/off and a high/low engine brake control switch.
Activation of the engine brake shall occur at zero throttle position. The transmission ECU shall be programmed to operate in the pre-select downshift mode to maximize the retarding power of the engine brake.

The brake lights shall illuminate when the Jacobs Brake is in operation.

The Jacobs Brake shall be inoperative when the chassis is in pump mode.

The "JACOBS" engine brake shall be covered under the standard five (5) year Cummins engine warranty.

ENGINE FAST (HIGH) IDLE

The chassis shall be equipped with an Electronic Idle Control (EIC) for the electronic engine. Preset speed is factory adjustable.

The fast idle provision shall only function when the parking brake is set and the transmission is in neutral. Manual selection of the fast idle shall be controlled by a driver's momentary switch.

Automatic activation of the fast idle shall occur when a low voltage condition exists, the truck is in neutral and the parking brakes are applied.

Cancellation of the fast idle shall be achieved by resetting the manual switch or by depressing the service brake pedal.

AUXILIARY ENGINE COOLER

The cooling system shall have one (1) SENDURE auxiliary engine cooler mounted in the upper radiator water pipe. The apparatus shall have the fire pump water circulated to the cooler from a valve located on the apparatus pump panel.

SPARK ARRESTOR

A spark arrestor shall be installed to the chassis air intake system. This arrestor shall be affixed to the inlet of the air cleaner housing mounted above the radiator to filter out airborne embers.

FAN DRIVE

A fully variable fan drive system shall be installed on the engine. Variable operation is required to reduce fan noise and improve response time and lower off-speed for maximum efficiency. Control of the fan operation is entirely from the engine and fan ECM with no manual override controls.

EXHAUST SYSTEM

A single exhaust pipe shall be provided for the engine. The exhaust pipe shall be supplied with a heat wrap. The wrap shall extend from the engine turbo charger to just below the frame rail.

The exhaust tubing from the turbocharger to the exhaust after treatment device shall be stainless steel.

CUMMINS AFTERTREATMENT SYSTEM

The chassis shall be equipped with a compliant Cummins exhaust after treatment system.

TAILPIPE

The tailpipe shall extend from the exhaust muffler/aftertreatment device to the rear of the vehicle making a 90° bend to exit the vehicle ahead of the rear tires on the curbside of the vehicle. The end of the pipe shall be cut square or perpendicular to the exhaust pipe centerline.

The pipe shall be unpolished stainless steel.

An exhaust gas diffuser shall be furnished on the end of the tailpipe.

DIESEL EXHAUST FLUID SYSTEM

The chassis shall be equipped with a five (5) gallon Diesel Exhaust Fluid (DEF) reservoir system.

The reservoir shall contain a Multifunctional Head Unit (MFHU) that contains integrated level and temperature sensors. The MFHU also shall contain a coolant powered heater to thaw DEF in conditions below 12°F (-11°C) to meet governmental regulations.

The reservoir shall be located on the left frame rail behind the front axle beneath the cab. The mounting system shall use stainless steel mounting brackets to reduce the possibility of corrosion.

TRANSMISSION

The transmission shall be an Allison 3000EVS automatic transmission with electronic controls.

The transmission shall be equipped with a lock-up control circuit that shall automatically shift the transmission into 4th gear lock-up when the pump is shifted into gear.

TRANSMISSION COOLER

An automatic transmission cooler shall be provided as an integral part located in the bottom tank of the radiator. It shall be designed to withstand 165 psi working pressure and an intermittent pressure of 250 psi. The cooler shall be of sufficient size to maintain the operating temperature within the recommended limits of the transmission manufacturer.

TRANSMISSION FLUID

The transmission shall be provided with heavy-duty transmission fluid meeting Allison specification TES-389.

FIVE SPEED PROGRAMMING

The transmission shall be programmed for five speeds.

First - 3.49
Second - 1.86
Third - 1.41
Fourth - 1.00
Fifth - 0.75
Reverse - 5.03

The transmission shall be able to shift from first through fifth gear without operator intervention. The chassis shall be geared for the top speed in 5th gear.

AUTOMATIC NEUTRAL

The transmission shall be provided with circuitry to provide automatic neutral. Setting the parking brake commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. Requires re-selecting drive range to shift out of neutral.

After the transmission has been activated with the automatic neutral feature the shift lever must be returned to neutral and back to drive for midship pump operations.

REMOTE FLUID LEVEL SENSING

The chassis shall be equipped with an electronic low fluid level indicator system for the engine oil, transmission oil, engine coolant and power steering fluid as part of the instrumentation package. This system eliminates the need for daily checking of fluid levels with manual dipsticks.

Coolant over temperature sensors are only capable of sensing excessive coolant temperature caused by clogged radiators, malfunctioning thermostats, failed water pumps or any other “circulation” problem. Upon

loss of coolant, however, these temperature sensors must try to respond to hot air which, being a poor thermal conductor, results in signals that arrive only after the engine is severely damaged.

In a like manner, under leaking oil conditions low oil pressure signals are not obtained until the oil pump is starved for oil. Since the oil pump draws liquid from the very bottom of the crankcase pan, these signals arrive only after virtually all oil has been lost. Again, the damage has already occurred.

The liquid level sensor provides an early warning that fluid is being lost and allows corrective action to be taken before damage can occur. By using a sensor to turn on an indicator light, the low fluid level condition is communicated immediately to the operator.

ENGINE COOLANT

The coolant level sensor is located in the upper radiator reservoir. The corresponding LED indicator light is included in the display module.

ENGINE OIL

The engine oil sensor is in the engine oil sump. It monitors the oil level at approximately the 50% level. The corresponding LED indicator light is located to the right of the instrument panel at the engine enclosure console in clear view of the driver.

POWER STEERING FLUID

The power steering fluid sensor is located in the power steering fluid reservoir at the same level as the “Add” indicator on the dip stick. The corresponding LED indicator light is located to the right of the instrument panel at the engine enclosure console in clear view of the driver.

FUNCTION

The LED indicator lights will illuminate when the ignition is placed in the ON position as a test to insure that the warning circuits are working. They will go out when the starter button is pressed if normal fluid levels are detected. One or more of the lights staying on indicates a low fluid level in the corresponding system(s). Any time the engine is ON and a low fluid level is detected, the appropriate light will illuminate. The sensor output will reset when the ignition is turned off.

TRANSMISSION OIL

The transmission oil sensor is in the transmission oil sump. The fluid level indicator is integrated into the shift selector. Accessing the fluid level status is dependent upon the style of shift selector provided.

The transmission fluid level status is accessed through the “mode” function of the shift selector controls. First, park the vehicle on a level surface, shift to N (Neutral), and apply the parking brake. If equipped with a pushbutton shift selector, simultaneously press the Up and Down arrow buttons. If equipped with a lever shift selector, press the display mode button one time. A code will be displayed on the shift controls indicating that the oil level is HI, LO or OK. If the level is HI or LO, the display will also indicate the number of quarts of oil necessary to be added or removed to bring the oil level into the OK range. It may also display an error code that explains why fluid level information is not available. The fluid level check may be delayed until the following conditions are met:

- The fluid temperature is above 60°C (140°F) and below 104°C (220°F).
- The transmission is in N (Neutral).
- The engine is at idle.
- The transmission output shaft is stopped.
- The vehicle has been stationary for approximately two minutes to allow the fluid to settle.

See the Care and Maintenance section of the transmission Owner's Manual for a more detailed description of the fluid check procedure along with a complete list of error codes.

DRIVELINES

Universal joints and driveshafts shall be SPICER 1760 series or equal. The driveshaft tube shall be a minimum of 4.09" diameter with a .180" tube wall thickness. The driveshaft slip joints shall be coated to reduce sliding friction and thrust under high torque loads. Permanent driveline installations shall be balanced to prevent vibration.

FUEL TANK

The fuel tank shall have a capacity of 50 gallons (US) and be D.O.T. certified. It shall be mounted with stainless steel straps bolted to the bottom frame flange to allow for easy removal. The tank construction shall be of 12-gauge steel with single fuel pickup and return tubes. The baffled tank shall be vented to prevent low vacuum and facilitate rapid filling.

The tank shall have a 2.00-inch NPT fill to the driver's side of the chassis.

The fuel tank sending unit is to be mounted to the driver's side of the fuel tank for easy replacement without removing body panels.

FUEL LINES

Polyamide fiber, nylon braided, reinforced tubing with push-on reusable fittings shall be provided for the chassis fuel lines.

FUEL SHUT-OFF VALVE

A, ball type, fuel line shut off valve shall be installed in the suction side fuel line. The shut off valve shall be located near the inlet to the primary fuel filter.

FUEL/WATER SEPARATOR

The Cummins engine shall be equipped with an integrated fuel / water separator with a self-venting bottom drain valve. This filter shall be able to remove up to 95% of dissolved water and up to 99% of free-standing water.

ALTERNATOR

A 415 Amp NIEHOFF alternator shall be installed on the engine. The alternator shall be regulated by a remote mounted regulator.

FIRETRUCK CAB

The apparatus shall be designed to operate in emergency conditions. These conditions require the apparatus to maneuver into confined areas, and operate at prolonged periods of time, under extreme circumstances. To facilitate these operations a cab-over-engine design is required in order to reduce the overall length and turning radius of the apparatus thus increasing the maneuverability.

The cab design must be such to provide safe and efficient transport of emergency personnel. The cabin shall be designed with four (4) side doors of the largest size possible and with a grab handle and step arrangement to provide ease of entry and egress.

There shall be up to ten (10) positions available for occupant transport pending cab configuration. The number of seats and seating locations are described in detail later in this document.

The apparatus cab shall be of the latest in automotive design, styling and appearance.

CAB MATERIALS AND CONSTRUCTION

The extruded aluminum cab shall have the following material gauges as a minimum:

- Cab floor - 3/16 inch (.190 inch) aluminum
- Front skin - 3/16 inch (.190 inch) aluminum
- Cab side panels - 3/16 inch (.190 inch) aluminum
- Cab rear wall - 3/16 inch (.190 inch) aluminum
- Cab driver's floor - 3/16 inch (.190 inch) aluminum
- Cab officer's floor - 3/16 inch (.190 inch) aluminum
- Cab crew area floor - 3/16 inch (.190 inch) aluminum
- Cab roof - 3/16 inch (.190 inch) aluminum
- Cab doors - 3/16 inch (.190 inch) aluminum

Roof Rail Section: Extending from the front to the rear of the cab, above the doors, the cab shall have an extruded aluminum section. This section shall be designed to interlock with the roof sheet and incorporate the door drip molding in one single piece.

Upper Transverse Member: Amid ship in the cab there shall be a boxed beam header assembly located transverse in the cab from left to right.

Front Door B-Post: This vertical box section of the cab located behind each of the front doors provides the slam post for the door latch assembly. This section also is a main member in the cab skeletal system. The B-Post ties into the Upper Transverse Member to provide torsional stiffness in the open space design of the cab.

Rear Door D-Post: The box assembly design of the rear door D-post provides an anchor for the rear door latch assembly. This section is the main vertical support at the cab rear corner providing the anchor point for the rear wall structural lattice network.

Roof Panel Rails: The roof panel sub-assembly shall have extruded hat section supports bonded to the roof skin. These roof hat sections shall be joined to the Cab Roof Rail Section to complete the upper cab skeletal structure. These completed Roof Panel Rails shall provide a grid for maximum roof crush and deflection strength. The roof shall support a minimum weight of 250 lbs. / sq. ft. without permanent roof deformation.

Rear Wall Rails: The rear wall assembly shall have extruded hat section supports bonded to the wall skin. These sections shall be joined to the Roof Panel Rails and to the rear door slam post and floor provide a rear wall grid structure with maximum strength.

Cab Front Wall: The front wall of the cab shall be designed with a double wall construction to reduce the effects of exterior noise in the crew and operator compartment.

CAB DIMENSIONS

The cab shall have the following dimensional requirements:

- Overall Width - 100.00 inches
- Roof - 12.00 inches Raised
- Center of front axle to back of cab - 60.00 inches
- Center of front axle to front of cab - 74.00 inches
- Windshield area - 4,200 sq. in. minimum
- Front grille opening - 478 sq. in. minimum
- Combined side grille opening - 84 sq. in. each minimum
- Cab full tilt angle - 45 degrees minimum

The cab interior shall have the following dimensional requirements:

- Drivers side floor width - 22.50 inches minimum
- Floor to the ceiling in the driver and officers area of the cab - 59.50 inches minimum
- Floor to the top of the engine enclosure - 28.00 inches maximum
- Officers side floor width - 24.50 inches minimum
- The measurement across the floor from the rear wall to the first vertical portion of the engine enclosure - 43.25 inches and the floor width from step well to step well shall be no less than 84.00 inches
- Floor to the ceiling in the rear of the cab - 65.50 inches minimum

CAB DOORS

The cab entry and egress shall be designed for a firefighter in full turnout gear. Each door shall open a minimum of ninety degrees to afford the firefighter maximum space.

The doors shall be of a flush design each having exposed, one-piece, polished stainless-steel hinges. The hinge shall be made of 12-gauge material with a minimum hinge pin diameter of 1/4 inch.

The door windows shall have interior and exterior glass weather seals to prevent the influx of exterior air.

The doors shall have exterior and interior paddle type latches for ease of opening with a gloved hand. The paddle latches are to have a rubber gasket, on the outside, separating the handle from the finished painted surface.

FRONT DOORS-FULL LENGTH

The cab front doors shall be of the full-length design enclosing the entire step area of the cab. The doors shall be a minimum of 38.75 inches wide by 75.00 inches high. Each door shall have a roll down window with a minimum glass viewing area of 773 square inches per door. There shall be a fixed piece of forward glass in each of the front doors.

REAR CAB DOORS-FULL LENGTH

The rear cab doors shall be similar to the forward doors and shall be located directly behind the front wheel well area. These doors shall be 34.00 inches wide by 88.00 inches high. Each door shall have a roll down window with a minimum glass viewing area of 670 square inches per door.

INTERIOR DOOR LOCKS

All doors shall have door locks with interior controls and exterior keyed door locks. The installation shall be in conformance with FMVSS 206, with specific adherence to 49 CFR 571.206 Section 4.1.3 requiring that "Each door shall be equipped with a locking mechanism with an operating means in the interior of the vehicle". All doors shall be keyed alike. The doors shall be equipped with appropriate safety interlocks to prevent accidental locking of the doors when closed.

CAB GLASS

AS-1 safety laminate glass shall be used in a two piece, wrap around design with a minimum of 3760 square inches of windshield area for maximum visibility. The windshield shall have the style of a one-piece assembly with the practical installation of two pieces for lower replacement cost. The windshield shall be readily available from a nationally recognized automotive glass manufacturer that maintains local distribution outlets.

All glass shall be tinted.

All fixed glass shall be installed with a one-piece triple locked rubber lacing material. Due to long term appearance two-piece chrome trim lock lacing is not desired.

SUNVISORS

The driver and officer side of the cab shall be equipped with a sun visor. The vinyl covered visors shall be a minimum of 19.00 inches by 7.00 inches.

DRIVER SIDE ELECTRICAL CABINET

An electrical cabinet designed to house the main battery electrical disconnect and facilitate the installation of an onboard battery charger or battery conditioner, shall be provided under the driver's seat. A bolt on limited access; aluminum spatter painted hatch, shall be installed on the front side of the seat riser. The access hatch shall have a louvered section to provide air circulation to the cabinet.

WINDSHIELD WIPERS

Two speed electric pantograph wipers shall be installed. These wipers shall have a minimum of 24.00 inch blades and have 28.50 inch wet arm electric pump washers. A 70-ounce minimum windshield washer reservoir shall be furnished.

FASTENERS

All cab exterior fasteners shall be stainless steel type fastened to the cab with nutserts.

BATTERY ACCESS

The rear cab steps shall have a removable kick panel, providing access to the batteries for routine maintenance and inspection.

CAB CORROSION TREATMENT

The cab shall have a corrosion preventative material conforming to Mil Spec C-16173-C, Grade 1, applied during and after construction. A 10-year warranty against perforation due to rust or corrosion shall be furnished for the cab.

TRANSMISSION SELECTOR

The transmission shall be controlled by a push button type shift control. It shall be internally illuminated for night operation.

TRANSMISSION OIL LEVEL SENSOR

The transmission shall be equipped with the oil level sensor (OLS). This sensor shall allow the operator to obtain an indication of the fluid level from the shift selector. The sensor display shall provide the following checks, correct fluid level, low fluid level and high fluid level.

EXTERIOR DOOR HANDLES - BRIGHT FINISH

The cab exterior door handles shall have a bright anodized finish.

CAB STEPS

There shall cab entry steps with an upper and lower step at each entry door position.

INTERIOR CAB STEP TRIM

The cab steps shall be enclosed behind each entry door. The lower step shall be sealed from the underside of the cab to reduce road splash from entering the step area while the vehicle is in motion. The horizontal upper step surfaces shall be integral to the cab and shall be covered with bright aluminum tread plate. The lower cab steps shall be constructed from stainless steel Laser Grip material, meeting the requirements of NFPA-1901.

The vertical toe kick surface area of the upper cab step wells shall be covered with aluminum tread plate.

CAB ENTRY STEPS - BRIGHT FINISH

The cab entry steps shall have a bright finish.

LOWER STEP LIGHT

There shall be an amber LED light provided and installed in the outboard facing bottom flange of each cab step.

DEF FILL ACCESS

The left rear crew step area shall have hinged access to fill the DEF tank without raising the cab.

HEATER / DEFROSTER

A 57,600 BTU heater with a three (3) speed fan shall be mounted in the front of the cab, centered over the windshield. This heater shall have six (6) adjustable vents to assure windshield defogging.

45,000 BTU AIR CONDITIONING

A climate control system shall be furnished in the cab. The system shall consist of a 45,000 BTU air conditioning evaporator and 33,400 BTU heater centrally located on the forward slope of the raised roof.

The system is to have a 13.1 cu. in. minimum compressor mounted on the engine to provide the compressed refrigerant to the system. The compressor is to be plumbed to a heavy duty truck, triple fan air conditioning condenser mounted on the cab roof. The condensing unit shall have an aerodynamic shroud that is painted to match the color of the cab roof. There shall be an extended life filter receiver/dryer with a pressure relief valve installed to protect the system from contaminates, moisture, and high pressure. It is to have a sight glass for visual inspection and ease of service.

The evaporator shall have an externally equalized expansion valve and be thermostatically protected to prevent freeze up. Dual high performance 3-speed blowers shall provide a minimum of 650 CFM air flow. Each blower is to be controlled separately. Eight (8) downward facing adjustable diffusers with shutoff capability shall be utilized to direct the air flow through the cab.

The air conditioning controls, on/off switch, thermostat control, and blower switches shall be located on the climate control display module within reach of the driver.

The climate control system shall utilize both automatic and manual control methods.

The climate control display's system standby screen shall maintain all of the climate control functions OFF.

The climate control display's automatic operation screen shall allow the user to select a desired temperature and the climate control system shall automatically choose the temperature mode (cool or heat) and the fan speed (low, medium or high) to maintain the desired temperature.

The climate control display's manual operation screen shall allow the user to set the temperature mode (cool or heat) and the fan speed (low, medium or high) as desired.

CAB INSULATION

Foam rubber type insulation shall be installed in the rear wall and the cab ceiling to provide a better sound and heat barrier. The insulation shall be a minimum of 1" thick. The material shall be compliant with FMVSS-302.

EMI/RFI PROTECTION

The apparatus shall incorporate the latest designs in the electrical system with state-of-the-art components to insure that radiated and conducted electromagnetic interference (EMI) and radio frequency interference (RFI) emissions are suppressed at the source.

The apparatus proposed shall have the ability to operate in the environment typically found in fire ground operations with no adverse effects from EMI/RFI.

EMI/RFI susceptibility is controlled by utilizing components that are fully protected and wiring that utilizes shielding and loop backgrounds where required. The apparatus shall be bonded through wire braided ground straps. Relays and solenoids that are suspect to generating spurious electromagnetic radiation are diode protected to prevent transient voltage spikes.

In order to fully prevent radio frequency interference, the purchaser shall be requested to provide a listing of the type, power output, and frequencies of all radio and bio medical equipment that is proposed to be used on the apparatus.

BATTERY BOX TRAY - STAINLESS STEEL

The battery box trays shall be stainless steel to reduce the corrosive potential of the tray. The battery hold down and brackets and hardware shall also be made of stainless steel.

BATTERY BOX COVER - STAINLESS STEEL

To reduce road spray a stainless-steel cover shall be installed on each battery box.

BATTERY JUMPER STUDS

Battery jumper studs shall be provided on the chassis. The jumper studs shall be mounted underneath the cab, on the rear of the driver's side battery box. The studs shall be connected to the chassis batteries with 1/0 color coded cables, red for the positive cable and black for the negative cable. The studs shall be protected with color coded plastic covers when not being used.

BATTERY BANK

A single battery system shall be provided, utilizing four (4) high cycle type Group 31 batteries.

This system shall be capable of engine start after sustaining a continuous 150 Amp load for 10 minutes with the engine off (NFPA-1901).

A battery disconnect switch (Rated at not less than 450 Amps continuous) shall be used to activate the system and provide power to the power panel. A green pilot light shall illuminate to indicate that the1 battery bank is activated.

BATTERY CABLES

All battery wiring shall be "GXL" battery cable capable of handling 125% of the actual load. It shall be run through a heat-resistant flexible nylon "HTZL" loom rated at a minimum of 300 degrees Fahrenheit. All cable connections shall be machine crimped and soldered.

STARTING CIRCUIT

One (1) engine start button is to be located on the lower right dash panel. It shall be wired to heavy duty solenoid rated at not less than 1100 amps. The battery indicator light is to be located directly above the start button to indicate that the battery bank is on.

BATTERY POWER BUS BARS

There shall be solid copper bus bars utilized for the direct connections between batteries. These bus bars shall be nickel plated for corrosion resistance and provided with color coded heavy shrink tube between the batteries for short circuit protection.

BATTERY ON INDICATOR LIGHT

A steady burning blue Whelen OS Series LED shall be mounted on the driver's dash facing forward to be seen from outside the front of the cab. The light is to illuminate whenever the battery switch is in the on position and the parking brake is set.

BATTERY CHARGER

A Kussmaul Chief Series Auto Charge 4012, 40 Amp, Triple Battery Bank Charger with onboard display shall be installed for charging the batteries. Automatic sensing of the battery condition shall stop charging when the batteries are fully charged.

The charger shall be installed behind the driver's seat in the cab.

The charger shall include the following features:

Dual Battery Type Technology – allows for two (2) dissimilar battery chemistry charging at the same time. Accommodates Flooded, Gelled Electrolyte, AGM, Odyssey®, Lithium Iron Phosphate (LFP), and customized.

Parasitic Load Compensation (PLC) – allows for user input of total accessory load amps on the vehicle. This allows the charger to shift the absorption stage set point, so the battery voltage drops to the float voltage when the desired current is reached.

Configurable for 3-step or float charging.

REMOTE CONTROL PANEL

A KUSSMAUL 091-266-RCP remote control panel shall be provided.

REMOTE CHARGE INDICATOR LOCATION

The remote charge indicator shall be located on the driver's seat box adjacent to the master battery switch.

SHORELINE AUTO-EJECT

A KUSSMAUL Super Auto Eject, model 091-55-20-120-XX, with weatherproof cover shall be provided.

The Super Auto Eject is to be completely sealed when the cover is closed to prevent internal contamination of the working components.

The internal switch arrangement of the Super Auto Eject shall be designed to close and open the 120-Volt AC circuit after the mating connector is inserted and before the shoreline outlet connector is ejected. This design shall prevent arcing at the connector contacts to provide long life.

The electrical connection shall be provided as a 120-Volt AC - 20 Amp type using a NEMA 5-20P connector.

ELECTRICAL INLET COVER

The Auto-Eject cover shall be a Kussmaul 091-55-XX model.

ELECTRICAL INLET COVER COLOR

The Auto-Eject cover shall be yellow in color.

ELECTRICAL INLET LOCATION

The Auto Eject assembly shall be mounted on the exterior of the cab behind the driver's door.

ENGINE ENCLOSURE

To reduce the noise in the cab the engine enclosure metal on the inside of the cab shall be completely covered with Acoustiblok sound isolation material. The material shall be sealed at all seams with acoustical sealant.

The engine enclosure inside the cab will be padded with an additional layer of sound and heat absorbing foam and covered with heavy duty vinyl trim upholstery to match or accent the interior of the cab.

The underside of the engine enclosure shall be covered with a sandwiched material for interior cab noise and heat rejection. This sandwiched acoustical material shall have one layer of 1/8" foam, a 3/16" single barrier septum and a 7/8" layer of foam to provide on overall thickness of 1-3/16". The sandwich material shall be chemically bonded to prevent layer separation. A finished surface treatment of metalized film shall be provided on the engine side of the barrier. The acoustical barrier shall be held in place with mechanical fasteners in addition to adhesive.

The insulation for protection from heat and sound shall keep the dBa level within the limits stated in the current edition of NFPA 1901.

CAB DOORS - INTERIOR TRIM

To provide durability the interior of the cab doors shall be finished with full length aluminum panel that is finished with spatter paint.

INTERIOR CEILING PADDING AND TRIM

The cab front interior ceiling shall have a one-piece, removable, vinyl headliner to cover all wiring and tubing used for lights and antenna leads.

REAR WALL COVERING

The rear interior wall of the cab shall have a two-piece, removable, wall covering to finish the interior trim, cover all wiring and tubing used for lights and antenna leads.

FLOOR COVERING

The front and rear floor areas of the cab shall be covered with "HUSHCLOTH" sound barrier floormats. This floormat shall be a three-ply material with a 3/16" thick open cell isolation barrier of Polyurethane, a 3/32" thick closed cell Nitrile mid barrier for section reinforcement, and a 1/16" thick embedded pebbled grain wear surface.

REFLECTIVE MATERIAL - INTERIOR CAB DOORS

The cab front and crew doors shall have a SecuriTrim chevron installed inside each door. The reflective material shall be red/yellow-green diamond grade 3M 983.

STEERING WHEEL AND COLUMN

The steering wheel shall be an 18.00-inch diameter, leather wrapped 4-spoke wheel.

The center area of the steering wheel will house the driver’s air bag, DOT horn, and / or air horn-siren controls as described elsewhere in these specifications.

The steering column shall be a Douglas tilt / telescopic type with an integral high beam / turn signal control switch. The column shall have self-canceling design for the turn signal switch. A 4-way warning "Hazard" light switch shall be mounted on the column.

The turn signal arm will also contain the windshield wiper controls, providing on/off, intermittent, and timed control of the wipers. The wipers will have an auto park feature.

The steering column shall also house the driver’s knee air bags if specified.

A lever on the left side of the steering column shall control the tilt / telescope feature.

There shall be a rubber boot installed to cover the steering shaft from the dash to the floor.

GRAB HANDLES

One (1) molded grab handle shall be installed on the driver's side on the A Post.

One (1) additional molded grab handle shall be installed inside the cab. The handle shall be located on the officer's side on the A Post.

Two (2) additional molded grab handles shall be installed in the cab. These handles shall be located one each side on the B Posts side of the crew area doors.

RADIO COMPARTMENT WITH DOOR

Beneath the officer's seat there shall be a radio compartment with interior dimensions of 19.50 inches wide x 17.00 inches long x 7.00 inches high.

This compartment shall have a diamond plate door mounted on a piano hinge.

COMPARTMENT OPEN LIGHT

A Red Open Compartment Flashing Light, Whelen OS Series LED shall be mounted on the driver's side face of the overhead panel.

A black flange is to be supplied with the light.

This light is wired with a flasher to the power panel for completion to circuit on the body.

The light circuit shall be wired so that the light circuit is deactivated when the parking brakes of the apparatus are applied.

A label shall be applied adjacent to the light '**DOOR OPEN**'.

CAB DOME LIGHTS

There shall be six (6) Whelen Model CREGCS 6.00-inch round dome lights provided and installed in the cab ceiling.

The lights shall have dual red and white, fade to off, LED elements.

One (1) each, inboard, near the driver and officer and the four (4) remaining lights shall be mounted above each riding position on the crew cab ceiling, evenly spaced side to side across the ceiling and centered on the cab entrance doors.

CAB DOME LIGHTING ACTIVATION

The cab dome lights shall be controlled in the following manner:

- Individually, red or white light, via a switch on the light.
- All lights, red or white, via a switch in the driver’s overhead console
- All lights, red or white, based on switch position, by opening any cab door.

CAB FLOOR LED STEP LIGHTING

The floor of the cab shall be trimmed with a ribbed aluminum extrusion. The extrusion shall protrude approximately .75 inches over the floor area to provide a mounting channel and guard for an LED integrated light.
The LED lighting shall illuminate the step area of the cab and all step lights shall be illuminated when any door is opened and the battery selector switch is in the on position.

The lighting shall be operable in either white or red depending upon control circuitry.

LIGHT - ACTIVATION

The lighting shall be activated by opening a cab door.

DRIVER'S OVERHEAD SWITCH PANEL

There shall be a switch panel provided and installed above the driver's seating position. The panel shall be ergonomic molded with rocker type switches with dimmable backlighting. The switches shall be clearly labeled.

The following switch controls shall be provided (left to right):

Top Bank:

Switch 1: Engine Regeneration Inhibit
Switch 2: Engine High Idle
Switch 3: Interior Cab White Lighting
Switch 4: Ground Lights
Switch 5: Head Lights
Switch 6.: Dash Dimmer Up

Bottom Bank:

Switch 1: Engine Regeneration Start
Switch 2: Mirror Heat
Switch 3: Interior Cab Red Lighting
Switch 4: Mud & Snow ATC Disable
Switch 5: Parking Lights
Switch 6: Dash Dimmer Down

DRIVER'S & OFFICER'S RUGGED DASH CONSOLE

The housings for the driver's instrumentation and the officer's side dash housing shall be rugged metal fabrications.

The fabrications shall be provided with a black textured, powder-coated finish.

The apparatus is expected to operate in adverse conditions and have a long-life cycle.

OFFICER'S SIDE GLOVE BOX

There shall be two (2) glove box storage slots provided at the officer's side of the dash. The openings face the officer and shall measure approximately 4.50 inches high x 14.00 inches wide by 11.00 inches deep with a 15-degree angle to restrain stored items.

INSTRUMENTATION AND CONTROLS

An ergonomically designed instrument panel shall be provided. The instrument panel shall have a black textured anti-glare surface finish. The instrument panel shall be secured with mechanical fasteners to provide easy access for servicing.

A self-diagnostic message center shall be included above the steering column in the instrument panel and the provided gauges shall have red LED backlighting for enhanced visibility.

When the 'on' initial ignition sequence is initiated a lamp check function shall illuminate and sequence the drivetrain warning light indicators. The self-diagnostic message center shall display a warning if data link communications are lost.

The instrument panel shall include the following gauges and indicators.

- Electronic speedometer with LCD odometer
- Electronic tachometer
- Engine Coolant Temperature gauge with warning light and buzzer
- Engine Oil Pressure gauge with warning light and buzzer
- Transmission Fluid Temperature gauge, with warning light and buzzer
- Two (2) air pressure gauges, each with warning light and buzzer
- Voltmeter with low voltage warning light and buzzer
- Fuel Level gauge
- DEF Level gauge
- High Beam indicator light
- Parking Brake set light
- Turn Signal indicator lights
- Low Level Power Steering Fluid indicator light
- Low Level Windshield Washer Fluid indicator light

The engine control panel is to be located beneath the instrument panel, to the left side of the steering column. The panel shall have a black textured anti-glare surface.

The engine control panel shall include the following:

- Keyless ignition switch with a green pilot light
- Engine start button

The apparatus control panel is located beneath the instrument panel, on the right side of the steering column. The panel shall have a black textured anti-glare surface. The apparatus control panel is designed for the location of pump shift controls, if applicable.

AUDIBLE TURN SIGNAL REMINDER

There shall be an audible alarm that shall sound when the turn signal remains flashing for a distance greater than one mile. The reminder shall not sound when the hazard lights are operating.

AUDIBLE LIGHTS ON REMINDER

There shall be an audible alarm that shall sound when the headlight switch is left in the on position and the ignition is off. The alarm shall self-cancel after 2 minutes of operation.

AUDIBLE PARKING BRAKE REMINDER

There shall be an audible alarm that shall sound when the parking brakes are NOT set, and the ignition is turned off. This alarm shall self-cancel after 2 minutes.

The Parking Brake reminder shall sound an audible alarm when the parking brakes are set and an indicated speed of over two miles per hour occurs.

DUAL TRIP ODMETERS

There shall be two (2) trip odometers in the driver's information center. Each shall be capable of independent operation and reset. They shall be labeled Trip1 and Trip2 when the trip mileage is shown in the LCD panel.

SPEEDOMETER ACTIVATED IN PUMP MODE

The speedometer and odometer shall be activated while in pumping mode.

LOW FUEL LIGHT

A "Low Fuel" warning light and alarm shall be installed in the dash message center. This light shall illuminate when the apparatus fuel level reaches 25% of the fuel remaining.

TRANSMISSION OVERHEAT WARNING LIGHT

A transmission oil temperature light with alarm shall be provided on the dash message center.

LOW VOLTAGE WARNING

A low voltage indicator light shall be installed on the dash message center. An alarm and the dash indicator light shall activate when the system voltage drops below 11.8 volts.

AIR CLEANER RESTRICTION INDICATOR

An air cleaner restriction indicator shall be installed in the driver's message center. The indicator shall provide visual warning when a high air restriction condition exists for a minimum of 4 seconds.

LOW COOLANT WARNING

Low coolant warning shall be accomplished through the engine electronics to provide driver warning via the engine stop warning light.

FORWARD ENGINE ENCLOSURE CONTROL CONSOLE

There shall be a rugged metal fabricated control console with a black textured, powder-coated finish provided and installed on top of the engine enclosure. The console shall be designed in such a manner as not to adversely obstruct the drivers view.

The console shall be provided with a removable access cover for servicing and designed with three (3) distinct surfaces (driver, officer, and center) to provide maximum visibility and access to equipment and controls mounted at the engine enclosure.

There shall be a sixteen (16) place switch panel provided and installed that is accessible to the driver position. The panel shall have ergonomic molded, rocker type switches with dimmable backlighting. The switches will be clearly labeled.

The panel shall include a master warning light control switch to allow for pre-selection of response mode functions. The switch shall be red in color.

The remaining switches shall be programmed and labeled as required for components specified in the specifications.

There shall be a four (4) place switch panel provided and installed that is accessible to the officer position. The panel shall have ergonomic molded, rocker type switches with dimmable backlighting. The switches will be clearly labeled.

The switches shall be programmed and labeled as required for components specified in the specifications.

There shall be dedicated mounting areas at the center position of the engine enclosure console provided for the following equipment, if applicable:

- Electronic Siren mounting location
- 2-way Radio mounting location
- Traffic Director lighting control mounting location
- Intercom controls mounting location

PARKING BRAKE CONTROL VALVE

The parking brake control valve shall be in the driver's dash engine control panel.

STORAGE TRAY AND CUP HOLDERS

There shall be a storage assembly with cupholders provided on top of the engine enclosure.

The storage area shall include two (2) open recessed storage trays with approximate dimensions of 4.00 inches wide by 8.00 inches long.

To the rear of the storage trays there shall be two (2) recessed single cup holders, one (1) within reach of the driver and one (1) within reach of the officer. The cupholders shall be sized to fit a 32 oz Nalgene bottle or similar.

The storage assembly shall be constructed from metal and have a black powder coated finish.

USB/USB-C CHARGING PORT

There shall be two (2) 4.2 amp USB-A and USB-C charging ports provided and installed in the cab. One (1) shall be installed in the driver's area of the cab and one (1) shall be installed in the officer's area of the cab.

The power point shall be wired to switched battery power with the appropriate wire size and fuse.

TEMPERATURE MONITOR

A Kussmaul Temperature Module shall be installed in the driver's area of the cab. The module shall have a built-in LED indicator to show the outside temperature in either °F. The monitor display will blink at 32°F to indicate the roads may be icy.

MULTIPLEXED ELECTRICAL SYSTEM

The apparatus shall be equipped with a Class-One Multiplex system. This system shall consist of a SuperNode (main control unit) that communicates by Controller Area Network (CAN) to various input/output(I/O), and Power Distribution modules(PDM).

The multiplex system shall provide advanced diagnostic capabilities to assist in troubleshooting the electrical system of the apparatus. Troubleshooting can be done using info display and/or a computer connected to the main control unit.

CAN is a J-1939 data bus that provides a wired data bus for the SuperNode to communicate with various modules, engine, and transmission.

The multiplex system consists of one or more of the following components:

- SuperNode—This is the main control unit where the program resides, and all logic, load management, reporting and diagnostics is performed. The SuperNode has a built-in Vehicle Data Recorder (VDR). This unit has connections for CAN, inputs, high current outputs, high current power, computer access for VDR, programming and diagnostics.
- PDM—This I/O module has inputs and outputs that can drive high current capable outputs. It provides information such as Input status and output current status. All output current is monitored and controlled by the SuperNode.
- I/O Modules—These modules can be a combination of I/O or independent inputs or outputs. The current output is typically less that the SuperNode or PDM.
- VDR—In addition to the VDR built into the SuperNode, a seat input monitor shall be used along with information from the power train via J1939 shall be collected and stored in the SuperNode. This information can be downloaded to a computer via USB cable.
- Display—This will provide status of seats and belts, various alarms, access to specific settings and a visual view of I/O.

CHASSIS COLOR CODED WIRING

All wiring shall be color coded and continuously marked with the circuit number and function shall fully meet NFPA and SAE requirements. Various wire colors will be used to identify circuits along with the circuit number permanently marked on the wire at no more than 6” intervals.

All wiring shall be covered in nylon heat resistant "HTZL" loom rated at a minimum of 300 degrees F exceeding the heat requirements of NFPA-1901.

The chassis cab, engine and transmission shall be electrically bonded to the chassis frame rails with braided ground straps.

ELECTRICAL SYSTEM CONNECTORS

Where needed or required, all connectors shall be of the automotive type and suitable for the purpose and environment. These connectors shall become mechanically locked and sealed when mated.

All single wire terminations requiring special connectors such as a ring terminal shall be crimped and covered with adhesive heat shrink tubing. Fork terminals are shall not be allowed. **NO EXCEPTIONS.**

INFORMATION DISPLAY MODULE

The Information Display Module for displaying text, warnings and diagnostics. The information Display Module shall allow the fire department to access and change load management shedding priority and maintenance text listing the routine maintenance items and lubrication capacities on the apparatus. For displaying text, warnings and diagnostics. The total engine run time in hours shall be displayed.

USB PROGRAMMING PORT

There shall be a cable connected to the Supernode that is routed to the underside of the driver's dash. The cable shall terminate in a USB bulkhead connection with a protective cover.

A label shall be applied adjacent to the connector.

HAAS ALERT R2V COLLISION PREVENTION SERVICE

HAAS Alert Model Number "HA-7" shall be provided and installed.

The device shall be constructed of high strength, impact resistant, RoHS compliant ASA plastic, thermoplastic elastomer, IP65 water resistant, and vibration resistant. The device shall have a LTE modem capable of communicating with local cellular networks and a GNSS antenna for GPS positioning.

Real-time cellular V2V (vehicle-to-vehicle) connectivity shall be capable of alerting drivers of emergency vehicles at risk of collision to alert the apparatus of other responding emergency vehicles. Secure HAAS Alert *Safety Cloud*® integration shall be provided, offering real-time communication with motorists via in-dash infotainment and IVI (In-vehicle Infotainment) units, Waze and other popular consumer navigation applications. HAAS Alert R2V will provide a companion web-based dashboard containing visual apparatus location, response data, and reporting.

The device shall be installed so that the "trigger" wire is engaged whenever the E-Master is activated. Constant +12V power wire shall be "ON" at all times. The device shall have an automatic "sleep" mode whenever the apparatus power source falls below ~12.2V. The unit shall be mounted in the overhead access panel.

A three (3) year subscription of data monitoring and transfer shall be provided. After three (3) years it will be the responsibility of the end user to renew the subscription to continue data service.

HAAS ALERT RESPONDER-TO-RESPONDER ALERTING

The HAAS Alert system shall include the Responder-to-Responder (R2R™) feature with the three (3) year subscription provided.

The R2R alerts shall notify Fire and EMS crews when other Safety Cloud-equipped vehicles are in active response mode and are imminently approaching the same intersection. A set of lights attached inside the vehicle will alert operators that a potential collision is imminent, providing critical warning to slow down.

CAB AIR PURIFICATION

A USSC Active Air Purification System with PHI Cell Technology shall be provided and installed. The system shall be installed in the crew area of the cab and will be active anytime the master battery switch is in the "ON" position.
The system shall provide purification of the air inside the apparatus.

System Construction

The unit shall contain a PHI Cell using a UVC light with a quad-metallic hydrophilic catalyst to generate H2O2 and reactive oxygen species (ROS) to sanitize against various microbial species. The system shall produce H2O2 at 20 to 50 parts per billion (PPB) to sanitize the atmosphere inside the apparatus. The system shall be properly sized per application to support virus and bacteria kill rates. The unit shall be stand-alone and contain its own airflow mechanism, with a stainless-steel outer housing. The expected PHI Cell life shall be no less than one (1) year. The unit shall be environmentally friendly and not emit direct UVC outside of the unit. The system shall not generate H2O2 levels above 0.1 ppm (1/10 of OSHA limits of 1 ppm) in the installed apparatus.

System Certification/Testing

The system shall be 3rd party tested to system components. The manufacturer must be ISO 9001:2015 certified. The system shall meet all applicable sections of IEC 61373:2010 for shock and vibration, and SAE J1455 for electrical specifications.

Electrical Wiring/Function

The system will be 12 VDC powered from the switched vehicle battery power. The system will draw a maximum of 1.5 amps and have a 5-amp integrated fuse in the wire harness or a circuit breaker as determined by the vehicle manufacturer.

System Operating Conditions

The unit shall be resistant to dust particles normally found in apparatus.

The unit shall be permitted to operate at any time with or without occupants in the cab and shall pose no harm to the occupants from H2O2, Ozone, or UVC light. **NO EXCEPTIONS**

BACKUP CAMERA

There shall be an ASA Audiovox video system provided on the apparatus.

BACK-UP CAMERA MONITOR

The color monitor shall be manufactured by ASA.

The 7.00 inch color LCD monitor contains a water proof housing, circuit protection, backlit controls, integrated audio speaker, NTSC and PAL video signal compatible, 3-camera inputs, manual (pushbutton) or automatic (trigger) source selection, auto power on (standby) day / night brightness modes, on screen display (OSD) for AV source, picture adjustment and volume level, non-volatile memory for picture and volume adjustment settings, anti-glare / anti-scratch protective lens, detachable sunshield.

MONITOR LOCATION

The monitor for the back-up camera shall be mounted in an overhead position visible to the driver.

REAR CAMERA - COLOR - HIGH PERFORMANCE

There shall be supplied a color, heavy-duty high-resolution observation camera.

The back up camera system shall be powered when the vehicle's transmission is placed into reverse.

CAMERA LOCATION

The back-up camera shall be mounted at the rear of the apparatus beneath the hosebed.

12Vdc POWER POINT

There shall be two (2) 12 Volt, socket (cigarette lighter) type, receptacles each with a rubber plug provided and installed in the cab.

One (1) shall be installed in the driver's area of the cab and one (1) shall be installed in the officer's area of the cab.

The power point shall be wired to switched battery power with the appropriate wire size and fuse.

120-VOLT AC WIRING

All 120-Volt AC wiring shall be wired to the shoreline connection, circuit protected with the proper wire size to handle the current shall be provided.

These circuits are provided for low amperage requirements of hand held chargers for radios and accessories.

CIRCUIT TERMINATION LOCATION

There shall be two (2) 120-Volt AC power circuits that shall terminate in the center of the cab on top of the engine enclosure.

ELECTRICAL OUTLET

The electrical outlet shall be a NEMA 5-20, rated at 120-Volt AC, 20-Amp, duplex straight blade receptacle.

POWER SOURCE

The 120-Volt AC power circuit shall be wired from the cab shoreline connection.

PUBLIC BROADCAST RADIO

The cab shall be equipped with an AM/FM Stereo Radio and four (4) ceiling mount recessed speakers.

The radio shall be a Jensen JHD910BT model that shall include the following features:

Waterproof
uV and Corrosion Resistant
Electronic US/Euro AM/FM Tuner
30 Programmable Presets (12 AM, 18 FM)
Non-Volatile Memory for User Settings and Preset Memories
7-Channel NOAA Weather Band

Weather Alert
Bluetooth Ready
Auxiliary Audio Input
2-Channel Amplified Audio Output
Backlit Controls with Selectable Illumination Color
Daylight Readable Display
Clock with 30-day Backup Power
Work Timer
Audible Beep Confirmation Tone

ANTENNA

The antenna shall be a JAN139 6.00 inch Rubber mast top JENSEN Antenna to withstand mobile audio environments with its heavy duty design.

The antenna shall be mounted to the front of the cab on the officer's side roof.

RADIO LOCATION

The radio shall be mounted in the overhead headliner within reach of the driver.

ROAD SAFETY KIT

One (1) 2-1/2# ABC DOT Approved fire extinguisher shall be provided. The fire extinguisher shall be shipped loose with the chassis.

One (1) set of DOT approved hazard triangles shall be supplied with the chassis. They shall be stored in a plastic case and shipped loose with the chassis.

CAB CRASHWORTHINESS TEST

Dynamic tests shall be performed to evaluate the crashworthiness of the proposed vehicle cab configuration to the requirements of NFPA 1901-09 section 14.3.2.

Cab roof strength shall be tested utilizing the dynamic preload criteria from SAE J24221 paragraph 5 specifications and procedures.

Front impact strength integrity shall be tested utilizing SAE J24202 with ECE R293 Annex 3 paragraph 4 equivalent energy.
Quasi-static roof strength shall be based on SAE J2422 paragraph 6 and ECE R293, paragraph 5 specifications and procedures.

A letter of certification shall be provided upon request by the department.

EXTERIOR GRAB HANDLES

There shall be extruded aluminum 24.00 inch grab handles mounted with stanchions at each door position. Molded rubber gaskets shall be installed under the grab handles to protect the painted surface of the cab.

RED WARNING LIGHT, CAB HANDRAILS

The rear door cab handrails shall contain red integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the rear of the apparatus. The LED lights shall flash with the emergency warning lights.

AMBER SIDE TURN SIGNAL, CAB HANDRAILS

The front door cab handrails shall contain amber integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the rear of the apparatus. The LED lights shall flash with the directional signals.

EXTERIOR GRAB HANDLES - BRIGHT FINISH

The cab exterior grab handles shall have a bright anodized finish.

FRONT GRILLE

A stylized three-dimensional stainless-steel front grille shall be installed on the cab face.

The front grille shall be equipped with a radiator rock guard, behind the grille to assist in preventing damage to the radiator core.

The cab shall have one (1) engine air intake on the driver side of the cab, one (1) engine hot air exhaust on the officer side of the cab.

These openings shall be covered with a honeycomb wire screen, and a stainless steel grille.

CAB GRILLES - BRIGHT FINISH

The cab front grille and side grilles shall have a bright finish.

CAB ICC MARKER LIGHTING

Five (5) amber Whelen OS Series LED cab face mounted clearance lights shall be supplied, mounted above the windshield.

Two (2) amber Whelen OS Series LED side clearance lights shall be supplied, one (1) each side mounted ahead of the front door.

An amber diamond shaped reflector shall be mounted on the lower corner of each cab front door adjacent to the door hinge.

CAB ICC MARKER LIGHTING - BRIGHT FINISH

These lights are to be mounted in a chrome flange.

HEADLIGHTS

Four (4) rectangular hi performance LED headlights shall be supplied, two (2) each side on the front of the cab, in a bezel assembly. Each headlight housing shall include an integrated halo ring lamp around the outer edge.

When the parking brake is released and the master battery switch is in the on position, the low beam head lamps shall be illuminated.

HEADLIGHTS - POSITION

The headlights shall be in the upper position.

HEADLIGHTS - BRIGHT FINISH

The headlights shall have a chrome bezel.

TURN SIGNALS

Two (2) rectangular Whelen 600 series LED turn signal lamps shall be mounted in a separate bezel outboard of the front headlights one (1) each side. These lights shall be amber in color with a populated arrow.

LENS COLOR

The lenses shall be clear in color.

LIGHT HOUSING - BRIGHT FINISH

These lights shall be mounted in a chrome plated bezel.

CAB MUDFLAPS

Mud flaps shall be installed behind the front tires. These mud flaps shall be a minimum of 22" wide to protect the underneath of the cab and body.

CAB GROUND LIGHTING - LED

There shall be one (1) white LED strip light in an armored extrusion shall be mounted beneath each cab door. These lights shall be designed to provide illumination on areas under the driver and crew riding area exits.

All cab ground lights shall automatically activate when any cab door is opened.

REARVIEW MIRRORS

Mekra Lang Aero mirrors shall be provided and installed, one (1) on each side of the cab, with a break-away bracket.

The flat glass head shall be heated and remote control. Below the flat mirror there shall be a convex head.

The mirror heads shall have a smooth chrome plated high impact non-metallic housing.

CAB SIDE WINDOWS

Two AS-2 tempered glass, fixed side windows, 26-1/2" high x 16" wide shall be furnished, one on each side behind the forward doors. All glass shall be tinted. These windows shall be installed with a one-piece triple locked rubber lacing material.

ELECTRIC WINDOWS

The four (4) roll-down door windows shall be equipped with electrically operated mechanisms to control the opening and closing of the windows. The controls shall be with a momentary switch in each door.

Three (3) additional switches shall be supplied in the driver's door to control all four (4) of the power windows from the driver's position.

POWERED DOOR LOCKS

The cab doors shall be supplied with powered door locks. Each door shall have a switch to lock or unlock the doors.

There shall be a remote switch mounted to the underside of the officer's side battery box tray in the event the doors are accidentally locked.

WINDOW TINTING

The cab side, crew door and, (cab rear if equipped) windows shall have GRAYLITE II tint (9% visible) to provide privacy and to assist in reducing the amount of heating inside the cab due to direct sunlight and unwanted glare.

UNDER CAB ENGINE MAINTENANCE LIGHT

One (1) LED engine maintenance light shall be supplied beneath the cab. This light shall illuminate automatically when the cab is tilted to the full tilt position.

STAINLESS CAB FENDERETTES

To reduce road splash on the cab sides, stainless steel fenderettes shall be installed around each the wheel opening.

STAINLESS CAB FENDERETTES - POLISHED FINISH

The cab fenderettes shall have a polished finish.

EXTERIOR REAR WALL DIAMOND PLATE OVERLAY

The cab exterior rear wall shall be covered with a single sheet of bright aluminum tread plate to protect the back of the cab from scratches.

CAB TILT SYSTEM

The cab shall tilt a minimum of 45 degrees for ease of serving. Tilting shall be accomplished by means of a tilt pump connected to two (2) heavy duty lift cylinders. It shall be equipped with a positive locking mechanism (service lock) to hold the cab in the full tilt position. Release of the service lock shall be by means of a pull type cable assembly. The cylinders shall have a velocity fuse at the base to prevent the cab from falling in the event of a hydraulic hose failure. The cab shall be capable of tilting 90 degrees for major engine service, if necessary. The 90 degree cab tilt shall be accomplished by removing the cab cylinder pins, removing one bolt in the steering shaft, and removing the front bumper and treadplate.

The cab shall have a three (3) point cab locking system. To prevent undue stresses in the cab, the cab mounting shall incorporate a five (5) point load mounting system.

The front cab pivot/lock assemblies shall utilize four (4) radially loaded, bonded rubber, axial mounts. These mounts shall have a maximum radial load rating of 925 pounds each and a torsional rating of 25 lbs-in/deg. Two one (1) inch diameter cab pivot pins shall be installed at the front of the cab.

The rear cab lock shall be center point mounted to prevent normal twist of the chassis from affecting the cab mounting, cab structure and windshield areas of the cab. This rear cab lock shall be mounted on a chassis crossmember to provide a stable platform for the locking system. The cab lock shall be mounted to a baseplate that is fastened to rubber isolators to reduce road noise and provide additional movement of the cab lock. This locking system shall automatically open prior to the cab tilting and automatically relatch when the cab is lowered completely into the travel position.

Two (2) outboard frame mounted urethane "V" blocks shall be provided at the rear of the cab. These dual purpose mounts shall align the cab upon lowering as well as provide non-latching support for the cab in the down position. With this system, extreme chassis twist shall allow the cab to move independently of the rear cab supports, reducing the structural stress damage often caused by outboard dual cab locking systems.

An electric-over-hydraulic cab tilt pump shall be supplied. This pump shall have a remote control for cab tilting operation. The control shall be "safety-yellow" in color.

A manual backup shall be provided for use in the event of electrical failure.

CAB TILT INTERLOCK

The cab lift system shall have a cab tilt interlock. The cab tilt shall not be able to be activated unless the master battery switch is in the on position with the parking brake set.

BACK-UP ALARM

A solid-state electronic backup alarm shall be installed on the rear of the apparatus and wired to the backup light circuit and shall activate when the transmission is placed into reverse mode.

INTERIOR FINISH

The interior of the cab shall be painted with spatter paint, solid black in color. Black spatter paint is selected for ease of repairs when the interior is scratched.

The cab metal finish shall be covered with one coat of base self-etching primer to fill the small surface imperfections.

Then the interior of the cab is to be blocked and a coat of sealer-primer is to be sprayed to the interior finish.

Next a sealer primer is applied and will be sanded to a smooth finish ready for final color coat application.

Two (2) coats of finished paint are to be applied to a final thickness of 4 mills.

The sun visors shall be supplied black in color.

HEADLINER COLOR

The interior headliner of the cab shall be black in color.

REAR WALL COLOR

The interior rear wall covering of the cab shall be black in color.

FLOOR COLOR

The interior flooring material of the cab shall be black in color.

DOOR PANEL COLOR

The interior door panel material of the cab shall be black in color.

CAB EXTERIOR FINISH

The exterior doors and all fixed cab glass are to be removed from the cab prior to the paint and body process beginning.

The final finish of the cab shall be to fire apparatus standards; exhibiting excellent gloss durability and color retention properties.

PREPARATION

The removal of all contaminates and oxidation is essential to the final effect of a finish system, the cab shall be precleaned with a Wax and Grease Remover and prior to evaporation, towel dried.

To remove all oxidation and foreign materials, the cab shall be sanded with a 180 grit abrasive using an orbital type disc sander.

All weld marks and other major surface imperfections shall be filled with a polyester type body filler, prior to body filler application special attention shall be given to the areas requiring filler again sanding and cleaning.
The body fillers shall be thoroughly mixed in accordance with the manufacturer's directions.

After the final coat of filler is sanded, spray polyester shall be applied in sufficient amounts as to provide a final base and sanded with abrasive paper.

PRECLEAN

Within 45 minutes of pretreat the cab must be again washed with a Wax and Grease Remover using a "Scotch brite pad". Towel dry prior to evaporation.

Special precaution shall be taken NOT to saturate any polyester body fillers with the cleaning solvents.

PRETREAT AND PRIMERS

The pretreat and primer applications shall be made in two independent steps. A combined pre-treat/primer one product application shall not be allowed as a substitute.

The prepared substrate shall be pretreated with an acid curing 2-component Transparent Primer. This pretreat shall be designed to provide corrosion protection and to create an adhesive bond between the substrate and the surface applications.

It is critical that the body fillers not receive a saturation of solvents associated with the pretreat application. Only the pretreat over spray resulting from product application to the adjacent metal areas should be allowed to come in contact with the body fillers.

All polyester body fillers are porous and shall absorb liquids. Solvents when absorbed not only soften but shall create swelling of the polyester filler. After sanding and later shrink the fillers shall create blemishes in the painted surfaces.

Prior to complete primer application, each area with applied body fillers be precoated with a 2-dry applications of primer (sander surfacer) of which shall be allowed to "Touch Dry" between coats. This procedure shall isolate the filled areas and protect them from subsequent product applications.

The primer (sander surfacer) shall be a poly-acrylic resin, zinc and chromate free surfacer that is designed to create a superb surface smoothness, increase the depth of color, and insure top coat gloss.

The cab after pretreat and precoat shall be primed with a 3 to 4 medium applications of a Hi-Build Tintable Surfacer.

To create a finish base that meets the rigid requirements of the fire and emergency service; the primed surface shall be dry sanded smooth thus removing all texture and surface imperfections with a 320 grit (minimum) sanding abrasive.

FINISH AND COLOR COATS

The color coat application shall consist of two to three applications of acrylic urethane color coat. After the color coat has been applied, the cabs shall be sprayed with 1.5 to 2.0 mills of clear coat finish. The clear coat finish is then sanded and buffed to remove any imperfections that can occur during the application of the color coat.

The final finish shall be free of dirt and sags and shall meet a minimum grade of 7 when compared to the "ACT" general orange peel standards by "ACT" Laboratories, Inc. Of Hillsdale, MI.
The final sanding and buffing of the clear coat shall result in a flat / glass like finish. The clear coat shall also provide a UV barrier to prevent fading and chalking.

PPG brand urethane materials will be used for the cab exterior paint.

DRIVER'S SEATING POSITION

The seat shall be H.O. Bostrom, Sierra 500, ABTS, with air ride suspension, high back seat with 5" of fore and aft slide adjustment. The seat shall have adjustments for height and ride with up to 3" of vertical travel. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

OFFICER'S SEATING POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA FILLER PADS

The SCBA seat is to have a filler pad installed to provide a smooth back for the firefighter when the air breathing apparatus is not in use.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - REAR FACING LEFT OUTBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - REAR FACING RIGHT OUTBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - FORWARD FACING LEFT INBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

CREW AREA - FORWARD FACING RIGHT INBOARD SEAT POSITION

The seat shall be H.O. Bostrom, Tanker 500 Series Self-Contained Breathing Apparatus (SCBA) type seat with a fixed bottom cushion and a pivoting head rest. The seat shall contain a seat mounted 3-point seat belt with a shoulder belt adjustment of 4.7 inches.

SCBA SEAT BRACKET

There shall be an H.O. Bostrom SecureAll™ self-contained breathing apparatus bracket mounted into the seat cavity.

FORWARD FACING SEAT RISER

The center forward facing seat(s) shall be installed on a powder coated aluminum riser. The front of the seat riser will be open without a restraint system to provide a location for storage of small lightweight gear.

SEAT COVERING MATERIAL

The seats shall be covered in gray black Durawear™, a high strength-wear resistant, waterproof fabric.

SEAT BELT WARNING LABELS

The cab shall be equipped with two (2) seat belt warning labels. These labels are to be in full view of the occupants in the seated position.

HELMET RESTRAINTS - CAB MOUNTED

(6) Zico UHH-1 helmet restraint(s) shall be shipped loose for installation by the Fire Department.

CAB SEAT LOGO/SEAT BELT COLOR

The seats shall be provided with HME-Ahrens Fox standard logos. All seatbelts shall be red in color.

VEHICLE DATA RECORDER

The Apparatus shall be equipped with a Class1 “Vehicle Data Recorder” (VDR) that is connected to the power train CAN (Controller Area Network) bus consisting of transmission (TCM), engine control (ECM) and antilock brake (ABS) modules mounted on the apparatus.

The VDR will function as defined by NFPA utilizing the power train’s J1939 data.

The VDR data shall be downloadable by USB cable to a computer using either Microsoft™ or Apple™ Operating Systems using Class 1/ O.E.M. supplied reporting software.

SEAT BELT WARNING SYSTEM - MONITOR

Mounted in the overhead console in the driver's area the indicator system shall indicate seat belt use for each individual seating position when the seat is occupied, the seat belt remains unfastened and the parking brake is released.

IMMI 4FRONT SUPPLEMENTAL FRONT AIRBAG SYSTEM

The cab shall have a safety system designed and qualified by a 3rd party testing facility to protect occupants in the event of a frontal impact, and shall include the following:

- A supplemental restraint system (SRS) sensor. The sensor shall activate all pyrotechnic devices when a must fire event occurs. The SRS sensor shall perform real time diagnostics of all critical subsystems and shall record inputs immediately before and during a frontal impact event. An indicating light shall be visible on the vehicle's instrument panel allowing the driver to monitor the operational status of the SRS system.

- A driver side air bag shall be mounted in the steering wheel and is designed to protect the head and upper torso of the occupant, when used in combination with the 3-point seat belt.

- A driver side knee bolster air bag shall mount under the dash panel and around the steering column to protect the legs of the occupant, when used in combination with the 3-point seat belt.

- A passenger side knee bolster air bag shall be mounted in the panel, below the dash to protect the occupant legs when used in combination with a 3-point seat belt.

Both driver and passenger seating positions shall utilize buckle pretensioners to remove the slack and position the belted occupants in a frontal impact event.

FRONT BUMPER

A stainless-steel bumper shall be provided to the full width of the cab.

BUMPER EXTENSION

The front frame extension shall be bolted directly to the main rail. The extension and main rail joint shall have a 3/8" thick side plate for reinforcement. The completed apparatus must be able to be lifted at the front bumper without structural damage to the front extension for towing of a disabled vehicle.

The front bumper face shall extend 24 inches ahead of the front face of the cab skin.

FRONT JUMPLINE DISCHARGE

A 1-1/2" discharge shall be located at the front bumper. The front discharge shall be plumbed using 2" stainless steel pipe and wire reinforced high pressure hose coupled with stainless steel fittings.

The front discharge outlet shall have a 2" quarter-turn swing out valve with the control located on pump operator's panel.

The front discharge at the bumper shall be provided with a 2" to 1-1/2" polished stainless steel, 90° swivel adapter with 1-1/2" NST male outlet.
The discharge swivel shall be located to the officer side of the center hosewell on the top of the gravelshield.

The swivel shall be located so the pivot is vertical allowing for 360° rotation of the swivel.

AUTOMATIC DRAIN VALVE

One (1) Class 1, 3/4" automatic drain valve shall be supplied.

TOW HOOKS

Two (2) chromed tow hooks shall be provided and shall be attached directly to the front frame extension under the bumper. These tow hooks shall be attached with two Grade 8 bolts with hardened washers and Grade "C" distorted thread locknuts.

GRAVELSHIELD

A gravelshield shall be installed filling the area above the extension rails. This gravelshield shall be constructed of .125" thick NFPA non-skid, non-skid, aluminum treadplate. The gravelshield shall be supported at the front by the top flange of the steel bumper. At the rear, the gravelshield shall be supported by a steel substructure.

BRIGHT FINISH GRAVELSHIELD

The gravelshield shall have a bright finish.

CENTER HOSEWELL

A hosewell shall be mounted between the bumper extension rails in the center of the gravelshield. The hosewell shall be constructed of 11-gauge stainless steel. The hosewell shall be 31-1/2" wide x 9-1/2" deep x 19-1/2" front to back.

HOSEWELL COVER

The center hosewell shall include a diamond plate hinged cover. The cover shall be notched to provide clearance for pre-connected jumpline's to be stowed in the hosewell. A pair of stainless lift latches shall be used to open the lid with a gas shock to hold the lid in the open position.

HOSEWELL COVER

The hosewell cover shall have a bright finish.

LIGHTING - CENTER HOSEWELL

The interior of the center hosewell shall be illuminated with a white LED light strip. The light strip shall have an aluminum extrusion to protect the light from damage. The light shall illuminate when the ground lights are activated on the apparatus.

OPEN GRATE MAT - HOSEWELL

The floor of the hosewell shall be covered with black colored, open grate mat for improved ventilation.

FRONT BUMPER UNDERBODY LIGHTING

There shall be one (1) 36.00-inch white LED strip light in an armored extrusion provided at bottom of the center of the front bumper.

All underbody ground lights shall be switched on when the parking brake is set and the apparatus is running with the master battery switch in the "ON" position.

AIR HORNS

Dual stutter tone air horns shall be recessed into the front bumper, one each side immediately outside of the frame rails.

AIR HORN IGNITION CONTROL

To eliminate inadvertent operation the chassis air horns shall be operable only when the battery selector and ignition switch are in the "ON" position.

AIR HORN CONTROL SWITCH

The chassis air horns shall be controlled by a lanyard with a 'Y-chain'. The lanyard chain shall be mounted to the center of the overhead console within reach of both the driver and officer and shall terminate at the cab center.

AIR HORN OPERATION

The air horn and the electric horn shall be sounded simultaneously by depressing the horn button in the steering wheel.

ELECTRONIC SIREN

A Whelen electronic siren control, model 295SLSA1 full feature with 17 Scan-Lock siren tones including Radio Rebroadcast, Public Address, Manual, Wail, Yelp, Air Horn, Electronic Mechanical Siren tones and Piercer tones and hard-wired microphone, shall be provided.

SIREN CONTROL LOCATION

The siren control shall be mounted in the center console on top of the engine enclosure within reach of the driver and officer.

SIREN SPEAKERS

There shall be two (2) Cast Products aluminum 100-watt speakers provided. The speakers shall be recessed into the front bumper, one (1) each side in the outboard position on the flat portion of the bumper.

SIREN SPEAKER

The Cast Products siren speaker shall have a bright finish.

Q2B MECHANICAL SIREN

The front bumper shall include an electro-mechanical Federal Q2B™ siren which is streamlined, chrome-plated and produces 123 decibels at 10-feet. The siren measures 10.50 inches wide x 10.00 inches high x 14.00 inches deep.

The siren shall include a pedestal mount to surface mount on top of the gravel shield on the left (driver's) side.

Q2B MECHANICAL SIREN

The FEDERAL Q2B mechanical siren shall have a bright chrome finish.

MASTER WARNING LIGHT CONTROL

To eliminate inadvertent operation the mechanical siren shall be operable only when the Master Warning Light switch is in the "ON" position and the parking brake is released.

SIREN BRAKE SWITCH

A momentary switch shall be provided in the driver's switch panel for operation of the siren brake.

A second momentary switch shall be provided in easy reach of the officer for operation of the siren brake.

Each switch shall be labeled "SIREN BRAKE".

SIREN CONTROL SWITCHES

One (1) foot switch for the siren shall be provided on the left side of the driver's side cab floor and one (1) on the right side of the officer's side cab floor.

ONBOARD ELECTRONIC OPERATION AND MAINTENANCE MANUAL

There shall be a patented USB storage drive provided and installed in the vehicle cab to provide in-cab access to electronic copies of the Vehicle Operation and Maintenance Manuals with a cable and laptop.

The following information shall be accessible through the in-cab electronic Vehicle Operations Manual (eVom^{TM} - U.S. Patent 11,580,046).

- Operator's Manual
- Construction Bill of Material Parts List
- Water Tank Certification, if applicable
- Pump Certification, if applicable
- Pump Test Certification, if applicable

Electrical System:

- Complete wiring schematics for the vehicle.
- Diagrams of the vehicle showing the wiring harness routing within the vehicle. Each of these diagrams shall include the connectors between the harnesses that provide a hyperlink to a drawing of the actual connector where pin functions can be examined.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the connectors for pin designations and to the vehicle drawings for harness location within the vehicle.

- As built wiring information

Air System:

- Complete air system schematics for the vehicle.
- Diagrams of the vehicle showing the air tubing routing within the vehicle.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the tanks and valves and to the vehicle drawings for exact location within the vehicle.

ELECTRONIC & HARD COPY OPERATOR'S MANUAL

The manufacturer shall supply additional copies of the apparatus manuals. One (1) USB drive and one (1) hard copy Operator's Manual w/Parts List.

The following information will be included:

- Operator's Manual
- Construction Bill of Material Parts List
- Water Tank Certification, if applicable
- Pump Certification, if applicable
- Pump Test Certification, if applicable

Electrical System:

- Complete wiring schematics for the vehicle.
- Diagrams of the vehicle showing the wiring harness routing within the vehicle. Each of these diagrams shall include the connectors between the harnesses that provide a hyperlink to a drawing of the actual connector where pin functions can be examined.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the connectors for pin designations and to the vehicle drawings for harness location within the vehicle.
- As built wiring information

Air System:

- Complete air system schematics for the vehicle.
- Diagrams of the vehicle showing the air tubing routing within the vehicle.
- Schematics for each system of the vehicle shall be provided with hyperlinks to the tanks and valves and to the vehicle drawings for exact location within the vehicle.

FIRE APPARATUS SAFETY GUIDE

Pursuant to NFPA 1901, 2016 edition, 40.20.2.3 (20) one (1) copy of the latest edition of FAMA's Fire Apparatus Safety Guide shall be supplied with the apparatus.

PUMP MODULE CONSTRUCTION - HALE MODULE

The pump module shall be a self-supported structure mounted independently from the body and chassis cab. The pump module shall be constructed entirely of extrusions and aluminum plate.

The framework shall be formed from beveled aluminum alloy extrusions and shall be electrically seam welded at each joint using 5356 aluminum alloy welding wire. The main framework is to be 3.00 inch x 3.00 inch x 0.18 inch, or 3.00 inch x 1.5 inch webbed 0.25 inch, 6063-T5 aluminum extrusion.

The pump module design must allow normal frame deflection through isolation mounts without imposing stress on the pump module structure or side running boards. The pump module shall consist of a welded framework, properly braced to withstand chassis frame flexing.

The pump module support shall be bolted to the frame rails of the chassis.

HALE MODULE WARRANTY

A standard 5-year warranty (Parts and Labor for the first two years and parts only years 3 - 5) will be provided by the pump module manufacturer, Hale products Inc.

RUNNING BOARDS

The pump module running boards shall be made of structural framework.

The running boards shall be independent of the apparatus body and shall be integrated to the pump module structure only.

STEP SURFACE

All materials used for exterior surfaces designated as stepping, standing, and walking areas, and all interior steps meet or exceed the minimum slip resistance in any orientation of 0.68 when tested wet using the English XL tester in accordance with the manufacturer's instructions, as well as NFPA 1900 current edition.

RUNNING BOARDS - BRIGHT FINISH

The running boards shall have a bright finish.

PUMP COMPARTMENT DUNNAGE

There shall be a dunnage compartment furnished on top of the pump module. The dunnage area shall be as large as possible.

DUNNAGE COMPARTMENT GRAB HANDLES

Two (2) extruded aluminum grab handles shall be provided and installed, one (1) on each side of the pump compartment module. The grab handles shall be mounted on the side of the dunnage compartment just below the top edge mounted horizontally to provide easy access to the dunnage compartment.
Molded rubber gaskets shall be installed under each grab handle to protect the surface of the dunnage compartment.

GRAB HANDLES - BRIGHT FINISH

The grab handles shall have a bright finish with chrome stanchions.

PUMP COMPARTMENT WORK LIGHT

The pump compartment shall have one (1) white LED strip light inside the pump compartment to provide illumination of the pump compartment.

The work light shall be activated with the parking brake.

LEFT SIDE PUMP CONTROL PANEL

All pump controls and gauges shall be located at the left (street) side of the apparatus and integrated to the pump compartment and properly identified. The layout of the pump control panel shall be ergonomically efficient and systematically organized.

The pump operator's panel shall be horizontally hinged along the bottom edge and secured with two (2) push button latches.

The lower panel shall also be mechanically fastened and will contain all inlets and outlets specified with the drains located on lower on the panel.

RIGHT SIDE PANEL

There shall be two (2) panels on the right side of the pump compartment. The upper access panel shall be vertically hinged along the forward edge and secured with push button latches. The lower panel shall be mechanically fastened and contain the right-side inlets and outlets specified with the drains located lower on the panel.

PUMP PANEL FINISH

The pump panels shall be fabricated of 14-gauge stainless steel and shall have a brushed finish.

VALVE CONTROLS

Unless specified otherwise, the discharge valves shall be controlled with a side mount push-pull valve control assembly.

All push-pull valve controls shall have quarter turn locking control rods with chrome plated zinc tee handles. The guides for the push-pull control rods shall be chrome plated zinc castings securely mounted to the pump panel. Push-pull valve controls shall be capable of locking in any position. The control rods shall pull straight out of the panel and shall be equipped with universal joints to eliminate binding.

The handles shall be of an ergonomic design with a recessed area for a color-coded name plate.

PUMP PANEL IDENTIFICATION TAGS

All discharges and intakes shall have plastic color-coded Innovative Controls identification tags, with each having its own unique color.

Color-coding shall include the labeling of the inlet, outlet, and the corresponding drain for each.

FRONT PUMP COMPARTMENT PANEL

A single piece aluminum diamond plate panel shall be provided and fastened to the front of the pump module.

PUMP COMPARTMENT WIDTH

The width of the pump compartment (front to back) shall be 42.00 inches.

PUMP COMPARTMENT WIDTH (PANEL TO PANEL)

The width of the pump compartment (side panel to side panel) shall be 72.00 inches.

PUMP PANEL LIGHTING

A single full length OnScene LED strip light shall be installed under a formed stainless steel light hood on each side of the pump compartment. The lights shall provide illumination per NFPA specifications to ensure safe operations at night.

PUMP PANEL LIGHTING ACTIVATION

All pump panel lighting shall be activated when the park brake is applied.

PRESSURE GOVERNOR AND MONITORING DISPLAY

The apparatus shall be equipped with the Class1 Total Pressure Governor (TPG) System. The TPG Pressure Governor System is a J1939 CAN based pressure governing system that consists of a display, pressure transducers and associated wiring.

The Total Pressure Governor (TPG) is an SAE J1939 Controller Area Network (CAN) device that controls engine speed using data communications directly to the engine ECU or with an analog control signal. The governor is able to monitor engine RPM and other pertinent data directly from the engine ECU. Engine information is available directly so that NFPA required instrumentation is delivered through a single unit saving panel space and delivering engine specific warnings as determined by each engine manufacturer.

The controller is 4.44 inches wide by 6.00 inches high x 2.25 inches deep. It has easy-to-read alphanumeric displays and programmable presets with an integrated alarm out-put to provide a warning whenever anything is out of parameters.
The following parameters shall be visible:
Engine Oil Pressure
Engine Coolant Temperature
System Voltage
Engine RPM
Pump Hours

MASTER GAUGES

Class 1 4.50 inch (100 mm) gauges shall be provided and installed for the master intake and master discharge gauges at the pump operator's panel.

The gauges are interlube filled with a patented Sub-Z II freeze-proof isolator. The stem and bourdon tube are filled and sealed with a low temperature liquid to prevent water entering and prevents freezing and damage to the gauge. The interlube fill eliminates fogged lenses, rust and corrosion.

GAUGE SCALE

The master intake gauge shall be marked for a reading from -30 to 400 PSI and the master discharge shall be marked for reading a discharge pressure of 0 to 400 PSI.

GAUGE FACE COLOR

Each gauge shall have black markings on a white face.

The master intake gauge shall be labeled 'INTAKE'.

The master discharge gauge shall be labeled 'DISCHARGE'.

PUMP TEST PORTS

There shall be port connections for pressure and vacuum provided at the pump operator's panel. One (1) shall be connected to the intake side of the pump, and the other to the discharge side of the pump.

DISCHARGE GAUGES

Class 1 discharges gauge shall be provided and installed for reading the pressure of each discharge greater than 1.50 inches (38 mm) in diameter, unless otherwise specified, at the pump operator's panel. The gauges shall be 2.50 inches in diameter.

The gauges are interlube filled with a patented Sub-Z II freeze-proof isolator. The stem and bourdon tube are filled and sealed with a low temperature liquid to prevent water entering and prevents freezing and damage to the gauge. The interlube fill eliminates fogged lenses, rust, and corrosion.

GAUGE SCALE

Each shall be marked for a reading from 0 to 400 PSI.

GAUGE FACE COLOR

Each gauge shall have black markings on a white face.

WATER TANK INDICATOR

The apparatus shall be equipped with a Class1 “ITL-40” Tank Level Gauge for indicating water level at the operator's panel. The tank level gauge shall indicate the liquid level or volume on an easy-to-read multi-color LED display and show increments of 1/8 of a tank.

The tank level gauge system shall include:

1) A pressure transducer that is mounted on the outside of the tank in an easily accessible area.
2) A super bright LED display viewable from 180 degrees with a visual indication at nine (9) accurate levels.

3) A set of weather resistant connectors to connect to the digital display, to the pressure transducer and to the apparatus power.
4) The system shall include the ability to display “text messages”

The system shall include built-in diagnostic capabilities.

FACE PLATE - BLUE

A blue face plate shall be provided for the gauge.

SMART ROCKER SWITCH PANEL

There shall be a Class One Smart Rocker Switch Bank panel, containing four (4) switches provided and installed at the pump operator's panel. The switch panel shall be used to control lights and other accessories.

The switches shall be waterproof, backlit rocker type, with the specific function laser engraved on the switch face.

The switch functions will be detailed in the specifications with the individual components.

AIR HORN ACTIVATION SWITCH

A red switch shall be located in the first position of the Smart Switch bank panel to activate the chassis air horn.

The switch shall be a momentary rocker switch with a cover and shall be supplied with the proper identification label.

MIDSHIP PUMP

The pump shall be a Hale Q-Max model, single stage midship pump. The pump shall have a capacity of 1500 gallons per minute, measured in US gallons.

PUMP CONSTRUCTION AND ASSEMBLY

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. The pump shall be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA 1901. 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 (207 MPa). All metal 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 horizontally split on a single plane in two sections for easy removal of entire impeller assembly including wear rings and bearings from beneath the pump without disturbing piping or the mounting of the pump in chassis. The pump shall have one double suction impeller. The pump body shall have two opposed discharge volute cutwaters to eliminate radial unbalance.

Pump shaft to be rigidly supported by three bearings for minimum deflection. One high lead bronze sleeve bearing to be located immediately adjacent to the impeller (on side opposite the gearbox). The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure balanced to exclude

foreign material. The remaining bearings shall be heavy duty, deep groove ball bearings in the gearbox and they shall be splash lubricated.

Pump impeller shall be hard, fine grain bronze of the mixed flow design; accurately machined and individually balanced. The vanes of the impeller intake eyes shall be of sufficient size and design to provide ample reserve capacity utilizing minimum horsepower. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wraparound double labyrinth design for maximum efficiency. No exceptions.

The pump shaft shall be heat-treated, electric furnace, corrosion resistant stainless steel to be super finished under packing with galvanic corrosion (zinc foil separators in packing) protection for longer shaft life. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of gearbox.

Gearbox – G Gearbox

Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of drive through torque of the engine system. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature.

The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine.

All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated 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 to eliminate all possible end thrust. (No exceptions.)

The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected.

If the gearbox is equipped with a power shift, the shifting mechanism shall be a heat treated, hard anodized aluminum power cylinder, with stainless steel shaft. An in-cab control for rapid shift shall be provided that locks in road or pump.

FIRE PUMP WARRANTY

A standard 5 year warranty (Parts and Labor for the first two years and parts only years 3 - 5) will be provided by the pump manufacturer, Hale products Inc.

ALTITUDE REQUIREMENTS

The apparatus shall be designed to meet the specified rating at 0 to 2000 feet altitude.

AIR PRIMER SYSTEM

The priming system shall be a Trident Emergency Products compressed air powered high efficiency, multi-stage, venturi based Air Prime System. A single panel mounted control will activate the priming pump and open the priming valve to the pump. The primer shall be a three (3) -barrel design.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction.

The priming components shall be mounted above the highest priming point on the suction side of the pump to permit air removal and allow for drainage. The primer shall also automatically drain when the panel control actuator is not in operation. The inlet side of the primer shall include a brass ‘wye’ type strainer with removable stainless steel fine mesh strainer to prevent entry of debris into the primer body.

Performance, Safety, and NFPA Compliance

The priming system shall be capable to a vertical lift to 22 inches of mercury and shall be fully compliant to applicable NFPA standards for vertical lift. The system shall create vacuum by using air from the chassis air brake system through a three-barrel multi-stage internal “venturi nozzles” within the primer body. The noise level during operation of the primer shall not exceed 75 Db.

Air Flow Requirements

The primer shall require a minimum of 15.6 cubic foot per minute air compressor and shall be capable of meeting drafting requirements at high idle engine speed. The air supply shall be from a chassis supplied ‘protected’ air storage tank with a pressure protection valve. The air supply line shall have a pressure protection valve set between 70 to 80 PSIG.

PRIMER CONTROL

A cutout at the pump panel shall be provided for the apparatus manufacture to install the primer control.

The primer control shall have a manually operated, panel mounted “push to prime” air valve; which will direct air pressure from the air brake storage tank to the primer body. To prevent freezing, no water shall flow to and from the panel control.

The control shall actuate the primer valve of the main pump body and shall be at the operator's panel.

NO Additional Primer Controls Available

WARRANTY

The primer shall be covered by a five (5) year parts warranty by Trident.

ELECTRIC OVER AIR PUMP SHIFT

The pump shift shall be electric over air operated and shall incorporate an electric switch in the cab and a MAC valve on the chassis to operate the pump transmission from road to pump.

The pump shift switch shall be mounted in the cab and identified as "PUMP SHIFT" and shall include instructions permanently inscribed on the pump shift switch plate. The in-cab switch shall be an electric locking lever style switch that has a spring-loaded locking collar that locks in "Road" or "Pump" mode.

The pump shift control assembly shall incorporate an indicating light system. There shall be two (2) lights adjacent to the pump shift control panel in the cab to show the position of the pump when the control is moved to "Pump" position. One (1) indicator light shall notify the operator when the shift has been completed to PUMP, labeled as "PUMP ENGAGED". The second indicator light in the cab will notify the operator when the chassis transmission is in correct pumping gear, labeled as "OK TO PUMP".

A third LED indicator light for throttle ready shall be provided adjacent to the throttle control at the pump operator's panel to indicate when the required interlock conditions are met to begin pump operations.

MECHANICAL SEAL

The fire pump shall be provided with a mechanical pump seal. One (1) is required on the suction, inboard, side of the pump. The mechanical seal shall be 2.00 inches in diameter and shall be spring loaded, maintenance free and self-adjusting.

Mechanical seal construction shall be a carbon sealing ring, stainless steel coil spring, Viton rubber boot, and a tungsten carbide seat with Teflon backup seal.

ANODE SYSTEM

To reduce the effect of galvanic action the pump shall be equipped with one (1) alloy anode. One (1) anode is to be installed on the inlet (suction) side of the system.

THERMAL PROTECTION

The pump shall be equipped with a TRV-120-L, thermal protection device, which monitors the water temperature of the pump and relieves water when the temperature inside the pump exceeds the preset value of the relief valve (120 degrees F / 49 degrees C).

The TRV-L shall automatically dump a controlled amount of water to the atmosphere when the pump water temperature exceeds the preset value. The valve shall automatically close when the water temperature cools to below the preset value.

A warning light shall be installed on the pump panel to alert the operator that the relief valve is open.

INTAKE PRESSURE RELIEF VALVE

There shall be one (1) Class 1 stainless steel suction relief valve provided on the pump system.

The valve shall terminate in 2.50 inch NST threads.

PUMP COOLING LINE

A 3/8" cooling line shall be installed to recirculate water from the pump back through the pump transfer case, to cool the pump during prolonged pumping operations.

The cooling line shall be controlled at the operator's position with a Class 1 valve.

HEAT EXCHANGER DISCHARGE

A gated discharge line shall be installed to provide water from the fire pump to the chassis supplied heat exchanger to assist in engine cooling during pumping operations.

The heat exchanger line shall be controlled at the pump operator's panel with an in-line ball valve.

MASTER DRAIN

The apparatus shall be equipped with a Manual Master Pump Drain for draining of the lower pump cavities, volute and selected water-carrying lines and accessories. The all brass and stainless steel construction allows for operation up to 600 psi.

LEFT SIDE STEAMER INLET

There shall be one (1) 6.00 inch steamer inlet furnished on the left side pump panel. The suction inlet shall have National Standard Threads (NST) and include a removable strainer provided inside the external inlet.

LARGE DIAMETER CAP

A 6.00 inch NH chrome plated cap with long handles shall be installed on the steamer inlet. The cap shall be hydrostatically tested to 700 psi.

The cap shall include the apparatus manufacturer's logo in the center of the cap.

RIGHT SIDE STEAMER INLET

There shall be one (1) 6.00 inch steamer inlet furnished on the right side pump panel. The suction inlet shall have National Standard Threads (NST) and include a removable strainer provided inside the external inlet.

LARGE DIAMETER CAP

A 6.00 inch NH chrome plated cap with long handles shall be installed on the steamer inlet. The cap shall be hydrostatically tested to 700 psi.

The cap shall include the apparatus manufacturer's logo in the center of the cap.

DRAIN VALVES

A Class 1 quarter-turn drain valve with chrome plated tee handle shall be provided for each required discharge and gated intake.

Each drain valve shall be connected to the valve with a flexible hose that is routed in such a manner as to assure complete drainage to below the apparatus.

The handles shall be of an ergonomic design with a recessed area for a color-coded name plate.

LEFT SIDE INLET

There shall be one (1) gated suction inlet installed on the left side of the apparatus with the following specified components.

INLET VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

INLET LOCATION

The inlet shall be located on the pump panel in the forward position to the pump steamer inlet.

INTAKE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

INTAKE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST swivel female straight adapter with screen that extends through the pump panel.

One (1) 2.50 inch (65 mm) chrome plated rocker lug plug, secured by a chain.

LEFT SIDE INLET

There shall be one (1) gated suction inlet installed on the left side of the apparatus with the following specified components.

INLET VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

INLET LOCATION

The inlet shall be located on the pump panel in the forward position to the pump steamer inlet.

INTAKE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

INTAKE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST swivel female straight adapter with screen that extends through the pump panel.
One (1) 2.50 inch (65 mm) chrome plated rocker lug plug, secured by a chain.

LEFT SIDE DISCHARGE #1

There shall be one (1) discharge installed on the left side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the forward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

LEFT SIDE DISCHARGE #2

There shall be one (1) discharge installed on the left side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The control valve shall be a 'swing out type' direct operation manual swing handle at the valve.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the rearward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

RIGHT SIDE DISCHARGE #3

There shall be one (1) discharge installed on the right side of the apparatus with the following specified components.

DISCHARGE VALVE

A 3.00 inch (77 mm) Akron Brass slo-cloz swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the forward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 3.00 inch (77 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 3.00 inch (77 mm) NST male 30-degree elbow.

One (1) 3.00 inch (77 mm) chrome rocker lug cap with lug vent, secured by a chain.

RIGHT SIDE DISCHARGE #4

There shall be one (1) discharge installed on the right side of the apparatus with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE LOCATION

The discharge shall be located on the pump panel in the rearward position to the pump steamer inlet.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST male 30-degree elbow.

One (1) 2.50 inch (65 mm) chrome rocker lug cap with lug vent, secured by a chain.

LEFT REAR DISCHARGE

There shall be one (1) discharge installed on the left rear of the apparatus below the hosebed with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

REAR DISCHARGE WATER TANK SLEEVE

The water tank shall be provided with one (1) 4.00 inch sleeve from the front of the tank to the rear of the tank for the rear discharge plumbing.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) chrome plated 30-degree elbow.

One (1) 2.50 inch (65 mm) rocker lug cap with lug vent, secured by a chain.

RIGHT REAR DISCHARGE

There shall be one (1) discharge installed on the right rear of the apparatus below the hosebed with the following specified components.

DISCHARGE VALVE

A 2.50 inch (65 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

REAR DISCHARGE WATER TANK SLEEVE

The water tank shall be provided with one (1) 4.00 inch sleeve from the front of the tank to the rear of the tank for the rear discharge plumbing.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 2.50 inch (65 mm) chrome plated 30-degree elbow.

One (1) 2.50 inch (65 mm) rocker lug cap with lug vent, secured by a chain.

DELUGE WATERWAY

There shall be one (1) deluge waterway installed above the pump on the apparatus with the following components.

DISCHARGE VALVE

A 3.00 inch (77 mm) Akron Brass slo-cloz swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DELUGE PLUMBING

The deluge waterway shall consist of 3.00 inch (77 mm) diameter stainless steel piping up through the pump compartment.

DELUGE WATERWAY TERMINATION

The deluge piping shall terminate with an NPT male thread.

A schedule 40 PVC cap plug is to be provided on the end of the piping to protect the threads and to allow for future installation of a deck gun monitor.

DOUBLE CROSSLAY HOSEBED

Two (2) crosslay hosebeds shall be located on top of the pump compartment in the forward location directly behind the chassis cab.

Each storage area shall be provided with dimensions of 7.50 inches wide x 17.00 inches high.

CROSSLAY DIVIDER

A crosslay divider shall be provided centered between the crosslays. The divider shall be fabricated of aluminum and mounted on a base T-extrusion that provides lower support the full length of the divider.

1 3/4" CROSSLAY

One (1) double stack crosslay with the following specified components shall be provided for up to 200 feet (60 m) of 1.75 inch (44.4 mm) hose.

DISCHARGE VALVE

A 2.00 inch (50 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.00 inch (50 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 1.50 inch (38 mm) NST 90-degree swivel located in the hosebed.

1 3/4" CROSSLAY

One (1) double stack crosslay with the following specified components shall be provided for up to 200 feet (60 m) of 1.75 inch (44.4 mm) hose.

DISCHARGE VALVE

A 2.00 inch (50 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

DISCHARGE PLUMBING

The plumbing shall consist of 2.00 inch (50 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

DISCHARGE TERMINATION

The termination shall include the following components:

One (1) 1.50 inch (38 mm) NST 90-degree swivel located in the hosebed.

CROSSLAY COVER

A .125 inch polished aluminum treadplate hinged cover shall be provided over the crosslay beds, complete with full-length stainless steel piano hinge. Stops shall be provided to protect cab or other adjacent body components.

The hinge shall be located on the forward section of the cover, closest to the chassis cab.

CROSSLAY HOSEBED COVER-BRIGHT FINISH

The crosslay hosebed over shall have a bright finish.

CROSSLAY END FLAPS COLOR

The vinyl crosslay end flaps shall be Midnight Black in color.
Each flap shall be weighted and shall have a means of securing the flap to meet the requirements of NFPA.

TANK RE-FILL LINE

One (1) 2.00 inch (51 mm) tank fill/recirculating line shall be installed from the pump directly to the booster tank plumbed with stainless steel plumbing and flexible Victaulic couplings.

The tank re-fill line shall be provided with the following specified components:

TANK FILL VALVE

A 2.00 inch (50 mm) Akron Brass quarter-turn swing-out valve.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

TANK TO PUMP LINE

The connection between the tank and the pump shall be capable of the flow recommendations as set forth in (NFPA) 1901, Standard for Automotive Fire Apparatus, latest revision and shall be tested to those standards when the pump is being certified.

The tank to pump line shall run from the pump to the front face of the water tank and down into the tank sump. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing.

The tank to pump shall be provided with the following specified components:

TANK TO PUMP PLUMBING

The tank to pump line shall be 3.00 inch I.D. piping.

TANK TO PUMP VALVE

A 3.00 inch (77 mm) Akron Brass full-flow valve with a stainless steel ball.

VALVE CONTROL

The valve shall be manually controlled from the pump operator's panel location.

FOAM TANK

A thirty (30) gallon polypropylene foam concentrate tank shall be provided. The foam tank shall have an anti-foaming fill stack and removable screen located in an accessible area. The foam tank fill tower shall be equipped with a latch, pressure/vacuum vent and have a sealed airtight cover.

The foam tank shall be plumbed to the on board foam system.

The following labels shall be attached to the foam tank:

"CLASS A (or B) FOAM TANK FILL"
"WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM"

FOAM TANK LOCATION

The foam tank shall be integral with the booster water tank provided with a color coded decal provided on the foam fill tower to identify the fill tower as foam.

FOAM TANK DRAIN

There shall be a 1.00 inch (25.4 mm) quarter turn drain valve installed at the lowest point to drain the foam tank. The foam tank shall drain directly to the surface below the apparatus without contacting other body or chassis components.

The drain line shall be labeled.

APPARATUS BODY DESIGN AND CONSTRUCTION

The apparatus body shall be built of stainless steel and shall be designed exclusively for Fire Service use. All metal work shall be free of sharp edges, objects or corners. No exceptions are allowed to this requirement.

The body design shall be fully tested with proven engineering and test techniques such as finite element analysis, stress coating, and strain gauging. Engineering and test techniques shall have been performed with special attention given to fatigue life and structural integrity of compartments and body support system.

The apparatus body shall be designed with the use of parametric modeling engineering software to ensure proper design of panel cuts and alignment of holes in mating parts. The entire apparatus body shall be a precision laser machined, bolted construction, properly reinforced with integral flanges eliminating the need for additional structural shapes. Hose body fabrications shall be free of all internal projections which might injure personnel or fire hose.

MODULAR BODY REQUIREMENTS

The body shall be completely modular in design allowing transfer of body components to a new chassis in the event of an accident or wear. Body components shall be removable from chassis without cutting or bending. The modular design shall also facilitate ease of repair or replacement of major or minor body parts. The mounting of the apparatus body shall be separate and distinct from the water tank mounting and the pump compartment mounting.

All body panels are to be laser machined on a CAM controlled laser to ensure accuracy (+/- .010"). This shall greatly enhance assembly and matching of repair parts. The body compartment floors, rear walls and roof areas shall be constructed of 12-gauge austenitic stainless steel. The vertical front and rear walls are designed with 14-gauge stainless steel. These front and rear walls are designed as a structural beam with the inclusion of the design encompassing a front an rear design that allows for installation of telescoping lights.

Interior and unexposed stainless-steel panels shall be #4B finish to eliminate the need for high maintenance painted surfaces in the compartments. All exterior stainless-steel panels shall have #4B finish.

The entire body shall be fabricated using precision holding fixtures to ensure accurate dimensions. Body front and rear vertical flanges shall be triple broken, providing a mounting area for rear handrails. Major body components shall consist of right and left body sides, and rear facing compartments.

The front and rear vertical corners of the apparatus body shall be recessed to provide a mounting area for vertical handrails and telescoping light poles.

COMPARTMENT ROOF CONSTRUCTION

Each compartment top shall have a bolt in 12-gauge stainless roof section for supporting roof loads of up to 500 pounds per square foot without permanent roof deformation. The stainless roof sections shall attach

the compartment rear wall and compartment vertical sides through a fastened joint creating a full perimeter compartment attachment of the stainless roof section.

COMPARTMENT DESIGN AND CONSTRUCTION

All compartments shall be manufactured from 12-gauge stainless steel with the vertical front and rear corner walls from 14-gauge, shall be of sweep out design and shall be bolted together. Stainless recessed round head bolts and stainless aircraft style "ESNA" nuts shall be applied with proper torque rating for each fastener. This type of construction shall greatly enhance the strength and ease of parts replacement in the event of damage and future modifications. Wherever possible, body bolts shall be hidden from plain view for appearance and ease of apparatus cleaning.

BODY MOUNTING SYSTEM

The front body support system shall be an integral design with .25 inch thick steel deep section cross member across the top of the chassis frame. The deep section cross member shall be attached to the right side and the left side lower front compartment weldments with eight (8) grade 8; 3/8 inch diameter bolts on each side of the apparatus. The front cross member shall be attached to the chassis by means of an elastomer spring mounting system with limited travel.

The lower portion of this spring mounting system shall be an integral part of the pump compartment frame mounting system. This design allows for maximum chassis flexing without undue stress transfer to the apparatus body.

The right and left side rear compartments shall be attached to a stainless-steel rear body support. The stainless-steel support shall be attached to the chassis frame extensions by means of an elastomer spring mounting system to form a modular integral body support system.

The apparatus body shall not rest upon the chassis truck rails and must be separated entirely from the steel frame of the chassis to prevent galvanic action.

Loose fitting U-bolt body mounting systems are not acceptable due to the likeliness of the apparatus body shifting or becoming detached from the chassis upon rear end impact.

REAR CHASSIS FRAME EXTENSIONS

There shall be a rear chassis drop frame extension to provide frame support for the rear of the apparatus body. This extension is to be bolted to the truck chassis as an integral part of the truck frame assembly and is to include rear tow eyes, crossmember and tailboard reinforcement.

The rear chassis frame extension system shall consist of a interwoven dual .625 inch thick steel drop frame extensions with a transverse 4.00 inch x 3.00 inch x .375 inch thick structural channel, and dual laminated .188 inch thick rear compartment and tailboard support tapered angles on each side of apparatus.

The rear frame extension shall be bolted to the chassis frame utilizing Grade 8 bolts and Grade C locknuts with hardened washers. For ease in replacement of damaged components in an accident there shall be no welding of components to the chassis frame.
Two (2) tow eyes with an eye diameter of not less than 3.50 inches shall be attached directly to the chassis frame extensions. The tow eyes shall be fabricated of .625" thick steel.

REAR TOW EYES

Two (2) tow eyes with an eye diameter of not less than 3.50 inches shall be attached directly to the chassis frame extensions. The tow eyes shall be fabricated of .625" thick steel.

REAR FRAME EXTENSION FINISH

The rear frame extension and rear floor body mounting pads shall be hot dip galvanized for corrosion resistance.

FASTENER FINISH

Attachment fasteners for the frame extension to the main frame rails to the main frame cross-members shall be Zinc plated to reduce the effect of harsh road chemicals.

20 YEAR TANK FRAME EXTENSION CORROSION WARRANTY

The galvanized parts shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

COMPARTMENT INTERIOR FINISH

For better interior visibility, to reflect light better, ease of maintenance and prevent the masking of poor welds and questionable workmanship the interior of the body compartments shall remain uncoated.

STAINLESS STEEL APPARATUS BODY PAINTED

The following apparatus body components shall be painted job color.

The rear wheel fender panels.

The exterior surface of the hosebed side walls.

The exterior surface of the hosebed front wall.

EXTERIOR COMPARTMENT ROOF FINISH

The exterior top of the body compartments shall be brushed stainless steel material.

There shall be a label on each surface that shall state 'Not a Stepping Surface'.

COMPARTMENT VENTILATION

Each compartment shall be provided with a laser cut louver to provide adequate ventilation.

VENT FILTRATION

There shall be filters provided for compartments L1, L3, R1 and R3. The protective louver covering the filter shall be removable to allow for filter changing.

The filter shall be 100% virgin nylon fiber in an open web design that is USDA approved. The filter shall be chemically treated with Dimethyl Benzyl Ammonium Saccharinate to aid in the reduction of bacteria and fungi.

BODY STRUCTURE WIDTH

The width of the apparatus body from the outside of the left compartments to the outside of the right compartments shall be 100.00 inches (2.54 m) excluding any attached peripherals such as rub rails, fenderettes, grab handles, etc.

COMPARTMENTATION

The following compartments shall be supplied on the apparatus:

FORWARD OF WHEEL WELL - L1

There shall be one (1) full height and full depth compartment ahead of the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 56.00 inches wide x 63.00 inches high x 24.00 inches deep.

ABOVE WHEEL WELL - L2

There shall be one (1) high side compartment centered over the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 52.00 inches wide x 33.00 inches high x 24.00 inches deep.

REAR OF WHEEL WELL - L3

There shall be one (1) full height and full depth compartment behind the rear wheels on the left side of the apparatus.

It shall have approximate dimensions of 51.00 inches wide x 63.00 inches high x 24.00 inches deep.

Due to the rear body inset above the tailboard, the interior right rear corner of the compartment shall have a notch that extends from the floor to the ceiling that is 5.50 inches wide x 12.00 inches deep. This notch shall reduce the storage capacity of the compartment with a usable width of 45.50 inches to the notch.

FORWARD OF WHEEL WELL - R1

There shall be one (1) full height and split depth compartment ahead of the rear wheels on the right side of the apparatus.

It shall have approximate dimensions of 56.00 inches wide x 33.00 inches high x 12.00 inches deep in the upper section and 30.00 inches high x 24.00 inches deep in the lower section.

ABOVE WHEEL WELL - R2

There shall be one (1) high side compartment centered over the rear wheels on the right side of the apparatus.
It shall have approximate dimensions of 52.00 inches wide x 33.00 inches high x 12.00 inches.

REAR OF WHEEL WELL - R3

There shall be one (1) full height and split depth compartment behind the rear wheels on the right side of the apparatus.

It shall have approximate dimensions of 51.00 inches wide x 33.00 inches high x 12.00 inches deep in the upper section and 30.00 inches high x 24.00 inches deep in the lower section.

Due to the rear body inset above the tailboard, the interior left rear corner of the compartment shall have a notch that extends from the floor to the ceiling that is 5.50 inches wide x 12.00 inches deep. This notch shall reduce the storage capacity of the compartment with a usable width of 45.50 inches to the notch.

BODY SIDE CAPACITIES

The total compartment volume capacity of the body exterior compartments shall be 198 cubic feet.

BODY LENGTH

The apparatus body module shall have an overall length of 164.00 inches, excluding rear tailboard.

SIDE COMPARTMENT DOOR CONSTRUCTION

All horizontal and vertical side compartment doors shall be non-locking roll-up style doors.

R·O·M ROLL-UP DOOR

A R•O•M Corporation Series IV roll-up shutter doors shall be installed for each body compartment specified with a roll-up door. Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum.

Shutter slats shall feature a double wall extrusion 0.315 inches thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slats must have interlocking joints with an inverted locking flange. Slat inner seal shall be a one piece PVC extrusion; seal design shall be such to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

Shutter door track shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door track shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

Shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. Finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. Bottom rail shall have a smooth contoured interior surface to prevent loose equipment from jamming the shutter door. Bottom rail seal shall be made from Santoprene; it will be a double “V” seal to prevent water and debris from entering compartment. Bottom rail lift bar shall be a one piece “D” shaped aluminum extrusion with linear striations to improve operator grip during operation. Lift bar shall have a wall thickness of 0.125 inches. Lift bar shall be supported by no less than two pivot blocks; pivot blocks shall be constructed from Type 66 Glass filled reinforced nylon for superior strength. Bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.
Shutter door shall have an enclosed counterbalance system. Counterbalance system shall be 4.00 inches in diameter and held in place by 2 heavy duty 18 gauge zinc plated plates. Counterbalance system shall have 2 over-molded rubber guide wheels to provide a smooth transition from vertical track to counterbalance system.

SIDE COMPARTMENT DOOR PAINT FINISH

The side compartment roll-up doors shall be a painted finish with body job color.

ROLL-UP DOOR TRACK & TRIM - PAINT FINISH

The track and trim for each roll-up door specified shall be painted finish to match the door shutters.

DOOR OPEN INDICATOR

Each roll-up door shall have an integral door open indicator magnet in the lift bar.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR CENTER COMPARTMENT

There shall be one (1) full height compartment, RR1, located at the rear of the apparatus below the hosebed access area.

It shall have approximate dimensions of 48.00 inches wide x 62.00 inches high x 22.00 inches deep.

REAR CENTER COMPARTMENT CAPACITY

The total compartment volume capacity of the body exterior rear center compartment (RR1) shall be 38.5 cubic feet.

REAR CENTER COMPARTMENT DOOR CONSTRUCTION

The rear center compartment door shall be non-locking roll-up style door.

REAR COMPARTMENT DOOR SATIN ANODIZED FINISH

The rear compartment roll-up door shall be satin anodized finish.

DOOR OPEN INDICATOR

The rear roll-up door shall have an integral door open indicator magnet in the lift bar.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR BODY DIAMOND GRADE CHEVRON STRIPING

A minimum of 50 percent of the rear-facing vertical surface, visible from the rear of the apparatus, shall be equipped with diamond grade retro-reflective striping in a chevron pattern sloping downward and away from the centerline of the vehicle at an angle of 45 degrees.

The stripe shall be 6.00 inches (152.40 mm) wide alternating in colors.

REFLECTIVE STRIPE COLOR

Each stripe in the chevron shall be a single-color alternating between red (3M #983-72) and fluorescent green (3M # 983-23).

RR2 - LADDER STORAGE - ON BEAM

There shall be a ladder storage compartment provided at the rear of the apparatus on the right side of the body beside the water tank.

The ladders shall be placed into the body from the rear of the apparatus sliding into the compartment on beam. The compartment shall have approximate dimensions of 30.00 inches high x 12.00 inches wide.

This compartment shall extend from the rear of the apparatus completely through to allow the ladders to extend into the pump house for storage.

The ladder compartment shall be constructed of 12-gauge stainless steel material.

The compartment shall have storage for one (1) 24 foot two-section ladder, one (1) 14-foot roof ladder, one (1) 10 foot folding ladder, and three (3) pike poles.

LADDER COMPARTMENT DOOR

A vertically hinged door shall be provided to access the rear ladder storage compartment.

The door material shall match the rear overlay material and shall include chevron material matching the rear of the apparatus.

If the door is not properly closed and the parking brake is released, it shall activate the “hazard light” in the cab to alert the crew.

REAR COMPARTMENT DOOR LATCH

The door handle shall be a polished stainless steel non-locking "D"-ring latch with a 5-degree bend for easier grasping with a gloved hand.

It shall be installed centered on the door.

LADDER COMPLEMENT

The following ladders shall be supplied with the apparatus:

One (1) Duo-Safety 10-foot (3.0 m) aluminum attic ladder(s), model 585A.
One (1) Duo-Safety 14-foot (4.0 m) aluminum roof ladder(s) with folding hooks, model 775-A.

One (1) Duo-Safety 24-foot (7.0 m) two (2) section solid beam aluminum extension ladder(s), model 900A.

PIKE POLES

All NFPA required pike poles will be supplied and installed by the Fire Department before the truck is placed into service.

INSET REAR TAILBOARD

The rear of the apparatus body shall be inset in design with the rearmost body side compartmentation extended rearward to provide a larger door opening and increase compartment storage space.

The rear tailboard shall be fabricated of the same tubular materials as used in the apparatus body.

The tailboard shall be an independent assembly and shall be bolted to the rear body structural framing to provide body protection and a solid rear stepping platform.

The tailboard shall provide protection for the side body compartments and shall provide mounting for the rear ICC marker lights.

On the rear body surface, shall be **FAMA24** label attached that states: "DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION, DEATH OR SERIOUS INJURY MAY RESULT"



The rear tailboard and body shall be constructed such that the angle of departure shall be no less than 8 degrees at the rear of the apparatus when fully loaded (NFPA) 1901, Standard for Automotive Fire Apparatus.

REAR TAILBOARD LENGTH

The inset area of the tailboard shall be approximately 12.00 inches (305 mm) deep. The step shall be fabricated from "Laser Grip" stainless steel meeting (NFPA) 1901 step requirements.

REAR TAILBOARD - BRIGHT FINISH

The rear tailboard shall have a bright finish.

REAR WHEEL PANEL FENDER SIDE SKIRTS

There shall be stainless steel fender side skirts located in the area of the rear wheels of the body.

WHEEL WELL LINERS

The apparatus body wheel well liners shall be made from 16-gauge stainless steel and shall be rolled, die stamped and fully removable for access to suspension assembly.

The liners shall be fastened with stainless bolts and ESNA nuts to the outer fender panel.

FENDERETTES

Two (2) stainless steel fenderettes shall be provided and installed on the body rear wheel well panels, one (1) each side.

FENDERETTES - BRIGHT FINISH

The fenderettes shall have a bright finish.

REAR AXLE MUD FLAPS

There shall be two (2) black, anti-sail mud flaps provided and installed behind the rear wheels.

SCBA BOTTLE COMPARTMENTS

There shall be seven (7) SCBA bottle tube compartments provided and installed, three (3) in the left side rear wheel well area and four (4) in the right-side wheel well area.

Each compartment shall be constructed of gray roto molded storage compartment to provide SCBA scuff protection. A door seal shall be provided at the perimeter of the SCBA compartment.

The doors shall be stainless steel with a stainless finger latch.

FUEL FILL - LEFT SIDE BODY

The fuel fill shall be located in the rear fender area on the left side of the apparatus body.

The spring-loaded fuel fill door shall have "Diesel Fuel" laser cut in the face of the door. There shall be a vent line from the fuel tank to beneath the fuel cap to aid in fueling of the truck.

FUEL FILL AND SCBA DOORS - BRIGHT FINISH

The fuel fill and SCBA doors shall have a bright finish.

SCBA BOTTLE RETENTION STRAP

There shall be one (1) 1.00-inch-wide loop of red webbing installed in each SCBA compartment to prevent the bottle from sliding out of the compartment in the event the door is not latched for travel. The loop shall be mounted, centered in the compartment and shall hang within 1.00-inch of the compartment floor to allow the bottle to pass by the strap when the bottle is placed in the compartment. The strap shall loop over the valve.

TANK CAPACITY

The water tank shall be a maximum capacity of 1000 gallons (3785 liters).

WATER TANK CONSTRUCTION

The tank shall be constructed of .50-inch-thick Polypropylene & Mac226 sheet stock. This material shall be non-corrosive stress relieved thermoplastic, black in color and UV stabilized for maximum protection. The tank shall be of a special configuration and is designed to be completely independent of the body and compartments. All exterior tank joints and seems shall be extrusion welded and/or contain the Bent Edge™ and tested for maximum strength and integrity. The top of the tank is fitted with removable lifting eyes designed with a 3-to-1 safety factor to facilitate easy removal.

The transverse and longitudinal swash partitions shall be manufactured of Polypropylene & Mac226 material. 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 and meet NFPA rules. All swash partitions interlock with one another and are welded to each other as well as to the walls and floor of the tank.

TANK WARRANTY

A lifetime tank warranty will be provided by the tank manufacturer, United Plastic Fabricating (UPF).

TANK MOUNTING

A tank mounting cradle shall be provided. The tank mounting cradle shall consist of a minimum of seven (7) crossmembers and two (2) full tank length longitudinal members.

The water tank shall rest on the tank mounting subframe, and shall be insulated from the sub-frame with a 2.50 inch wide rubber insulator. The water tank shall sit cradle-mounted using four (4) corner angles of 8.00 inch x 8.00 inch x 4.00 inch x .25 inch welded directly to the tank sub-frame. The angles shall keep the tank from shifting left to right or front to rear.

The water tank is designed on the free-floating suspension principle and shall not require the use of hold downs. The water tank shall be completely removable without disturbing or dismantling the apparatus body structure.

The hosebed cross-braces shall act as water tank retainers. The water tank cradle shall be designed to be completely independent of the apparatus body to eliminate torsional stress loading in the body. No exception will be permitted to the tank mounting requirements.

TANK CRADLE FINISH

The tank cradle shall be hot dip galvanized for corrosion resistance.

20 YEAR TANK CRADLE CORROSION WARRANTY

The tank cradle shall have a warranty covering structural failure due to corrosion perforation. This warranty shall be in effect for 20 years after delivery of the apparatus to the end user.

TANK LID & FILL TOWER

The tank shall have a combination vent and fill tower. The fill tower shall be constructed of .50 inch thick Polypropylene & Mac226 and shall be a minimum dimension of 10.00 inch x 14.00 inch outer perimeter. The tower shall have a .25 inch thick removable Polypropylene & Mac226; screen and a Polypropylene & Mac226 hinged-type cover. Inside the fill tower, there shall be a combination vent overflow pipe. The vent

overflow shall be a minimum of schedule 40 pipe with a minimum ID of 4.00 inches that is designed to run through the tank, and shall be piped behind the rear axle beneath the tank.

The tank cover shall be constructed of recessed .50 inch thick Polypropylene & Mac226, stress relieved, UV stabilized material. A minimum of two (2) lifting dowels shall be drilled and tapped to accommodate the lifting eyes.

OVERFLOW AND VENT PIPE

The fill tower shall be fitted with an integral 4.00 inch ID, Schedule 40 PVC combination overflow/vent pipe running from the fill tower through the tank to a 4,00 inch coupling flush mounted into the bottom of the tank to allow water to overflow beneath the chassis.

FILL TOWER LOCATION

The fill tower shall be located at the front of the hose bed, toward the center location side to side.

SUMP

There shall be a single sump provided with the water tank.

The sump shall be constructed of white Polypropylene & Mac226 and be located in the left front corner of the tank, unless specified otherwise. On all tanks that require a front suction, a schedule 40 polypropylene pipe shall be installed that will incorporate a dip tube from the front of the tank to the sump location. All tanks shall have an anti-swirl plate located above the dip tube.

SUMP PLUG

The sump shall have a 3.00 inch (77.00 mm) plug for use in draining and cleaning out the tank.

OUTLETS

In addition to the tank suction valve outlet located in the sump, there shall be an outlet provided for the tank fill valve. If there are any additional options selected (such as an extra tank suction or direct tank inlets), there shall be additional outlets provided to accommodate these items.

PASS-THRUS

If there are any options selected (such as rear discharges or ladder storage), there shall be pass-thru sleeves and notches provided into the tank design to accommodate these items.

BODY HOSEBED

A hosebed shall be provided with the minimum capacity as required by (NFPA) 1901, Standard for Automotive Fire apparatus.
The hosebed and walls shall be manufactured from stainless steel and shall be constructed in such a manner that will prevent damage to fire hose. The interior of the hosebed shall be free of projections such as nuts, sharp edges or brackets that may damage hose. No exceptions to this requirement are allowed.

An aluminum extrusion shall be installed over the rear opening of the hosebed to protect the body and hose from wear when loading and unloading hose. The hosebed floor shall be fitted with removable slatted, ribbed 6.00 inch heavy-duty extruded aluminum floorboards.

HOSEBED BULKHEAD

A stainless steel bulkhead shall be installed between the front of the body and the hose storage area of the hosebed creating a hosebed dunnage storage area.

The bulkhead shall be the same height and design as the hosebed side walls.

No hosebed flooring shall be provided in the space between the bulkhead and the front wall of the hosebed.

HOSE BED FLOODLIGHT

There shall be one (1) Maxxima MWL-36, 2100 Lumen LED hose bed floodlight with swivel and folding handle provided and installed at the front right corner of the hosebed.

There shall be a weather resistant switch on the light head.

HOSE BED LIGHT ACTIVATION

The hose bed light shall be activated when the park brake is set.

HOSEBED HEIGHT

The height from the top of the tailboard to the floor of the hosebed shall be approximately 63.00 inches (1600 mm).

HOSEBED RISER DEPTH

The depth of the hosebed shall be approximately 20.75 inches.

ADJUSTABLE HOSEBED DIVIDERS

One (1) adjustable hosebed dividers shall be provided and installed. Each divider shall be fabricated from .25 inch thick smooth aluminum plate, 5052-H32 alloy.

The rear end of each divider shall have a 3.00 inch radius corner and shall be sanded and deburred to prevent damage to hose.

There shall be two (2) hand hold openings provided. One (1) at the rear in a vertical position and one (1) approximately 24.00 inches in from the rear in a horizontal position at the top of the divider.

HOSE LOAD

The apparatus shall accommodate the minimum storage for hose as required by the latest edition of NFPA 1901 and the hosebed may be the primary location for this hose storage. The hosebed must provide storage for not less than 200' of 2.5" double jacketed hose, 400' of 3" double jacketed hose, and 1200-feet of 5"

hose LDH.

HOSEBED COVER

A vinyl hosebed cover shall be provided and installed that is designed to cover the entire main hosebed area. The cover shall be installed with "stretch cord type" fasteners along each side of the hosebed.

A weighted flap shall be incorporated into the rear edge of the cover.

The hosebed cover rear flap shall also include a positive locking device to meet the requirements of (NFPA) 1901.

HOSEBED VINYL COLOR

The vinyl color shall be Midnight Black.

SUCTION HOSE STORAGE

Suction hose shall be stored on a formed aluminum tray. The tray shall employ a design without fasteners or clamps to hold the suction hose in place in the tray.

Two (2) trays shall be mounted on top of the apparatus side compartments, one (1) on the left side and one (1) on the right side.

HARD SUCTION TRAY FINISH

The hard suction trays shall have a gray powder coated finish.

SUCTION HOSE

The following suction hose shall be provided with the carrier.

There shall be two (2) 10.00 foot length(s) of 6.00 inch lightweight PVC flexible suction hose(s) with long handle female end and rocker lug male end couplings provided with the above specified storage.

BARREL TYPE SUCTION STRAINER

One (1) 6.00 inch Kochek aluminum barrel type suction hose strainer(s) shall be provided with the apparatus. The strainer(s) shall include a tie off loop on the end plate.

SUCTION STRAINER CONNECTION

The strainer shall have an NH connection.

SUCTION STRAINER FINISH

The strainer shall be the standard Silvadillo powder coat finish from Kochek.

BODY RUB RAIL / LIGHTING SYSTEM

The apparatus body shall have bolt on extruded aluminum rub rails affixed to the side beneath each compartment door fore and aft of the rear wheel well panel.

Each rub rail shall be attached to the apparatus body with standoff spacers made from 1.00 inch diameter UHMW Polyethylene bar stock.

The rub rails shall be designed with integral white and red LED strip lights. The white light shall be downward facing for ground lighting and the red light shall be outward facing for additional warning lighting.

The white light shall be activated with the chassis ground lighting and the red lights shall activate as a red flashing warning light when the warning lights are active.

RUB RAILS - BRIGHT FINISH

The rub rails shall have a bright finish.

BODY COMPARTMENT LIGHTING

Two (2) Red/White ROM DuroStrip LED lights shall be provided and installed in each body compartment. The lights shall be installed vertically, one (1) light along each side of the door framing.

Each compartment door shall have an automatic compartment light switch.

There shall be a red/white color selector switch in the cab that controls the color of this lighting.

FOLDING STEPS

Innovative Control folding steps made of high strength die cast aluminum with integrated LED illumination and conforming to current (NFPA) 1901 step requirements shall be provided and installed on the apparatus as specified.

The steps shall be mounted with no more than 18.00 inches between each approved step area.

FOLDING STEP LIGHT ACTIVATION

The folding step lighting shall be activated when the park brake is set.

FOLDING STEPS - BRIGHT FINISH

The folding step(s) shall have a bright finish.

STEP LOCATION

Three (3) folding steps shall be installed on the left forward vertical wall of the front compartment.

STEP LOCATION

One (1) folding step shall be installed on the left rear vertical face of the body.

STEP LOCATION

Three (3) folding steps shall be installed on the right forward vertical wall of the front compartment.

INTERMEDIATE REAR FIXED STEPS - LOWER AND MID

There shall be four (4) rear corner intermediate fixed steps, two (2) each side, provided and installed adjacent to the rear compartment. The steps shall be positioned in the lower and mid positions above the rear tailboard.

The steps shall be no less than 8.00 inches in depth and fabricated of "Laser Grip" stainless steel to meet (NFPA) 1901 step requirements.

REAR INTERMEDIATE STEP - BRIGHT FINISH

The rear intermediate step(s) shall have a bright finish.

REAR INTERMEDIATE STEP LIGHTING

There shall be an LED strip light with integral guard provided and installed with each fixed step at the rear of the apparatus to provide lighting to the lower and mid position steps.

STEP LIGHT ACTIVATION

The step light shall be activated when the park brake is set.

REAR HANDRAILS

Three (3) extruded aluminum handrails shall be supplied and installed at the rear of the apparatus body.

There shall be two (2) 24.00 inch long vertical handrails installed, one (1) on each side at the rear area of the body inset or on the flat back pending configuration and one (1) 69.00 inch long handrail installed horizontally below the hosebed.

HANDRAILS - BRIGHT FINISH

The handrails shall have a bright finish with chrome finish stanchions.

LIGHTING - REAR HORIZONTAL HANDRAIL

The horizontal handrail adjacent to the hosebed shall contain integrated LED lighting. The lighting shall be integrated into the grab bar, directed toward the hosebed.

LIGHTING - ACTIVATION

The handrail lighting shall be activated with the ground lighting.

SHALLOW DEPTH ALUMINUM SHELVING - ADJUSTABLE

The shallow depth shelving shall be made out of .190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of two (2) provided:

-One (1) located in the R1 compartment.

-One (1) located in the R3 compartment.

SHELF MATTING

Any shelf provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FULL DEPTH ALUMINUM SHELVING - ADJUSTABLE

The full depth shelving shall be made out of .190-inch smooth aluminum sheet material and shall have a flange 1.50 inches deep.

Each shelf shall be adjustable in height and held in place by extruded uprights.

There shall be a total quantity of two (2) provided:

-Two (2) located in the L1 compartment.

SHELF MATTING

Any shelf provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FLOOR MOUNT ALUMINUM TRAYS - PULL-OUT

Each floor mount pull-out tray shall be made out of .190 inch smooth aluminum sheet material with four (4) side flanges.

The floor mounted tray shall be secured to Grant slides and a gas shock mechanism to hold the tray in both the in and out positions with a 250# capacity.

There shall be a total quantity of four (4) provided:

-One (1) located in the L1 compartment.
-One (1) located in the R1 compartment.
-One (1) located in the R3 compartment.
-One (1) located in the RR1 compartment.

SHELF MATTING

Any pull-out tray provided shall have Dri-Dek matting installed for improved ventilation that shall also provide a non-slip surface.

MATTING COLOR

The matting shall be black in color.

FULL HEIGHT PULL OUT VERTICAL TOOL BOARD - ALUMINUM

A full height aluminum pull-out vertical tool board shall be installed in the compartment as specified.

The tool board shall be made from .25-inch aluminum and attached at the floor and ceiling of the compartment with slide assemblies and a locking device at the bottom to hold the board in both the stored and extended position.

Each tool board may be fully adjustable across the width of the compartment dependent on the layout of the compartment.

There shall be a total quantity of two (2).

-Two (2) located in the L3 compartment.

APPARATUS BODY ELECTRICAL SYSTEM

All body electrical shall conform to NFPA 1901 latest edition standards. The apparatus shall be equipped with a heavy-duty 12-Volt negative ground system.

All 12-Volt apparatus wiring shall pass through a heavy duty power disconnect solenoid. The 12-Volt control of the power disconnect switch is to be triggered by the Master Battery Disconnect.

The apparatus shall be equipped with a Class1 Es-Key Management System for complete control of the electrical system devices.

The right rear compartment shall house Power Distribution Module (PDM). The PDM shall be mounted on a removable panel in the left rear compartment with sufficient harness length to allow a technician the ability to remove the PDM and place it on a compartment shelf for diagnostics and service.

All wiring shall be color-coded and function coded to assist the technician in servicing the electrical system. All circuits shall be divided and balanced for proper load distribution. Where possible, wiring shall be routed in looms as a single harness. Heat resistant convoluted loom shall be used. Only solderless, insulated crimp automotive electrical connectors shall be used.

APPARATUS ICC MARKER LIGHTING

Two (2) amber Whelen OS Series LED side clearance lights shall be provided and installed, one (1) each side, ahead of the forward body compartment.

Five (5) red LED clearance lights shall be provided and installed at the rear of the apparatus.

Two (2) red LED clearance lights shall be provided and installed, one (1) each side, facing the sides of the apparatus.

A red diamond shaped reflector shall be mounted on each lower rear corner of the apparatus body.

An amber diamond shaped reflector shall be mounted on each lower front corner of the apparatus body.

ICC lighting utilized and lighting positions shall be in conformance with FMVSS 108.

MARKER LIGHTING - BRIGHT FINISH

The ICC lights are to be mounted in a chrome flange.

SIDE MOUNTED TURN SIGNAL LIGHTS

There shall be two (2) Whelen, model RSA02ZCR, linear amber LED turn signal lights provided and installed, one (1) each side, in the rear wheel well area.

TURN SIGNAL HOUSING - BRIGHT FINISH

The turn signals shall be mounted in a chrome bezel.

UPPER LIGHTING PACKAGE

The following NFPA lighting package, manufactured by Whelen, shall be provided and installed in the upper areas of the vehicle.

UPPER ZONE A - ROOF MOUNTED LIGHTBAR

There shall be a Whelen Freedom model F4N7VLED, 72.00-inch lightbar provided and installed on the cab roof, as far forward as possible.

This lightbar system shall be supplied with sixteen (16) LED modules, ten (10) red linear LEDs and six (6) white linear LEDs. The outer lenses shall be clear.

Any white lights in the lightbar shall be disabled automatically for the “Blocking Right of Way” mode.

UPPER ZONE C - REAR WARNING LIGHTS

There shall be two (2) Whelen Super-LED warning lights, model R416*F LED Rota-Beam beacons provided and installed, one (1) each side at the rear of the apparatus.

BEACON LIGHTS COLOR

The upper rear beacon lights shall be red with red lenses.

POLISHED STAINLESS STEEL LIGHT STANCHIONS

Two (2) light stanchions shall be mounted in the upper rear corners of the body sides, one (1) each side.

Each light stanchion shall be made of polished stainless steel and shall be large enough to accommodate the Upper Zone C beacon specified.

LOWER LIGHTING PACKAGE

The following NFPA lighting package, manufactured by Whelen, shall be provided and installed in the lower areas of the vehicle.

LOWER ZONE A - FRONT WARNING LIGHTS

There shall be four (4) Whelen 600 Series Super-LED lightheads with bezels, two (2) on each side, at the front of the chassis in a separate housing than the headlights.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

LOWER ZONE B & D- SIDE WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels provided and installed, one (1) on each side.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

CAB SIDE WARNING LIGHTS LOCATION

The warning lights on the sides of the cab shall be mounted at the chassis side bumper location.

LOWER ZONE B & D- SIDE WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels provided and installed, one (1) on each side.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

BRIGHT FINISH BEZEL

The warning lights shall have a chrome bezel.

BODY SIDE WARNING LIGHTS LOCATION

The warning lights on the sides of the body shall be mounted on the body rear wheel panel centered over the rear wheels.

LOWER ZONE C- REAR WARNING LIGHTS

There shall be two (2) Whelen 600 Series Super-LED lightheads with bezels, one (1) on each side, provided and installed on the rear of the apparatus.

WARNING LIGHTS COLOR

The warning lights shall be red with clear lenses.

REAR STOP/TAIL/TURN/BACKUP LED LIGHTS

There shall be Whelen model 600 series, 4x6, LED rear taillight assemblies provided and installed with the apparatus, one (1) each side at the rear.

The following shall be provided and installed in the order as specified from top to bottom:

One (1) red stop/taillight
One (1) amber turn signal light populated in the shape of an arrow
One (1) white back up light

MOUNTING ASSEMBLY

There shall be Whelen 4-position vertical housing provided for each taillight assembly.

The lower most open cavity shall be filled with the specified warning light for the rear of the apparatus.

BRIGHT FINISH HOUSING

The rear taillight assembly housing shall be a chrome finish.

REAR TAILLIGHTS COLOR

The taillights mounted at the rear shall have clear lenses.

REAR TRAFFIC ADVISOR

There shall be one (1) Whelen model TAL85 directional lightbar with cable provided and installed at the upper rear of the apparatus. The device shall consist of eight (8) independent LED amber light heads.

The signal patterns of the device shall be progressive left, progressive right, center out, and emergency “All Flash.”

The switch control box is to be mounted in the cab allowing for easy operation by the driver.

SIDE SCENE LIGHT LOCATION

There shall be four (4) scene lights installed on the sides of the apparatus, two (2) on each side.

One (1) located at the front and one (1) located at the rear corner.

SCENE LIGHT MODEL

Whelen 900 Series Super LED gradient scene lighting with flange shall be provided and surface mounted on the apparatus at the locations specified.

BRIGHT BEZEL FINISH

Each light shall be installed with a bright finish bezel.

SCENE LIGHT ACTIVATION

The body side scene lighting shall be activated by two (2) smart switches installed in the driver's side switch panel in the cab, one (1) switch for each side of the apparatus.

REAR SCENE LIGHT LOCATION

There shall be two (2) scene lights installed on the rear facing vertical surface of the apparatus, one (1) on each side.

SCENE LIGHT MODEL

Whelen 900 Series Super LED gradient scene lighting shall be provided, and surface mounted on the apparatus at the locations specified.

SCENE LIGHT ACTIVATION

The rear scene lighting shall be activated simultaneously by one (1) smart switch installed in the driver's side switch panel in the cab.

REFLECTIVE SAFETY STRIPE

There shall be a 4.00-inch-wide 3M brand Scotchlite reflective stripe shall be affixed to the perimeter of the vehicle.

The striping shall be placed up to 60.00 inches above ground level and shall conform to NFPA reflectivity requirements. At least 60% of the perimeter length of each side and width of the rear and at least 25% of the perimeter width of the front of the vehicle shall have reflective stripe.

STRIPE PATTERN

The reflective striping shall be applied around the perimeter of the apparatus in a straight-line pattern.

LETTERING & EMBLEMS

The apparatus lettering and emblems shall be provided and installed by the Fire Department after final delivery of the completed apparatus.

LICENSE PLATE MOUNTING

One (1) license plate mounting bracket and LED light shall be provided and installed at the rear of the apparatus.

WHEEL CHOCKS

One (1) set of NFPA compliant Worden wheel chocks model # HWGY shall be supplied with the apparatus.

The wheel chocks measure 7.75 inches high x 8.50 inches wide x 15.00 inches long and shall have a bright yellow powder coat finish for high visibility, safety and corrosion resistance.

WHEEL CHOCKS

One (1) set wheel chock holders shall be provided and installed on the left side of the apparatus below the front body compartment.

MISCELLANEOUS EQUIPMENT

The following loose equipment as outlined in (NFPA) 1901 sections 5.9.3 and 5.9.4 shall be provided by the Fire Department:

- Supply Hose
- Nozzles
- Axes
- Rechargeable (Portable) Flashlights
- Fire Extinguishers
- SCBA(s) For Each Assigned Seating Position
- SCBA Cylinders
- First Aid Kit
- AED
- Spanner Wrenches
- Adapters
- Handheld Tools
- Salvage Covers
- Traffic Vests
- Traffic Cones
- Flares

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 8.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval to issue a purchase order in the amount of $265,988.60 for the purchase of one Brush Truck from 411 Equipment, LLC. This procurement will be made through CES Contract #2024-25-C115-ALL. (Corn/Chavez)

BACKGROUND:
Initiated by: Steve Chavez

The Roswell Fire Department is requesting approval to purchase a new brush truck due to the age and declining reliability of our current brush fleet. Many of our existing units have exceeded their service life and no longer support the dependable and simultaneous response capability required for wildland and grass fire incidents. With fire-service chassis in extremely limited supply, the department identified two suitable units available through 411 Equipment in Albuquerque. Securing one of these chassis now allows us to begin updating our fleet to the standards Roswell Fire should have and maintain reliable operational readiness for our community.

FINANCIAL CONSIDERATION
Finance Impact (Revenue & Expense): Budgeted

Revenue: n/a

Expense: 22654123-817506 (Capital Outlay -- Vehicles) -- $265,988.60
Current/Original Budget: $265,988.60
Remaining Budget: $265,988.60
Requested Amount: $265,988.60

LEGAL REVIEW:
Not at this time

BOARD AND COMMITTEE ACTION:
The Public Safety Committee voted 5--0. The Finance Committee voted 5-0 and recommended being placed on the City Council Consent Agenda.

STAFF RECOMMENDATION:
Due to limited availability, staff recommends authorization for approval to issue a purchase order in the amount of $265,988.60 for the purchase of one Brush Truck from 411 Equipment, LLC.

Attachments

Brush Truck

411 Equipment, LLC
"Be in the Know"
7324 4th Street NW, Los Ranchos, NM 87107
(505) 242-1411 Phone

November 13, 2025

City of Roswell
Fire Department
Steve Chavez
Fire Chief

Dear Chief Chavez,

I am pleased to offer your department a 411 Equipment Brush Truck for $265,988.60 via my CES Contract #2024-25-C115-ALL. The price break downs as follows:

Item	Description	Price
1906A	Ford F550 4x4 4 Door w/ Aluminum Body	$243,179.00
84CA	84" CA Chassis	$5,425.00
K12106	Diesel Water Pump	$14,820.00
K12228	Kussmaul Auto Eject	$3,300.00
K11400	Upgrade 400 Gallon Tank	$420.00
	Truck Sub Total	$267,144.00
	CES 2% Discount	($5,343.00)
	Sub Total Less Discount	$261,801.00
	Graphics	$5,000.00
	Delivery and Training	$2,500.00
	Sub Total	$269,301.00
	Extra Discount (1.23%)	($3,312.40)
	Grand Total	**$265,988.60**

This unit includes the CES 2% Discount with an additional discount, totaling to 3.23%. 411 Equipment will pay the CES fee. This price includes graphics, delivery and training. All equipment can be quoted separately. This unit is ready for purchase and delivery December 2025. If you have any questions, please feel free to contact me.

Thank you for this opportunity,

Alexis Marquez

Alexis Marquez
411 Equipment
Sales Manager
505-242-1411

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 9.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a budget adjustment to establish the full FY26 EMS operating and personnel budget. (Corn/Chavez)

BACKGROUND:
Initiated by: Steve Chavez

City Council requested a comprehensive presentation of the Emergency Medical Services (EMS) program budget to understand its full operational and personnel costs ahead of the planned transition to a City-operated EMS service beginning July 2026. Establishing this FY26 budget is a necessary step to align current-year financials with long-term operational planning for the upcoming takeover. The FY26 EMS budget includes all essential personnel costs such as wages, overtime, benefits, and related payroll obligations. It also includes the operating costs required to sustain EMS readiness, including medical supplies, communications equipment, training, fuel, and other essential operating expenses necessary to meet state EMS compliance standards. Developing the full FY26 EMS budget provides the foundation for financial modeling and operational readiness as the City prepares for complete EMS service integration in FY26--FY27.

FINANCIAL CONSIDERATION
Financial Impact: Budget Adjustment Needed

Budget adjustments for this item include the establishment of expenditure authority for the FY26 EMS personnel and operating costs within the appropriate fund and department structure.

LEGAL REVIEW:
No legal review is required for this budget adjustment.

BOARD AND COMMITTEE ACTION:
The Public Safety Committee recommended approval 5-0 on November 18, 2025. The Finance Committee recommended approval 5-0 to be placed on the Consent Agenda for the City Council.

STAFF RECOMMENDATION:
Staff recommends approval of the FY26 EMS operating and personnel budget adjustment to ensure proper funding for current EMS operations and to support the City's planned EMS service takeover in July 2026.

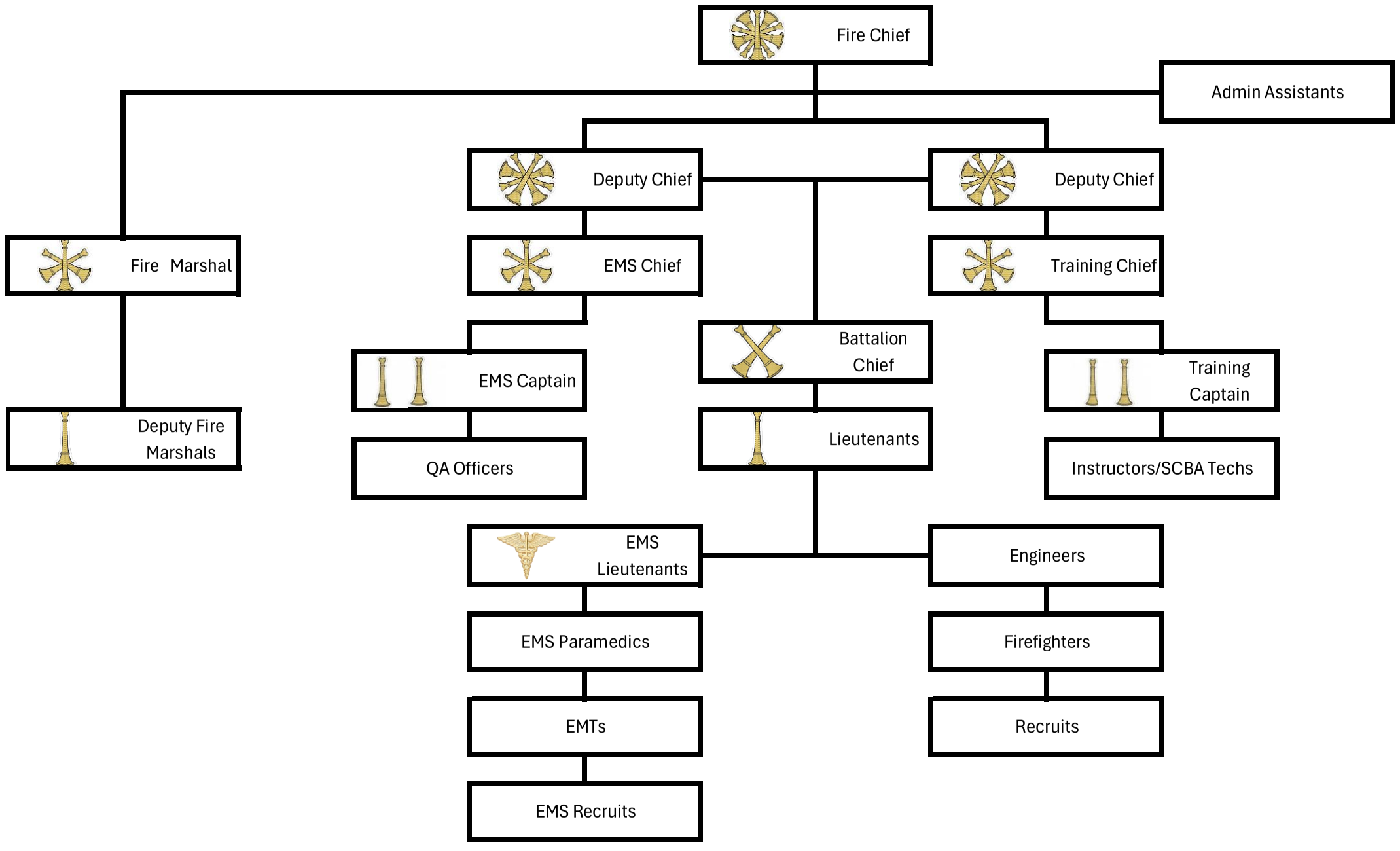
Attachments

EMS Payroll
Organizational Chart
Startup EMS Budget
Spending Plan

Job Title	Wages	Fire Bilingual Pay	Fire Response Specialist	Fire Educ Incent-Bachelor	Phone Allowance	Administrative Fee	FICA Tax 6.20%	Group Life Insurance	Health Care	Medicare 1.45%	NMRHCA 2.00%	PERA 11.80%	W/C	Total Compensation
EMS Captain	$86,886.41	$276.96	$1,804.93	$1,203.20	$810.00	$21.64	$5,640.85	$84.72	$24,110.64	$1,319.23	$1,819.63	$10,735.82	$10.20	$134,724.23
EMS Lieutenant	$47,972.86	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,066.90	$84.72	$24,110.64	$717.07	$989.06	$5,835.46	$10.20	$84,288.71
EMS Lieutenant	$47,972.86	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,066.90	$84.72	$24,110.64	$717.07	$989.06	$5,835.46	$10.20	$84,288.71
EMS Lieutenant	$47,972.86	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,066.90	$84.72	$24,110.64	$717.07	$989.06	$5,835.46	$10.20	$84,288.71
Paramedic	$47,019.44	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,006.98	$84.72	$24,110.64	$703.24	$969.99	$5,722.95	$10.20	$83,129.96
Paramedic	$47,019.44	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,006.98	$84.72	$24,110.64	$703.24	$969.99	$5,722.95	$10.20	$83,129.96
Paramedic	$47,019.44	$276.96	$0.00	$1,203.20	$0.00	$21.64	$3,006.98	$84.72	$24,110.64	$703.24	$969.99	$5,722.95	$10.20	$83,129.96
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Advanced EMT	$35,651.72	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,302.18	$84.72	$24,110.64	$538.41	$742.64	$4,381.56	$10.20	$69,323.87
Advanced EMT	$35,651.72	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,302.18	$84.72	$24,110.64	$538.41	$742.64	$4,381.56	$10.20	$69,323.87
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Basic EMT	$33,578.48	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,173.64	$84.72	$24,110.64	$508.35	$701.17	$4,136.92	$10.20	$66,805.92
Basic EMT	$33,578.48	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,173.64	$84.72	$24,110.64	$508.35	$701.17	$4,136.92	$10.20	$66,805.92
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Basic EMT	$33,578.48	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,173.64	$84.72	$24,110.64	$508.35	$701.17	$4,136.92	$10.20	$66,805.92
Basic EMT	$33,578.48	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,173.64	$84.72	$24,110.64	$508.35	$701.17	$4,136.92	$10.20	$66,805.92
Basic EMT	$33,578.48	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,173.64	$84.72	$24,110.64	$508.35	$701.17	$4,136.92	$10.20	$66,805.92
Admin Asst Sr	$44,326.62	$276.96	$0.00	$1,203.20	$0.00	$21.64	$2,840.02	$84.72	$24,110.64	$664.20	$916.14	$5,405.20	$10.20	$79,859.54
Total	**$1,877,817.89**	**$13,017.12**	**$1,804.93**	**$56,550.40**	**$810.00**	**$1,017.08**	**$120,902.63**	**$3,981.84**	**$1,133,200.08**	**$28,274.92**	**$38,999.98**	**$230,100.00**	**$479.40**	**$3,506,956.27**

	Hourly Rate	Overtime	Overtime Hourly Rate	Hours	Total per Employee	# of Employees	Total Overtime
Basic EMT	$16.14	1.5	24.21	840	20336.40	15	$305,046.00
Advanced EMT	$17.14	1.5	25.71	840	21596.40	15	$323,946.00
Paramedic	$22.60	1.5	33.90	840	28476.00	12	$341,712.00
Lieutenant	$23.06	1.5	34.59	840	29055.60	3	$87,166.80
Captain	$41.77	N/A	N/A	N/A	N/A	N/A	N/A
	$120.71		$118.41		$99,464.40		$1,057,870.80

$3,755,877.20	$26,040.24	$3,846.68	$200,548.80	$2,079.16	$2,357,546.86	$7,963.68	$2,266,400.16	$56,549.84	$77,999.96	$460,200.00	$7,013,912.54


Fire Chief
Admin Assistants
Deputy Chief
Deputy Chief
Fire Marshal
EMS Chief
Training Chief
Battalion Chief
EMS Captain
Training Captain
Deputy Fire Marshals
Lieutenants
QA Officers
Instructors/SCBA Techs
EMS Lieutenants
Engineers
EMS Paramedics
Firefighters
EMTs
Recruits
EMS Recruits

ORG	OBJ	ACCOUNT DESCRIPTION	PROPOSED BUDGET		December	January	Febuary	March	Apil	May	June	**Totals**
55004125	511110	Full-Time Salaries	1949190.34		11227.01	11227.01	11227.01	32299.18	162432.52	162432.52	162432.52	553277.77
55004125	521210	Full-Time Overtime	1057870.8		0.00	0.00	0.00	0.00	88155.90	88155.90	88155.90	264467.70
55004125	541561	Phone Allowance	1080		90.00	90.00	90.00	90.00	90.00	90.00	90.00	630.00
55004125	551510	FICA Tax	120902.63		470.07	470.07	470.07	1236.79	10075.29	10075.29	10075.29	32872.87
55004125	551520	MEDC Tax	28274.92		109.93	109.93	109.93	289.19	2356.24	2356.24	2356.24	7687.70
55004125	561530	PERA	230100		894.65	894.65	894.65	2353.51	19175.00	19175.00	19175.00	62562.46
55004125	561535	NMRHCA	38999.98		151.63	151.63	151.63	398.89	3249.99	3249.99	3249.99	10603.75
55004125	571536	Adm Fee	1017.08		1.80	1.80	1.80	7.20	84.75	84.75	84.75	266.85
55004125	571540	Grp Ins	1137181.92		2016.28	2016.28	2016.28	8065.12	94765.16	94765.16	94765.16	298409.44
55004125	571550	W/C CmpFee	479.4		0.85	0.85	0.85	3.40	39.95	39.95	39.95	125.80
55004125	584201	Physicals	39465		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55004125	585901	EE Train	50000		0.00	0.00	0.00	0.00	7000.00	0.00	43000.00	50000.00
55004125	585902	EE Travel	5000		0.00	1000.00	0.00	4000.00	0.00	0.00	0.00	5000.00
55004125	585905	Recert Fee	4050		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55004125	586101	Gen Unifrm	50000		50000.00	0.00	0.00	0.00	0.00	0.00	0.00	50000.00
55004125	614002	M&R-Bldg	15000		0.00	0.00	0.00	0.00	1250.00	1250.00	1250.00	3750.00
55004125	614004	M&R-Equip	15000		0.00	0.00	0.00	5000.00	0.00	0.00	0.00	5000.00
55004125	614012	M&R-Vehcle	75000		5000.00	0.00	0.00	25000.00	0.00	0.00	25000.00	55000.00
55004125	623401	Ins-Auto	24000		0.00	0.00	0.00	2000.00	2000.00	2000.00	2000.00	8000.00
55004125	635802	Util-MobPh	50000		50000.00	0.00	0.00	0.00	0.00	0.00	0.00	50000.00
55004125	636302	Util-Elect	25000		0.00	0.00	0.00	0.00	2083.33	2083.33	2083.33	6249.99
55004125	636303	Util-Gas	10000		0.00	0.00	0.00	0.00	833.33	833.33	833.33	2499.99
55004125	636304	Util- Water	50000		0.00	0.00	0.00	0.00	4166.66	4166.66	4166.66	12499.98
55004125	642901	NC-Comptr	42500		42500.00	0.00	0.00	0.00	0.00	0.00	0.00	42500.00
55004125	642902	NC-Tools	36000		36000.00	0.00	0.00	0.00	0.00	0.00	0.00	36000.00
55004125	642903	NC-F&F	20000		20000.00	0.00	0.00	0.00	0.00	0.00	0.00	20000.00
55004125	642904	NC-Eqpmnt	45000		45000.00	0.00	0.00	0.00	0.00	0.00	0.00	45000.00
55004125	654801	Cnt-ProSvc	58000		58000.00	0.00	0.00	0.00	0.00	0.00	0.00	58000.00
55004125	663301	Cmptr-Subs	77135		52135.00	0.00	0.00	25000.00	0.00	0.00	0.00	77135.00
55004125	672805	PubRel-adv	1000		1000.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
55004125	674700	pubRel-Prnt	1000		1000.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
55004125	715303	G&A-Licnse	1000		1000.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00
55004125	723200	Sup-Fluids	200000		2000.00	0.00	0.00	0.00	16667.00	16667.00	16667.00	52001.00
55004125	725601	Sup-Genrl	8500		4000.00	0.00	0.00	0.00	0.00	0.00	0.00	4000.00
55004125	725602	Sup-Office	5000		3000.00	0.00	0.00	0.00	0.00	0.00	0.00	3000.00
55004125	725605	Sup-EMS	300000		200000.00	0.00	0.00	100000.00	0.00	0.00	0.00	300000.00
55004125	725608	Sup-Janit	20000		0.00	0.00	0.00	1666.66	1666.66	1666.66	1666.66	6666.64
55004125	817503	Cap-Bldglm	100000		20000.00	60000.00	20000.00	0.00	0.00	0.00	0.00	100000.00
55004125	817505	Cap-Equip	50000		50000.00	0.00	0.00	0.00	0.00	0.00	0.00	50000.00
55004125	817506	Cap-Vhcle	80000		80000.00	0.00	0.00	0.00	0.00	0.00	0.00	80000.00
		Total	6022747.07		735597.22	75962.22	34962.22	207409.94	416091.78	409091.78	477091.78	**2356206.94**

December Spending Plan – Justification & Operational Need

Staffing Context

December marks the initial startup phase of the EMS Transport Program. At this time, the EMS Division consists of only one employee—EMS Captain Tamara Portillo. Because full onboarding of additional personnel begins in March and full staffing starts in April, December funding is critical for securing equipment, technology, supplies, and infrastructure with enough lead time for delivery prior to personnel arrival.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Covers:

- Integration of future EMS personnel into ESO, CAD, 9th Brain, EMS Rx, and other city software
- Initial credentialing and licensing requirements
- Technology setup and program configuration

This prepares all systems ahead of the March onboarding surge.

Operating Expenses

$30,000 – Uniform Purchases (Advance Procurement)

Ensures uniforms are ordered early enough for March and April hires, avoiding supply delays.

$5,000 – Maintenance & Repair: EMS Captain Vehicle

Supports early maintenance and service needs prior to acquiring the dedicated EMS Captain vehicle.

$50,000 – Internet Infrastructure & Modems

Provides connectivity for ambulances and administrative vehicles, including hardware and activation fees.

$42,500 – Non-Capital Computers (CAD Tablets & iPads)

Purchases mobile data terminals and tablet devices required for field documentation and dispatch communication.

$36,000 – Medical Equipment (Advance Procurement)

Includes McGraths, suction units, drug boxes, and Knox boxes that must arrive before ambulance delivery.

$20,000 – Furniture & Fixtures

Beds, office furniture, lockers, and workspace items for EMS personnel spaces.

$45,000 – Non-Capital EMS Equipment

EMS bags, oxygen tanks, trauma kits, PPE, diagnostic tools, stair chairs, and other essential field supplies.

$58,000 – Professional Services

Medical Director and Pharmacist contracts, required for EMS licensing, medication handling, and protocol development.

$52,135 – Computer Subscriptions

Expand personnel within all existing and new subscriptions to cover additional costs.

$1,000 – Advertising & Recruitment

Public outreach for March and April staffing waves.

$1,000 – Printable Materials & Branding

Business cards, brochures, onboarding packets, and informational materials.

$1,000 – General Licensing

EMS service license, medication licensing, and regulatory fees.

$2,000 – Fuel (EMS Captain)

Fuel use for inspections, training, and coordination activities.

$4,000 – General Supplies

Consumables needed during initial startup.

$3,000 – Office Supplies

Filing systems, folders, clipboards, and administrative materials.

$150,000 – EMS Medical Supplies (Soft Supplies)

Medications, IV supplies, bandaging, splints, and full ambulance inventory for all EMS units.

$20,000 – Station 5 Remodel (Design Phase)

Architectural and engineering planning for future EMS accommodations.

$50,000 – CPR Machines (2 Units)

Mechanical CPR devices supporting high-acuity response.

$80,000 – EMS Captain Vehicle Purchase

Acquisition of a dedicated emergency-response EMS command vehicle.

January Spending Plan – Justification & Operational Need

Staffing Context

January continues the startup and procurement phase with EMS Captain Portillo as the sole employee. Funding ensures the project stays aligned with March onboarding and April full staffing.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Supports ongoing integration into systems, licensing, and technology setup.

$1,000 – Travel to Santa Fe (ICIP Presentation)

For presenting Station 2 women's accommodations project to the state ICIP review board.

$60,000 – Station 5 Construction (Phase 1)

Beginning construction to accommodate EMS personnel and future ambulance operations.

February Spending Plan – Justification & Operational Need

Staffing Context

February finalizes preparations before hiring three EMS Lieutenant Paramedics in March.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

$20,000 – Furniture & Fixtures for Station 5

Beds, office furniture, lockers, and workspace fixtures for incoming EMS staff.

March Spending Plan – Justification & Operational Need

Staffing Context

March marks the onboarding of **three EMS Lieutenant Paramedics**. This month shifts from preparation to early operational development.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Additional Personnel Costs

$45,000 – Three Lieutenant Paramedics (40-hr/week)

Responsibilities include:

- Preparing ambulances and equipment
- Developing onboarding and training materials
- Finalizing the FTO program
- Ensuring operational readiness

Full Staffing Preparation – Full-Time & Part-Time Personnel

Salary and benefit obligations for all EMS employees preparing for April operational readiness.

$4000 – Employee Travel

EMS Conference

$5,000 – Maintenance and Repair Equipment

Maintenance and service equipment to keep up to date with calibrations.

$25,000 – Vehicle Maintenance & Repairs

PM services, safety system repairs, tire servicing, mechanical corrections.

$2,000 – Ambulance Insurance

$25,000 – Computer Subscriptions

$75,000 – Supplies EMS

Late order supplies that have expiration dates

$1,650 – Janitorial Supplies for Expanded Staffing

APRIL Spending Plan – Justification & Operational Need

Need for Early Personnel Expansion

April represents a critical turning point in the development of the EMS Transport Program. The department must prepare for the possibility of an early takeover of EMS transport operations. To meet this potential accelerated timeline, newly hired employees must complete all City of Roswell onboarding processes and become fully trained in Roswell Fire Department (RFD) rules, regulations, procedures, and expectations. Early hiring ensures the EMS Division has adequate time to build competency, validate skills, and fully integrate personnel before the program becomes operational.

Staffing Context

April marks the most significant staffing expansion to date. In addition to the EMS Captain and three Lieutenant Paramedics hired in March, the department begins onboarding full-time and part-time EMS personnel required for 24/7 ambulance operations. April funding supports the complete transition from startup and planning to full workforce development.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Supports continued oversight of administrative onboarding, licensing, credentialing, and system integration for all incoming EMS personnel.

Additional Personnel Costs (Lieutenant Paramedics)

$45,000 – Lieutenant Paramedics (Three Positions)

Lieutenants continue overseeing onboarding, field training preparation, and implementation of the Field Training Officer (FTO) program. They assist with operational setup, equipment allocation, and workforce coordination.

Full Staffing – Full-Time and Part-Time Personnel

Covers salary and full benefits for all new EMS personnel. Supports competency validation, onboarding, integration into daily operations, and compliance with training, scheduling, and certification requirements.

Training

$7,000 – New Hire Training and Certifications

Includes costs associated with:

- EVOC certification
- ACLS, PALS, CPR refreshers
- ESO/CAD/9th Brain software training
- Equipment training from vendor representatives (monitors, gurneys, etc.)

Ensures all new personnel meet RFD and Medical Director standards before operational deployment.

Maintenance & Repair – Buildings

$1,250 – Facility Maintenance and Repairs

Supports station adjustments needed to accommodate increased EMS staffing, including workspace modifications, minor repairs, and readiness improvements.

Insurance

$2,000 – Insurance for Ambulances

Provides liability coverage as additional vehicles become activated for training or operational readiness.

Utilities

$7,000 – Utilities Adjustment for Expanded Staffing

Covers increased water, electric, and gas usage due to expanded personnel presence at stations.

$10,500 – Fuel for Ambulances

$1,650 – Janitorial Supplies

Supports cleanliness and sanitation requirements across facilities as staffing increases.

MAY Spending Plan – Justification & Operational Need

Need for Early Personnel Expansion

May continues the accelerated preparation timeline for EMS transport service activation. All new EMS personnel hired in April must complete remaining onboarding steps, participate in skill validation, and integrate fully into RFD operations. Maintaining staffing stability and training momentum is critical to meeting anticipated operational deadlines.

Staffing Context

By May, the EMS Division is fully staffed with the EMS Captain, three Lieutenant Paramedics, and all full-time and part-time EMS personnel. May focuses on sustaining operational readiness, reinforcing training, and ensuring compliance with RFD procedures and state EMS regulations.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Covers ongoing integration, credentialing, and oversight required for full EMS staffing.

Additional Personnel Costs (Lieutenant Paramedics)

$45,000 – Lieutenant Paramedics (Three Positions)

Lieutenants continue supervising skill development, operational preparation, and the Field Training Officer (FTO) program.

Full Staffing – Full-Time and Part-Time Personnel

Supports salaries and benefits for all EMS employees. Ensures personnel meet competency standards, shift scheduling requirements, and operational readiness benchmarks.

$1,250 – Facility Maintenance and Repairs

Supports continued adjustments and upgrades to accommodate staffing increases, including workspace modifications and minor structural needs.

$2,000 – Insurance for Ambulances

Maintains required operational insurance coverage as EMS activities expand.

$7,000 – Utilities Adjustment for Expanded Staffing

Reflects additional consumption of water, electricity, and gas due to personnel occupying fire stations daily.

$10,500 – Fuel for Ambulances

Supports daily training operations, equipment checks, and early deployment activity.

$1,650 – Janitorial Supplies

Ensures all occupied facilities remain clean, sanitary, and compliant with operational standards.

JUNE Spending Plan – Justification & Operational Need

Need for Continued Personnel Support

June is a critical stabilizing month as the department approaches the anticipated launch of EMS transport operations. All EMS personnel must be fully prepared for deployment, complete remaining training requirements, and maintain operational readiness. June funding supports the sustained functioning and reliability of the EMS workforce and fleet.

Staffing Context

By June, the EMS Division contains the full complement of EMS personnel: EMS Captain, three Lieutenant Paramedics, and all full-time and part-time hires. The focus this month centers on operational consistency, readiness validation, and system-wide coordination.

Personnel Costs (EMS Captain Only)

$15,000 – Initial Personnel Onboarding Expenses

Continues administrative oversight, credential processing, and system management for all EMS personnel.

Additional Personnel Costs (Lieutenant Paramedics)

$45,000 – Lieutenant Paramedics (Three Positions)

Lieutenants maintain supervisory responsibilities, support field-readiness activities, coordinate deployment protocols, and ensure training alignment with Medical Director and departmental expectations.

Full Staffing – Full-Time and Part-Time Personnel

Funds salaries, benefits, and final operational integration tasks for all EMS staff.

Training

$43,000 – Continuing Education and Advanced Licensure Programs

Covers:

- Mandatory continuing education
- Advanced clinical certifications
- Online and in-person training
- Paramedic/AEMT licensure advancement courses

Ensures all staff maintain clinical competency and advanced skill capacity.

$1,250 – Facility Maintenance and Repairs

Supports regular facility upkeep needed to house fully staffed EMS operations.

$25,000 – Vehicle Maintenance and Repairs

Reflects the possibility that ambulances may have been in service for up to three months. Supports:

- Preventative maintenance
- Safety equipment repairs
- Tire servicing
- Mechanical and electrical adjustments
- Readiness for reserve units

Ensures safe and dependable fleet operations.

$2,000 – Insurance for Ambulances

Maintains required liability and operational insurance as the fleet remains active.

$7,000 – Utilities Adjustment for Expanded Staffing

Covers increased station utility demands from full EMS operations.

$10,500 – Fuel for Ambulances

Supports ongoing training mileage, pre-deployment drills, and early EMS response activity.

$1,650 – Janitorial Supplies

Supports cleaning and sanitation requirements for all EMS-occupied facilities.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **10.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a budget adjustment and purchase orders in the amount of $231,895.00 for conservation of basketry, pottery, textiles, weaponry, and wood collection items by The Conservation Center. (Corn/Brooks)

BACKGROUND:
Initiated by: Caroline Brooks

The Conservation Center (TCC) is specialized in large-scale disaster recovery for collections. TCC aided the museum with the evacuation of the collection following the flood, and approximately 5,300 items were transported to their facility in Chicago for potential conservation treatment. The multi-phase conservation process will take approximately 3 to 4 years to complete. Over the coming months, TCC will provide treatment proposals and costs for review by museum staff. The grouping in this proposal is for basketry, pottery, textiles, weaponry and wood items only for which there is a gap between appraised value (amount covered by insurance) and treatment cost, and that staff are recommending TCC move forward based on the value of the objects to the collection and the ability to cover the gap through donations. Items not included in this proposal are a) basketry, pottery, textiles, weaponry and wood items that have values above the treatment costs and the insurance is directly paying for the conservation, and b) items for which there is a large gap between the conservation fee and value and the items will be tabled until funding is available or conservation will be pursued through alternative means. A payout equal to the appraised values from the insurance claim will be made of this final group to contribute toward the funding of those items selected to move forward. A sole source application has been filed with the State of New Mexico in accordance with procurement requirements for use of a sole source vendor. The Conservation Center is the only vendor identified with the capacity to handle the volume of items in need of conservation.

FINANCIAL CONSIDERATION
The Fine Art Insurance claim will pay the City for the value of each item, including tabled items described above ($147,401 to be requested), and the RMAC Foundation has approved covering the gap (approximated at $84,494).

Finance Impact (Revenue & Expense): Budget Adjustment Needed

Revenue: 2611-489100 (Museum Miscellaneous Revenue) - $231,895.00

Expense: 26114221-612500 (M&R Damage Claims) - $231,895.00

LEGAL REVIEW:
There is no legal review at this time.

BOARD AND COMMITTEE ACTION:
The Finance Committee recommended approval 4-0 at their meeting on December 4, 2025. The Finance Committee recommended approval of budget adjustments and purchase orders for stone and metal object conservation by The Conservation Center on September 4 (5-0) and October 2 (5-0); City Council approved on September 11 (10-0) and October 9 (9-0).

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

TCC Basketry Conservation Proposal
TCC Pottery Conservation Proposal
TCC Textiles Conservation Proposal
TCC Weaponry Conservation Proposal
TCC Wood Conservation Proposal

THE
CONSERVATION
CENTER

June 19, 2025

Roswell Museum
1011 N Richardson Ave
Roswell, NM 88201

CLAIM #: AXIS23031 / 24-10-06834
TCC SERVICE PROPOSAL NO. 51229_51287 (Collection 7 – Basketry and Woven Objects)

The Conservation Center strives to uphold the greatest standard of care when preserving and handling your collection. When conserving a piece, our goal is to preserve the artist's original intent by using non-invasive and reversible techniques while utilizing archival-grade materials; thus, forming our treatment philosophy: less is more.

Our Conservators have had an opportunity to examine your artwork. The recommendations and service proposal are as follows:

This proposal addresses the conditions and recommended treatments determined to be directly related to the claim. Please note that any pre-loss related conditions will not be addressed with treatment unless they must be stabilized prior to proceeding with treatment related to the claim. All other pre-loss conditions will remain after treatment is complete. Variations in treatment costs are due to the degrees of complexity presented by each individual piece.

Please Note: It is the responsibility of the museum to verify/conduct due diligence on items that are subject to the Visual Artists Rights Act of 1990 (VARA) and/or the Native American Graves Protection and Repatriation Act (NAGPRA).

This Service Proposal No. 51229_51287 (Collection 7 – Basketry and Woven Items) is an agreement (this "***Service Proposal***") between International Art Services, Inc. d/b/a The Conservation Center, an Illinois corporation ("***TCC***"), and the client signing this Service Proposal (the "***Client***"). This Service Proposal is governed by and subject to the terms and conditions set forth in that certain client engagement letter agreement, entered into by and between TCC and the Client, dated October 23, 2024. This Service Proposal shall not be a binding offer or agreement to provide any Services hereunder until TCC countersigns this Service Proposal.

1. Services. TCC will provide the following "***Services***" pursuant to this Service Proposal: Conservation with respect to the Property (defined below).
2. Property. TCC will perform the Services with respect to the following "***Property***," at the Fees described below:

THE CONSERVATION CENTER

3. Fees/Deposit.

a. Fees. The Fees for the Services are as follows:

Total Conservation Fee:	$33,000.00
Laboratory Materials Fee:	$3,300.00
Post Treatment Report Fee:	$300.00
***Total:**	**$36,600.00**

Return Delivery to be Determined Upon Conclusion of Treatment

51229 51287 (Collection 7 – Basketry and Woven Items) Approved Items: # 2, 3, 4, 8, 9, 11, 13, 14, 15, 17, 22, 25

**Invoicing for the above fees will be submitted directly to the city of Roswell*

IMPORTANT NOTE: Storage fees of $4.00/cubic foot/month/piece of Property [$215.00/month total for the items within this proposal] will take effect forty-five (45) days after receipt of this proposal and will continue to accrue until this Service Proposal is returned to The Conservation Center.

No storage fees will be charged during the treatment of the Property and for forty-five (45) days after The Conservation Center notifies the Client that treatment has been completed, but will commence at a rate of $4.00/month/cubic foot of Property beginning on the 46th day after such notification if the Property remain in The Conservation Center's possession.

Storage fees of $4.00/month/cubic foot of Property will apply for items unapproved for treatment.

b. Deposit. Given the estimated Fees above, a Deposit in the amount of 50% of the total costs of Services within fifteen (15) days of the Effective Date (as defined in the signature block below) of this Service Proposal. Upon receipt of signed proposal, The Conservation Center will provide an invoice and details for methods of payment.

IN WITNESS WHEREOF, this Service Proposal No. 51229_51287 (Collection 7 – Basketry and Woven Items) Authorization 2 has been entered into as of the Effective Date below.

THE CLIENT:

Client Signature: _____ **"Effective Date":** _____

Print Name: _____

Accepted by TCC as of the Effective Date:

TCC Signature: _____

Print Name: _____

Title: _____

THE
CONSERVATION
CENTER

September 22, 2025

Caroline Brooks
Roswell Museum
1011 N Richardson Ave
Roswell, NM 88201

CLAIM #: AXIS23031 / 24-10-06834
TCC SERVICE PROPOSAL NO. 51229_51284 (Collection 4 – Pottery and Ceramic Objects)

The Conservation Center strives to uphold the greatest standard of care when preserving and handling your collection. When conserving a piece, our goal is to preserve the artist's original intent by using non-invasive and reversible techniques while utilizing archival-grade materials; thus, forming our treatment philosophy: less is more.

Our Conservators have had an opportunity to examine your artwork. The recommendations and service proposal are as follows:

This proposal addresses the conditions and recommended treatments determined to be directly related to the claim. Please note that any pre-loss related conditions will not be addressed with treatment unless they must be stabilized prior to proceeding with treatment related to the claim. All other pre-loss conditions will remain after treatment is complete. Variations in treatment costs are due to the degrees of complexity presented by each individual piece.

Please Note: It is the responsibility of the museum to verify/conduct due diligence on items that are subject to the Visual Artists Rights Act of 1990 (VARA) and/or the Native American Graves Protection and Repatriation Act (NAGPRA).

This Service Proposal No. 51229_51284 (Collection 4 – Pottery and Ceramic Objects) is an agreement (this "***Service Proposal***") between International Art Services, Inc. d/b/a The Conservation Center, an Illinois corporation ("***TCC***"), and the client signing this Service Proposal (the "***Client***"). This Service Proposal is governed by and subject to the terms and conditions set forth in that certain client engagement letter agreement, entered into by and between TCC and the Client, dated October 23, 2024. This Service Proposal shall not be a binding offer or agreement to provide any Services hereunder until TCC countersigns this Service Proposal.

1. Services. TCC will provide the following "***Services***" pursuant to this Service Proposal: Conservation with respect to the Property (defined below).
2. Property. TCC will perform the Services with respect to the following "***Property***," at the Fees described below:

THE CONSERVATION CENTER

3. Fees/Deposit.

a. Fees. The Fees for the Services are as follows:

Total Conservation Fee:	$36,960.00
Laboratory Materials Fee:	$3,695.00
Post Treatment Report Fee:	$525.00
***Total:**	**$41,180.00**

Return Delivery to be Determined Upon Conclusion of Treatment

51229 51284 (Collection 4 – Pottery and Ceramic Objects) Approved Items: # 3, 5, 6, 8, 9, 13, 21, 25, 26, 30, 31, 35, 56, 69, 72, 74, 75, 83, 84, 88, 89

**Invoicing for the above fees will be submitted directly to the city of Roswell*

IMPORTANT NOTE: Storage fees of $4.00/cubic foot/month/piece of Property [$525.00/month total for the items within this proposal] will take effect forty-five (45) days after receipt of this proposal and will continue to accrue until this Service Proposal is returned to The Conservation Center.

No storage fees will be charged during the treatment of the Property and for forty-five (45) days after The Conservation Center notifies the Client that treatment has been completed, but will commence at a rate of $4.00/month/cubic foot of Property beginning on the 46th day after such notification if the Property remain in The Conservation Center's possession.

Storage fees of $4.00/month/cubic foot of Property will apply for items unapproved for treatment.

b. Deposit. Given the estimated Fees above, a Deposit in the amount of 50% of the total costs of Services within fifteen (15) days of the Effective Date (as defined in the signature block below) of this Service Proposal. Upon receipt of signed proposal, The Conservation Center will provide an invoice and details for methods of payment.

IN WITNESS WHEREOF, this Service Proposal No. 51229_51284 (Collection 4 – Pottery and Ceramic Objects) Authorization 2 has been entered into as of the Effective Date below.

THE CLIENT:

Client Signature: _____ **"Effective Date":** _____

Print Name: _____

Accepted by TCC as of the Effective Date:

TCC Signature: _____

Print Name: _____

Title: _____

THE
CONSERVATION
CENTER

July 31, 2025

Caroline Brooks
Roswell Museum
1011 N Richardson Ave
Roswell, NM 88201

CLAIM #: AXIS23031 / 24-10-06834
TCC SERVICE PROPOSAL NO. 51229_51286_1 (Collection 6– Textiles)

The Conservation Center strives to uphold the greatest standard of care when preserving and handling your collection. When conserving a piece, our goal is to preserve the artist's original intent by using non-invasive and reversible techniques while utilizing archival-grade materials; thus, forming our treatment philosophy: less is more.

Our Conservators have had an opportunity to examine your artwork. The recommendations and service proposal are as follows:

This proposal addresses the conditions and recommended treatments determined to be directly related to the claim. Please note that any pre-loss related conditions will not be addressed with treatment unless they must be stabilized prior to proceeding with treatment related to the claim. All other pre-loss conditions will remain after treatment is complete. Variations in treatment costs are due to the degrees of complexity presented by each individual piece.

Please Note: It is the responsibility of the museum to verify/conduct due diligence on items that are subject to the Visual Artists Rights Act of 1990 (VARA) and/or the Native American Graves Protection and Repatriation Act (NAGPRA).

This Service Proposal No. **51229_51286_1 (Collection 6– Textiles)** is an agreement (this "***Service Proposal***") between International Art Services, Inc. d/b/a The Conservation Center, an Illinois corporation ("***TCC***"), and the client signing this Service Proposal (the "***Client***"). This Service Proposal is governed by and subject to the terms and conditions set forth in that certain client engagement letter agreement, entered into by and between TCC and the Client, dated October 23, 2024. This Service Proposal shall not be a binding offer or agreement to provide any Services hereunder until TCC countersigns this Service Proposal.

1. Services. TCC will provide the following "***Services***" pursuant to this Service Proposal: Conservation with respect to the Property (defined below).
2. Property. TCC will perform the Services with respect to the following "***Property***," at the Fees described below:

THE CONSERVATION CENTER

3. Fees/Deposit.

a. Fees. The Fees for the Services are as follows:

Total Conservation Fee:	$15,455.00
Laboratory Materials Fee:	$1,545.00
Post Treatment Report Fee:	$150.00
***Total:**	**$17,150.00**

Return Delivery to be Determined Upon Conclusion of Treatment

51229_51286_1 (Collection 6– Textiles) Approved Items: # 5, 6, 14, 31, 40, 42

**Invoicing for the above fees will be submitted directly to the city of Roswell*

IMPORTANT NOTE: Storage fees of $4.00/cubic foot/month/piece of Property [$555/month total for the items within this proposal] will take effect forty-five (45) days after receipt of this proposal and will continue to accrue until this Service Proposal is returned to The Conservation Center.

No storage fees will be charged during the treatment of the Property and for forty-five (45) days after The Conservation Center notifies the Client that treatment has been completed, but will commence at a rate of $4.00/month/cubic foot of Property beginning on the 46th day after such notification if the Property remain in The Conservation Center's possession.

Storage fees of $4.00/month/cubic foot of Property will apply for items unapproved for treatment.

b. Deposit. Given the estimated Fees above, a Deposit in the amount of 50% of the total costs of Services within fifteen (15) days of the Effective Date (as defined in the signature block below) of this Service Proposal. Upon receipt of signed proposal, The Conservation Center will provide an invoice and details for methods of payment.

IN WITNESS WHEREOF, this Service Proposal No. 51229_51286_1 (Collection 6– Textiles**)** Authorization 2 has been entered into as of the Effective Date below.

THE CLIENT:

Client Signature: _____ **"Effective Date":** _____

Print Name: _____

Accepted by TCC as of the Effective Date:

TCC Signature: _____

Print Name: _____

Title: _____

THE
CONSERVATION
CENTER

June 19, 2025

Caroline Brooks
Roswell Museum
1011 N Richardson Ave
Roswell, NM 88201

CLAIM #: AXIS23031 / 24-10-06834
TCC SERVICE PROPOSAL NO. 51229_51289 Weaponry (Collection 9)

The Conservation Center strives to uphold the greatest standard of care when preserving and handling your collection. When conserving a piece, our goal is to preserve the artist's original intent by using non-invasive and reversible techniques while utilizing archival-grade materials; thus, forming our treatment philosophy: less is more.

Our Conservators have had an opportunity to examine your artwork. The recommendations and service proposal are as follows:

This proposal addresses the conditions and recommended treatments determined to be directly related to the claim. Please note that any pre-loss related conditions will not be addressed with treatment unless they must be stabilized prior to proceeding with treatment related to the claim. All other pre-loss conditions will remain after treatment is complete. Variations in treatment costs are due to the degrees of complexity presented by each individual piece.

Please Note: It is the responsibility of the museum to verify/conduct due diligence on items that are subject to the Visual Artists Rights Act of 1990 (VARA) and/or the Native American Graves Protection and Repatriation Act (NAGPRA).

This Service Proposal No. 51229_51289 Weaponry (Collection 9) is an agreement (this "***Service Proposal***") between International Art Services, Inc. d/b/a The Conservation Center, an Illinois corporation ("***TCC***"), and the client signing this Service Proposal (the "***Client***"). This Service Proposal is governed by and subject to the terms and conditions set forth in that certain client engagement letter agreement, entered into by and between TCC and the Client, dated October 23, 2024. This Service Proposal shall not be a binding offer or agreement to provide any Services hereunder until TCC countersigns this Service Proposal.

1. Services. TCC will provide the following "***Services***" pursuant to this Service Proposal: Conservation with respect to the Property (defined below).
2. Property. TCC will perform the Services with respect to the following "***Property***," at the Fees described below:

THE CONSERVATION CENTER

3. Fees/Deposit.

a. Fees. The Fees for the Services are as follows:

Total Conservation Fee:	$21,065.00
Laboratory Materials Fee:	$2,105.00
Post Treatment Report Fee:	$350.00
***Total:**	**$23,520.00**

Return Delivery to be Determined Upon Conclusion of Treatment

51229_51289 Weaponry (Collection 9) Approved Items: #22, 35, 36, 39, 40, 42, 45, 53, 77, 103, 107, 146, 161, 210

**Invoicing for the above fees will be submitted directly to the city of Roswell.*

IMPORTANT NOTE: Storage fees of $4.00/cubic foot/month/piece of Property [$555/month total for the items within this proposal] will take effect forty-five (45) days after receipt of this proposal and will continue to accrue until this Service Proposal is returned to The Conservation Center.

No storage fees will be charged during the treatment of the Property and for forty-five (45) days after The Conservation Center notifies the Client that treatment has been completed, but will commence at a rate of $4.00/month/cubic foot of Property beginning on the 46th day after such notification if the Property remain in The Conservation Center's possession.

Storage fees of $4.00/month/cubic foot of Property will apply for items unapproved for treatment.

b. Deposit. Given the estimated Fees above, a Deposit in the amount of 50% of the total costs of Services within fifteen (15) days of the Effective Date (as defined in the signature block below) of this Service Proposal. Upon receipt of signed proposal, The Conservation Center will provide an invoice and details for methods of payment.

IN WITNESS WHEREOF, this Service Proposal No. 51229_51289 Weaponry (Collection 9) Authorization 2 has been entered into as of the Effective Date below.

THE CLIENT:

Client Signature: _____ **"Effective Date":** _____

Print Name: _____

Accepted by TCC as of the Effective Date:

TCC Signature: _____

Print Name: _____

Title: _____

THE
CONSERVATION
CENTER

October 2, 2025

Roswell Museum
1011 N Richardson Ave
Roswell, NM 88201

CLAIM NO. AXIS23031 / 24-10-06834
TCC SERVICE PROPOSAL NO. 51229_51290
(Collection 10 – Wooden Objects and Furniture)

The Conservation Center strives to uphold the greatest standard of care when preserving and handling your collection. When conserving a piece, our goal is to preserve the artist's original intent by using non-invasive and reversible techniques while utilizing archival-grade materials; thus, forming our treatment philosophy: less is more.

Our Conservators have had an opportunity to examine your artwork. The recommendations and service proposal are as follows:

This proposal addresses the conditions and recommended treatments determined to be directly related to the claim. Please note that any pre-loss related conditions will not be addressed with treatment unless they must be stabilized prior to proceeding with treatment related to the claim. All other pre-loss conditions will remain after treatment is complete. Variations in treatment costs are due to the degrees of complexity presented by each individual piece.

Please Note: It is the responsibility of the museum to verify/conduct due diligence on items that are subject to the Visual Artists Rights Act of 1990 (VARA) and/or the Native American Graves Protection and Repatriation Act (NAGPRA).

This Service Proposal No. 51229_51290 (Collection 10 – Wooden Objects and Furniture) is an agreement (this "***Service Proposal***") between International Art Services, Inc. d/b/a The Conservation Center, an Illinois corporation ("***TCC***"), and the client signing this Service Proposal (the "***Client***"). This Service Proposal is governed by and subject to the terms and conditions set forth in that certain client engagement letter agreement, entered into by and between TCC and the Client, dated October 23, 2024. This Service Proposal shall not be a binding offer or agreement to provide any Services hereunder until TCC countersigns this Service Proposal.

THE CONSERVATION CENTER

3. Fees/Deposit.

a. Fees. The Fees for the Services are as follows:

Total Conservation Fee:	$102,565.00
Laboratory Materials Fee:	$10,255.00
Post Treatment Report Fee:	$625.00
***Total:**	**$113,445.00**

Return Delivery to be Determined Upon Conclusion of Treatment

51229_51290 (Collection 10 – Wooden Objects and Furniture)

Approved Items: #5, 14, 22, 23, 30, 36, 39, 51, 55, 57, 59, 60, 61, 62, 64, 66, 67, 69, 70, 71, 72, 86, 88, 90, 92

**Invoicing for the above fees will be submitted directly to the city of Roswell.*

IMPORTANT NOTE: Storage fees of $4.00/cubic foot/month/piece of Property [$2,045.00/month total for the items within this proposal] will take effect forty-five (45) days after receipt of this proposal and will continue **to accrue until this Service Proposal is returned to The Conservation Center.**

No storage fees will be charged during the treatment of the Property and for forty-five (45) days after The Conservation Center notifies the Client that treatment has been completed, but will commence at a rate of $4.00/month/cubic foot of Property beginning on the 46th day after such notification if the Property remain in The Conservation Center's possession.

Storage fees of $4.00/month/cubic foot of Property will apply for items unapproved for treatment.

b. Deposit. Given the estimated Fees above, a Deposit in the amount of 50% of the total costs of Services within fifteen (15) days of the Effective Date (as defined in the signature block below) of this Service Proposal. Upon receipt of signed proposal, The Conservation Center will provide an invoice and details for methods of payment.

IN WITNESS WHEREOF, this Service Proposal No. 51229_51290 (Collection 10 – Wooden Objects and Furniture) Authorization 2 has been entered into as of the Effective Date below.

THE CLIENT:

Client Signature: _____ **"Effective Date":** _____

Print Name: _____

Accepted by TCC as of the Effective Date:

TCC Signature: _____

Print Name: _____

Title: _____

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **11.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a budget adjustment of $1.8 million of the Opioid Fund's money to be appropriated for expenditure by the City, consistent with the following scope, and for any real property, fixtures, and personal property necessary or related to accomplishing the goals and scope. (Corn/Arnold)

BACKGROUND:
Initiated by: Councilor Arnold

The Scope of the procurement consists of identifying and awarding organizations to provide services as follows:

The term of this contract shall be from the date of award until June 30, 2026. The City reserves the right to extend any contract, on a fiscal year annual basis (or any portion thereof) and by mutual agreement, for up to (3) additional years. Under no circumstances will the terms of this contract, including any or all of the award contracts. The City will abide by all portions of NMSA 1978 §3-1-154, regarding contract limits and terms.

The purpose of this procurement is to identify organizations or agencies to respond to the opiod crisis through opiod response strategies such as, but not limited to, prevention, treatment, recovery, harm reduction, and/or education. The goal is to fund projects in Roswell, NM that will have a high impact on alleviating the opioid crisis.

Multiple organizations may be selected for funding contracts. As part of the funding requirements, selected organizations must complete the following activities:
1. Implement an opioid response project to include, but not limited to, prevention, treatment, recovery, harm-reduction, and/or education strategies.
2. Present to the City of Roswell at least once during the funding period.
3. Complete ba yearly Project Summary Report, including updated organization contact information, an account of the use of funds, and a description of outcomes.

FINANCIAL CONSIDERATION
Financial Impact (Revenue & Expense): Budget Adjustment Needed

Revenue: 2700-477000 (Federal - LG Abatement) - $1,875,952.57 (Budgeted/Actual)

Expense: 27003025-793000 (Miscellaneous Expense-General) -- $1,875,952.57 (Budget Adjustment Needed)

LEGAL REVIEW:
The Legal Department has been involved in the discussions of this item.

BOARD AND COMMITTEE ACTION:
This item was presented to the Public Safety Committee on November 18, 2025. It was voted 5-0 to send it to the Finance Committee. The Finance Committee recommended approval 5-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Consider this item and refer to the Finance Committee for funding consideration.

Attachments

Eddy County RFP 23-07
LifeHouse Agreement With Eddy County

EDDY COUNTY
STATE OF NEW MEXICO
QUALIFICATIONS-BASED REQUEST FOR PROPOSALS

Opioid Crisis Services

For

EDDY COUNTY

RFP 23-07
Commodity Code(s):
95206

EDDY COUNTY
101 W. GREENE STREET
CARLSBAD, NM 88220

Issued: December 12, 2023

Proposal Due: January 9, 2024

The County of EDDY has designated a Chief Procurement Officer who is responsible for this procurement and whose name, address, and telephone number are listed below. Any inquiries or requests regarding this procurement should be submitted to the Chief Procurement Officer in writing. Organizations may contact ONLY the Chief Procurement Officer regarding the procurement. Other County employees do not have the authority to respond on behalf of the County of EDDY.

Dorella Fannin
Chief Procurement Officer

Phone: **575-887-9511**
E-mail: dfannin@co.eddy.nm.us

IMPORTANT:

DEADLINE TO SUBMIT PROPOSALS: JANUARY 9, 2024 AT 2:00 PM MST

SUBMISSIONS MUST BE MADE VIA THE EDDY COUNTY PROCUREMENT PORTAL.
NO PHYSICAL COPIES OF SUBMISSIONS WILL BE ACCEPTED.

ELECTRONIC PROCUREMENT PORTAL

Eddy County has partnered with Bonfire Interactive and all Bid/RFP submissions will be done digitally effective 10/01/2017. This is an effort to streamline the procurement process and make doing business with your company smoother and more efficient. The Procurement Portal can be accessed at Eddy County Procurement Portal. All vendors will need to register with the Procurement Portal initially to log in and submit requested information. We encourage you to link your relevant commodity codes to your profile so, if you choose, opportunities will be sent directly to you when it the solicitation matches your codes. Information about registering can be found at Vendor Registration Help. If you have any questions, you may contact the Eddy County Chief Procurement Officer. Both the Eddy County Procurement Portal and the Vendor Registration Help can be accessed via the links clickables above or at:

https://coeddynm.bonfirehub.com/portal/?tab=openOpportunities

https://bonfirehub.zendesk.com/hc/en-us/articles/115009714887-Vendor-Registration

IF THERE IS ANY PROBLEM REGARDING THE FOLLOWING SPECIFICATIONS OR CONDITIONS THAT WOULD PREVENT YOU FROM SUBMITTING A PROPOSAL, CONTACT THE CHIEF PROCUREMENT OFFICER IMMEDIATELY FOR CLARIFICATION AND/OR CONSIDERATION OF AN ADDENDUM.

I. INTRODUCTION

A. PURPOSE OF THIS REQUEST FOR PROPOSALS

The County of Eddy seeks sealed qualifications-based proposals from qualified organizations that can do business in the State of New Mexico to provide services as follows. **The County will consider proposals from qualified organizations in Eddy County and surrounding areas that provide resources, services, and/or education to the public battling opioids.**

Note: Funding for these services is contingent based upon the availability of funds for future Fiscal Years.

B. SCOPE OF PROCUREMENT

The scope of the procurement consists of identifying and awarding organizations to provide services and is open to the use of this solicitation by other Eddy County Departments and other state agencies and/or local public bodies. The term of this contract shall be from the date of award until June 30, 2024. The County reserves the right to extend any contract, on a Fiscal Year annual basis (or any portion thereof) and by mutual agreement, for up to three (3) additional years. Under no circumstances will the term of this contract, including any extensions thereto, exceed four (4) years. This procurement may result in a multi-source award. There is no guarantee that the option will be exercised on any or all of the awarded contracts. There is no guarantee of a task order on any or all of the awarded contracts. The County will abide by all portions of New Mexico State Statute 13-1-154, regarding contract limits and terms.

The purpose of this procurement is to identify organizations or agencies to respond to the opioid crisis through opioid response strategies such as, but not limited to prevention, treatment, recovery, harm reduction, and/or education. The goal is to fund projects in Eddy County and surrounding communities that will have a high impact in alleviating the opioid crisis.

Multiple organizations may be selected for funding contracts.

As part of the funding requirements, selected organizations must complete the following activities:

1. Implement an opioid response project to include but not limited to prevention, treatment, recovery, harm reduction, and/or education strategies.
2. Present to the Board of Eddy County Commissioners at least once during funding period.
3. Complete a yearly Project Summary Report, including updated organization contact information, an account of the use of funds, and a description of outcomes.

C. DEFINITION OF TERMINOLOGY

This section contains definitions that are used throughout this procurement document, including appropriate abbreviations.

"Board of County Commissioners" (also "BOCC") means the elected board in whom all powers of the County are vested and who are responsible for the proper and efficient administration of the County government.

"Close of Business" means 5:00 P.M. Mountain Standard Time (MST) or Mountain Daylight Time (MDT), whichever is in effect on the date specified.

"Contract" or "Agreement" means a written agreement for the procurement of items of tangible personal property or services.

"Organization" means a successful Organization who enters a binding

contract. "County" means the County of Eddy, State of New Mexico.

"Determination" means the written documentation of a decision of the Chief Procurement Officer including findings of fact required to support a decision. A determination becomes part of the procurement file to which it pertains.

"Desirable" refers to the terms "may", "can", "should", "preferably" or "prefers," which identify a discretionary item or factor. (As opposed to a "mandatory" item or factor.)

"Evaluation Committee" means a body appointed by County management to perform the evaluation of Organization proposals.

"Evaluation Committee Report" means a report prepared by the Chief Procurement Officer and the Evaluation Committee for submission to appropriate approval authorities for contract award that contains all written determinations resulting from the conduct of a procurement requiring the evaluation of competitive sealed proposals.

"Finalist" is defined as an Organization who meets all the mandatory specifications of this Request for Proposal and whose score on evaluation factors is sufficiently high to merit further consideration by the Evaluation Committee.

"Mandatory" refers to the terms "must", "shall", "will", "is required" or "are required," which identify a required item or factor. (As opposed to a "desirable" item or factor.) Failure to meet a mandatory item or factor will result in the rejection of the Organization's proposal.

"Organization" is any person, or entity who chooses to submit a proposal.

"Chief Procurement Officer" means the person or designee authorized by the County to manage or administer a procurement requiring the evaluation of competitive sealed proposals.

"Page" means one (1) side of an 8 ½ X 11 inch sheet of paper. One (1) 8 ½ X 11 inch sheet of paper printed on both sides constitutes two (2) pages.

"Procuring agency of the County" means the department or other subdivision of the County of Eddy that is requesting the procurement of services or items of tangible personal property.

"Purchase Order" or "PO" means the document that directs an organization to deliver items of tangible personal property or services pursuant to an existing, valid contract.

"Purchasing" means the County of Eddy Purchasing Office or the Eddy County Purchasing Agent.

"Purchasing Agent" or "PA" means the Purchasing Agent for the County of Eddy.

"Request for Proposals" or "RFP" means all documents, including those attached or incorporated by reference, used for soliciting proposals.

"Responsible Organization" means an Organization who submits a responsive proposal and who has furnished required information and data to prove that their financial resources, production or service facilities, personnel, service reputation and experience are adequate to make satisfactory delivery of the services or items of tangible personal property called for in this proposal.

"Responsive Offer" or "Responsive Proposal" means an offer or proposal that conforms in all material respects to the requirements set forth in the request for proposals. Material respects of a request for proposals include, but are not limited to, price, quality, quantity and delivery requirements.

"Statement of Compliance" and "Statement of Concurrence" mean an express, affirmative statement by the Organization in their proposal, which they agree with or agree to the stated requirement(s). Possible examples of acceptable responses include "The [NAME HERE] Company agrees to comply with this requirement.", "The [NAME HERE] Company concurs with this requirement." and The [NAME HERE] Company agrees to participate as required."

D. TITLE VI OF THE CIVIL RIGHTS ACT

Eddy County is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. Eddy County assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Eddy County program, activity or service.

E. PROCUREMENT LIBRARY

The Procurement Library consists of the following documents that may be accessed by the Associated Internet links:

- **New Mexico Procurement Code**
  http://www.generalservices.state.nm.us/statepurchasing/

- **Eddy County Purchasing Policy**
  http://www.eddycounty.org

II. CONDITIONS GOVERNING THE PROCUREMENT

This section lists the major events of the Selection Process and specifies general requirements.

A. SEQUENCE OF SELECTION PROCESS EVENTS

ACTION	RESPONSIBILITY	DATE
1. Issue RFP	Chief Procurement Officer	12/12/2023
2. Deadline to Submit Questions	Potential Organizations	12/27/2023
3. Response to Written Questions	Chief Procurement Officer	12/29/2023
4. Deadline for Submission of Proposal	**Organizations : 2:00PM**	**01/09/2024**
5. Proposal Evaluation	Evaluation Committee: 01/09/2024	01/17/2024
6. Approval of BOCC	BOCC	01/2023
7. Protest Deadline	Organizations	15 DAYS AFTER AWARD

NOTICE: Eddy County reserves the sole right, without incurring any liability, to change any aspect of the proposed procurement described above, including the right not to proceed with the procurement and/or the right to proceed in a different manner or on a different timeline than as described above.

Contracts will be negotiated and issued based on the specific scope of work for each individual project.

B. EXPLANATION OF SELECTION PROCESS EVENTS

1. Issue RFP
This RFP is being issued by the Chief Procurement Officer on behalf of Eddy County.

2. Deadline to submit written questions
Potential Organizations may submit written questions as to the intent or clarity of this RFP until 5:00 PM MDT on the date indicated in Section II.A (Sequence of Events), above. All written questions must be uploaded to the online procurement portal via the Opportunity Q&A portion.

3. Response to written questions
Written responses to written questions will be posted to the Online Procurement Portal. In addition, any amendments will also be posted in this location with a portal generated "public notice" to alert potential Organizations.

4. Submission of Proposal

ORGANIZATION PROPOSALS MUST BE RECEIVED FOR REVIEW AND EVALUATION VIA THE ONLINE PROCUREMENT PORTAL BY 2:00 PM ON JANUARY 9, 2024. THE PROCUREMENT PORTAL WILL LOCK OUT ANY SUBMISSIONS PAST THAT POINT AND TIME. **PROPOSALS SUBMITTED IN ANY OTHER MANNER WILL NOT BE CONSIDERED.**

The Online Procurement Portal will date and time stamp the submissions. Any submissions that are submitted prior to the deadline will remain sealed until after the submission deadline. If an error is detected prior to the deadline, submissions can be withdrawn, corrected, and resubmitted.

It is strongly suggested that your submission is not held up until the deadline. **Technical difficulties by an Organization will not be an acceptable reason for the deadline to be extended.** If an Organization has technical difficulties, the Chief Procurement Officer may be contacted prior to the submission deadline to help with any difficulties.

5. Proposal Evaluation

The evaluation of proposals will be performed by an Evaluation Committee appointed by County management and the Chief Procurement Officer. This process will take place during the time period indicated in the Sequence of Events, above. During this time, the Chief Procurement Officer may at her option initiate discussions with Organizations who submit responsive or potentially responsive proposals for the purpose of clarifying aspects of the proposals, but proposals may be accepted and evaluated without such discussion. Discussions SHALL NOT be initiated by the Organizations.

6. Approval of BOCC

The Eddy County Board of County Commissioners approves all contracts awarded. Notice of Award/Declination will be sent out after this date.

7. Protest Deadline

Any protest by an Organization must be timely, in conformance with, and will be governed by Sections 13-1-172 through 13-1-176 NMSA 1978 and Eddy County Procurement Policy #401-01-3, Section 24. The fifteen (15) day protest period for timely Organizations shall begin on the day following the contract award and will end at close of business 15 days post that date. Protests must be written and must include the name and address of the protestor and the Request for Proposals number. It must also contain a statement of grounds for protest including appropriate supporting exhibits, and it must specify the ruling requested from the Purchasing Agent. The protest must be delivered to the Purchasing Agent at:

Eddy County
Attn: Dorella Fannin, CPO
101 W. Greene
Carlsbad, New Mexico 88220

NOTE: Protests received after the deadline will not be accepted.

C. GENERAL REQUIREMENTS

This procurement will be conducted in accordance with the New Mexico Procurement Code (13-1-28 NMSA 1978) and the Eddy County Procurement Policy, R-14-41.

1. Acceptance of Conditions Governing the Procurement
Organizations must indicate their acceptance of the Conditions Governing the Procurement in the letter of transmittal form (see Appendix A). Submission of a proposal constitutes acceptance of the Evaluation Factors contained in Section V of this RFP.

2. Incurring Cost
Any cost incurred by the Organization in preparation, transmittal, presentation of any proposal or material, or negotiation associated with its response to this RFP shall be borne solely by the Organization.

3. Prime Organization Responsibility
Any contract that may result from this RFP shall specify that the prime organization is solely responsible for fulfillment of the contract with the County. The County will only make contract payments to the prime organization.

4. Suborganizations
Use of suborganizations must be clearly explained in the proposal and each must be identified by name. The prime organization shall be wholly responsible for contract performance whether or not suborganizations are used. Substitution of suborganizations, after contract award, must receive prior written approval of the County Purchasing Office.

5. Amended Proposals
An Organization may submit an amended proposal before the deadline for receipt of proposals. Such amended proposals must be complete replacements for a previously submitted proposal and must be clearly identified as such in the transmittal letter. County personnel will not merge, collate, or assemble proposal materials.

6. Organizations' Right to Withdraw Proposal
Organizations will be allowed to withdraw their proposals at any time prior to the deadline for receipt of proposals. The Organization must submit a written withdrawal request signed by the Organization's duly authorized representative addressed to the Chief Procurement Officer. The approval or denial of withdrawal requests received after the deadline for receipt of the proposals is governed by the applicable procurement regulations.

7. Proposal Offer Firm
Responses to this RFP, including proposal prices, will be considered firm for ninety (90) days after the due date for receipt of proposals or sixty (60) days after the due date for the receipt of a best and final offer, if one is solicited.

8. Disclosure of Proposal Contents
The proposals will be kept confidential until a contract is awarded by the awarding authority. At that time, all proposals and documents pertaining to the proposals will be open to the public, except for material which is proprietary or confidential. The Chief Procurement Officer will not disclose or make public any pages of a proposal on which the Organization has stamped or imprinted "proprietary" or "confidential" subject to the following requirements.

Proprietary or confidential data shall be readily separable from the proposal in order to facilitate eventual public inspection of the remaining portions of the proposal. Confidential data is normally restricted to confidential financial information concerning the Organization's organization and data that qualifies as a trade secret in accordance with the Uniform Trade Secrets Act, 57-3A-I to 57-3A-7 NMSA 1978. The price of products offered or the cost of services proposed shall not be designated as proprietary or confidential information.

If a request is received for disclosure of data for which an Organization has made a written request for confidentiality, the Purchasing Agent shall examine the Organization's request and make a written determination that specifies which portions of the proposal should be disclosed. Unless the Organization takes legal action to prevent the disclosure, the proposal will be so disclosed. The proposal shall be open to public inspection subject to any continued prohibition on the disclosure of confidential data.

9. No Obligation
This procurement in no manner obligates Eddy County or any of its departments or other subdivisions to the eventual lease, purchase, etc., of any tangible personal property offered or services proposed until a valid written contract is approved by the Chief Procurement Officer and other required approval authorities.

10. Termination
This RFP may be canceled at any time and any and all proposals may be rejected in whole or in part when the County determines such action to be in the best interest of the County.

11. Sufficient Appropriation
Any contract awarded as a result of this RFP process may be terminated if sufficient appropriations or authorizations do not exist. Such termination will be affected by sending written notice to the organization. The County's decision as to whether sufficient appropriations and authorizations are available will be accepted by the organization as final.

12. Legal Review
The County requires that all Organizations agree to be bound by the General Requirements contained in this RFP. Any Organization concerns must be promptly brought to the attention of the Chief Procurement Officer.

13. Governing Law
The laws of the State of New Mexico shall govern this procurement and any agreement with Organizations that may result.

14. Basis for Proposal
Only information supplied by the County in writing through the Chief Procurement Officer or in this RFP should be used as the basis for the preparation of Organization proposals.

15. Contract Terms and Conditions
The contract between the County and the organization will follow the format specified by the County. However, the County reserves the right to negotiate with a successful Organization provisions in addition to those contained in this RFP. The contents of this RFP, as revised or supplemented, and the successful Organization's proposal will be incorporated into and become part of the contract.

Should an Organization object to any of the County's terms and conditions that Organization must propose specific alternative language. The County may or may not accept the alternative language, at the County's sole discretion. General references to the Organization's terms and conditions or attempts at complete substitutions are not acceptable to the County and could lead to disqualification of the Organization's proposal.

Organizations must provide a brief discussion of the purpose and impact, if any, of each proposed change followed by the specific proposed alternate wording in order for the proposed alternate wording to be considered.

16. Organization's Terms and Conditions
Organizations must submit with their proposal a complete set of any additional terms and conditions which they request are included in a contract negotiated with the County. The County may or may not accept the additional language, at the County's sole discretion.

17. Contract Deviations
Any additional terms and conditions, which may be the subject of negotiation, will be discussed only between the County and the selected Organization and shall not be deemed an opportunity to amend the Organization's proposal.

18. Organization Qualifications
The Evaluation Committee may make such investigations as necessary to determine the ability of the Organization to adhere to the requirements specified within this RFP. The Evaluation Committee will reject the proposal of any Organization who is not a responsible Organization or fails to submit a responsive offer as defined in Sections 13-1-83 and 13-1-85
NMSA 1978.

19. Right to Waive Minor Irregularities
The Evaluation Committee reserves the right to waive minor irregularities. The Evaluation Committee also reserves the right to waive mandatory requirements provided that all of the otherwise responsive proposals failed to meet the same mandatory requirements or doing so does not otherwise materially affect the procurement. This right is at the sole discretion of the Evaluation Committee.

20. Change in Organization Representatives
The County reserves the right to require a change in organization representatives if the assigned representatives are not, in the opinion of the County, meeting its needs adequately.

21. Notice
The Procurement Code, Sections 13-1-28 through 13-1-199 NMSA 1978, imposes civil and misdemeanor criminal penalties for its violation. The State of New Mexico criminal statutes also impose felony penalties for bribes, gratuities and kick-backs.

22. County Rights
The County reserves the right to accept all or a portion of an Organization's proposal.

23. Right to Publish
Through the duration of this procurement process and contract term, potential Organizations and organizations must secure from the County written approval prior to the release of any information that pertains to the potential work or activities covered by this procurement or the subsequent contract. Failure to adhere to this requirement may result in disqualification of the Organization's proposal or termination of the contract.

24. Ownership of Proposals
All documents submitted in response to the RFP shall become the property of the County. However, any technical or user documentation submitted with the proposals of non-selected Organizations may be returned after the expiration of the protest period, by request, at the expense of the Organization.

25. Ambiguity, Inconsistency or Errors in RFP
Organizations shall promptly notify the Chief Procurement Officer, in writing, of any ambiguity, inconsistency or error, which they discover upon examination of the RFP.

26. Confidentiality
Any confidential information provided to, or developed by, the organization in the performance of any agreement resulting from this RFP shall be kept confidential and shall not be made available to any individual or organization by the organization without the prior written approval of the County of Eddy.

27. Electronic mail address required
A large part of the communication regarding this procurement will be conducted by electronic mail (e-mail). Organization must have a valid e-mail address to receive this correspondence.

28. Use of Electronic Versions of this RFP

This RFP is being made available by electronic means. If accepted by such means, the Organization acknowledges and accepts full responsibility to ensure that no changes are made to the RFP. In the event of conflict between a version of the RFP in the Organization's possession and the version maintained by the County, the version maintained by the County shall govern.

29. Sub consultants

The Organization shall list and state the qualifications for each sub consultant the Organization proposes to use for all subcontracted work.

The Organization is specifically advised that any person or other party, to whom it is proposed to award a subcontract under this proposal, must be acceptable to the Contracting Agency after verification by the Contracting Agency of the current eligibility status, including but not limited to suspension or debarment by the Contracting Agency.

III. RESPONSE FORMAT AND ORGANIZATION

A. NUMBER OF RESPONSES

Organizations may submit only one (1) response to this RFP. The Proposal must be submitted via the online procurement portal. THE PROCUREMENT PORTAL WILL LOCK OUT ANY SUBMISSIONS PAST THE SUBMISSION DATE AND TIME. **PROPOSALS SUBMITTED IN ANY OTHER MANNER WILL NOT BE CONSIDERED.**

The Online Procurement Portal will date and time stamp the submissions. Any submissions that are submitted prior to the deadline will remain sealed until after the submission deadline. If an error is detected prior to the deadline, submissions can be withdrawn, corrected, and resubmitted.

It is strongly suggested that your submission is not held up until the deadline. Technical difficulties by an Organization will not be an acceptable reason for the deadline to be extended. If an Organization has technical difficulties, the Chief Procurement Officer may be contacted prior to the submission deadline to help with any difficulties.

B. PROPOSAL FORMAT

Each proposal should be organized and indexed in the following format and must contain, as a minimum, all listed items in the sequence indicated with a section for each item listed below. A PDF format is preferable with the sections bookmarked. Non-Bookmarked documents will not be grounds for disqualification.

Organizations shall not exceed 25 pages, including title, index, etc., not including front and back covers.

a. Letter of Transmittal Form
b. Proposal Summary (page 15)
c. Response to Qualifications-Based Specifications
d. Campaign Contribution Disclosure Form

Within each section of their proposal, Organizations should address the items in the order in which they appear in this RFP. Any forms provided in the RFP must be thoroughly completed and included in the appropriate section of the proposal.

Any proposal that does not adhere to these requirements may be deemed non-responsive and rejected on that basis.

A proposal summary may be included by Organizations to provide the Evaluation Committee with an overview of the technical and business features of the proposal; however, this material will not be used in the evaluation process unless specifically referenced from other portions of the Organization's proposal and will be included in the total page count.

IV. SPECIFICATIONS

A. INFORMATION

Eddy County is seeking an appropriate organization(s) to provide resources, services, and/or education to the public battling opioids.

B. PREFERENCES

Resident Veteran Business Preference

Effective July 1, 2012, certain preferences are available to Resident Veteran Businesses. In order for a Bidder to receive preference as a resident veteran business, that Bidder must submit a copy of their resident veteran business preference certificate with their bid. The preference certificate must have been issued by the New Mexico Taxation and Revenue Department. Providing only a preference number or a copy of the application is not acceptable. For more information and application forms, go to:

http://www.tax.newmexico.gov/Businesses/Pages/In-StatePreferenceCertification.aspx

Response to Requirements

Each mandatory requirement in sections IV.C.1 through IV.C.9 requires an Organization
Response, as indicated. Failure to respond to, or properly comply with, a mandatory requirement may result in the disqualification of the Organization's proposal.

C. MANDATORY REQUIREMENTS

1. Letter of Transmittal Form (Pass/Fail Only)

Organization must complete and submit the "Letter of Transmittal Form", found at Appendix A, with their proposal. The form must be signed and dated by an individual authorized to contractually bind the firm.

2. Standards Compliance (Pass/Fail Only)

Organization must agree to comply with current and future standards established by Eddy County and any standards put forth by funding sources at the Local, State, and Federal Levels. **A statement of concurrence is required.**

3. Proposal Summary (30 Points)

Offer must respond to the Scope of Work in paragraph form explaining their ability and plan to provide those services for Eddy County and surrounding communities.

1. Project Narrative
2. Workplan
3. Budget and Budget Narrative

4. Experience in the Field/Familiarity with Eddy County (30 Points)

Organization must explain their experience in the field and their familiarity with Eddy County and surrounding communities in paragraph form.

5. Timely Responsiveness within working Vicinity (15 Points)
Organization should indicate the volume of work they currently have underway with the Contracting Agency that is less than 75 percent complete. The purpose of these criteria is to help distribute projects among qualified firms. An example of how points can be assigned is provided below:

None 5
$1 to $ 25,000 4
25,001 to 50,000 3
50,001 to 75,000 2
75,001 to 100,000 1
100,001 or more 0

6. Past Record of Performance (10 Points)
Organization must detail their performance history (including dates) over the past five (5) years. At a minimum, this must include (A) control of costs, (B) quality of work, (C) ability to meet project.

7. Insurance (Pass/Fail Only)
Organization must agree to provide standard professional liability insurance.

8. Capacity and capability (15 Points)
Capacity and capability of the business, including any consultants, representative's qualifications and locations, to perform the work, including any specialized services, within the time limitations.

9. Campaign Contribution Disclosure Form (Pass/Fail Only)
Organization must complete and sign the Appendix E, Campaign Contribution Disclosure Form – whether any applicable contribution has been made or not. This form must be submitted with your proposal whether an applicable contribution has been made or not. Note that there are two (2) different signature sections within the form. (For purposes of this requirement, the applicable elected public officials within the County of Eddy.

V. EVALUATION

A. EVALUATION POINT SUMMARY

The following is a summary of evaluation factors with the point value assigned to each or a Pass/Fail evaluation. These, along with the general requirements, will be used in the evaluation of individual Organization proposals.

REF.	REQUIREMENT	POINTS AVAIL.
IV.C.1	Letter of Transmittal Form	0*
IV.C.2	Standards Compliance	0*
IV.C.3	Project Summary	30
IV.C.4	Experience in the Field/Familiarity with Eddy County	30
IV.C.5	Timely Responsiveness within working vicinity	15
IV.C.6	Performance History	10
IV.C.7	Insurance	0*
IV.C.8	Capacity and Capability	15
IV.C.10	Campaign Contribution Disclosure Form	0*
TOTAL		100

B. Evaluation Factors

Points will be awarded based on the evaluation factors above. ** **Pursuant of the Procurement Code Section 13-1-120 Competitive sealed qualifications-based proposal; Price will be negotiated after selection of top qualified proposals.**

EVALUATION PROCESS – Please consult Eddy County's Purchasing Policy for more on the Evaluation Process Summary and for additional descriptions or additions to the following:

RECEIPT, OPENING AND RECORDING

A. Proposals received on time will be unsealed after the submission deadline and released to the evaluators via the Online Procurement Portal.

B. The names of all businesses submitting proposals and the names of all businesses, if any, Selected for interview shall be public information after the award has been received by Commission. After an award has been made, final ranking and evaluation scores for all proposals shall become public information. (§13-1-120 NMSA 1978). The contents of any proposal shall not be disclosed so as to be available to competing Organizations during the negotiation process (§13-1-116 NMSA 1978).

1. Initial Review

All Organization proposals will be reviewed for compliance with the mandatory requirements stated within the RFP. Proposals deemed non-responsive to any mandatory requirement will be eliminated from further consideration. Proposals shall be evaluated on the basis of demonstrated competence and qualification for the type of service required and shall be based on the evaluation factors set forth in this qualifications-based RFP. For the purpose of conducting discussions, proposals may initially be classified as Acceptable, Potentially Acceptable, that is reasonably

assured of being made acceptable, or Unacceptable (Organizations whose proposals are unacceptable shall be notified promptly).

2. Clarifications
The Chief Procurement Officer may contact the Organization for clarification of the response.

3. Other Information Sources
The Evaluation Committee may use other sources of information to perform the evaluation.

5. Scoring and Contract Award Recommendation
Responsive proposals will be evaluated and assigned a point value based on the factors in Section V. Finalist Organizations who are asked and choose to submit revised proposals for the purpose of obtaining best and final offers will have their points recalculated accordingly. The responsible Organization whose proposal is most advantageous to the County, taking into consideration the evaluation factors in Section V, will be recommended for contract award to the Purchasing Agent, and any other required approving authorities, as specified above. Please note, however, that a serious deficiency in the response to any one factor may be grounds for rejection regardless of overall score.

Appendix A

LETTER OF TRANSMITTAL FORM

Items #1 to 4 **MUST** EACH BE RESPONDED TO. Failure to respond to all four items **WILL** RESULT IN THE DISQUALIFICATION OF THE PROPOSAL

1. Identity (Name) and Mailing Address of the submitting organization:

_____

_____

_____

2: For the person authorized by the organization to contractually obligate the organization:

Name	
Title	

3. For the person authorized to negotiate the contract on behalf of the organization:

Name	
Title	
E-Mail Address	
Telephone Number	

4. For the person to be contacted for clarifications:

Name	
Title	
E-Mail Address	
Telephone Number	

- On behalf of the submitting organization named in item #1, above, I accept the Conditions Governing the Procurement as required in Section II, Paragraph C.1.

- I concur that submission of our proposal constitutes acceptance of the Evaluation Factors contained in Section V of this RFP.

- I acknowledge receipt of any and all amendments to this RFP.

_____ _____, 2022

Authorized Signature and Date (**Must be signed** by the person identified in **item #2**, above.)

Appendix B

CAMPAIGN CONTRIBUTION DISCLOSURE FORM

Pursuant to the Procurement Code, Sections 13-1-28, et seq., NMSA 1978 and NMSA 1978, § 13-1-191.1 (2006), as amended by Laws of 2007, Chapter 234, any prospective organization seeking to enter into a contract with any state agency or local public body **on-call Landscaping new construction, installation, maintenance and grounds keeping services to ALL Eddy County facilities and properties** must file this form with that state agency or local public body. This form must be filed even if the contract qualifies as a small purchase or a sole source contract. The prospective organization must disclose whether they, a family member or a representative of the prospective organization has made a campaign contribution to an applicable public official of the state or a local public body during the two years prior to the date on which the organization submits a proposal or, in the case of a sole source or small purchase contract, the two years prior to the date the organization signs the contract, if the aggregate total of contributions given by the prospective organization, a family member or a representative of the prospective organization to the public official exceeds two hundred and fifty dollars ($250) over the two year period.

Furthermore, the state agency or local public body may cancel a solicitation or proposed award for a proposed contract pursuant to Section 13-1-181 NMSA 1978 or a contract that is executed may be ratified or terminated pursuant to Section 13-1-182 NMSA 1978 of the Procurement Code if: 1) a prospective organization, a family member of the prospective organization, or a representative of the prospective organization gives a campaign contribution or other thing of value to an applicable public official or the applicable public official's employees during the pendency of the procurement process or 2) a prospective organization fails to submit a fully completed disclosure statement pursuant to the law.

The state agency or local public body that procures the services or items of tangible personal property shall indicate on the form the name or names of every applicable public official, if any, for which disclosure is required by a prospective organization.

THIS FORM MUST BE INCLUDED IN THE REQUEST FOR PROPOSALS AND MUST BE FILED BY ANY PROSPECTIVE ORGANIZATION WHETHER OR NOT THEY, THEIR FAMILY MEMBER, OR THEIR REPRESENTATIVE HAS MADE ANY CONTRIBUTIONS SUBJECT TO DISCLOSURE.

The following definitions apply:

"**Applicable public official**" means a person elected to an office or a person appointed to complete a term of an elected office, who has the authority to award or influence the award of the contract for which the prospective organization is submitting a competitive sealed proposal or who has the authority to negotiate a sole source or small purchase contract that may be awarded without submission of a sealed competitive proposal.

"**Campaign Contribution**" means a gift, subscription, loan, advance or deposit of money Or other thing of value, including the estimated value of an in-kind contribution, that is made to or received by an applicable public official or any person authorized to raise, collect or expend contributions on that official's behalf for the purpose of electing the official to statewide or local office. "Campaign Contribution" includes the payment of a debt incurred in an election campaign, but does not include the value of services provided without compensation or unreimbursed travel or other personal expenses of individuals who volunteer a portion or all of their time on behalf of a candidate or political committee, nor does it include the administrative or solicitation expenses of a political committee that are paid by an organization that sponsors the committee.

"Contract" means any Agreement for the procurement of items of tangible personal property services, professional services or construction.

"**Family member**" means spouse, father, mother, child, father-in-law, mother-in-law, Daughter-in-law or son-in-law of (a) a prospective organization, if the prospective organization is a natural person; or (b) an owner of a prospective organization.

"**Pendency of the procurement process**" means the time period commencing with the Public notice of the request for proposals and ending with the award of the contract or the cancellation of the request for proposals.

"**Prospective organization**" means a person or business that is subject to the competitive Sealed proposal process set forth in the Procurement Code or is not required to submit a competitive sealed proposal because that person or business qualifies for a sole source or a small purchase contract.

"**Representative of a prospective organization**" means an officer or director of a corporation, a member or manager of a limited liability corporation, a partner of a partnership or a trustee of a trust of the prospective organization.

Name(s) of Applicable Public Official(s) if any: _____

Commissioners: Fred Beard, Ernie Carlson, Sarah Cordova, Jonathan A. Henry, & Steven McCutcheon

DISCLOSURE OF CONTRIBUTIONS BY PROSPECTIVE ORGANIZATION:

Contribution Made By: _____

Relation to Prospective Organization: _____

Name of Applicable Public Official: _____

Date Contribution(s) Made: _____

_____

Amount(s) of Contribution(s) _____

Nature of Contribution(s) _____

_____

Purpose of Contribution(s) _____

_____

(Attach extra pages if necessary)

_____ _____

Signature Date

_____

Title
(position)

--

OR—

NO CONTRIBUTIONS IN THE AGGREGATE TOTAL OVER TWO HUNDRED FIFTY DOLLARS ($250) WERE MADE to an applicable public official by me, a family member or representative.

_____ _____

Signature Date

_____

Title (Position)

Appendix C

Instructions: Each proposal must be accompanied by a signed Statement of Compliance. The Proposer must sign one, and only one, of the declarations stated below and then submit as part of the proposal.

No Exceptions Taken.

The undersigned declares that the Proposal submitted by _____ (Name of firm) will provide services as specified in strict compliance with the instructions, conditions and terms listed in this RFP, **with no exceptions taken**.

_____ _____

Signature Date

_____

Printed Name and Title

Exceptions Taken. By signing below, the Organization acknowledges that the Proposal submitted by

(Name of Firm) _____ has been prepared in consideration of and with exception to one or more of the requirements or terms specified in this RFP. By signing below, the Organization declares their **proposal includes a statement that identifies each item to which the Organization is taking exception** or is recommending change to, including any suggested rewording of the contractual obligations or suggested change, and identifies the reasons for submitting the proposed exception or change. Eddy County reserves the right to reject any declarations of exception that are not accompanied by the required documentation or to accept or reject any proposal based on any exception taken.

_____ _____

Signature Date

_____

Printed Name and Title

[Attach separate sheet(s) detailing exceptions]

Appendix D

Organization/organization represents and warrants the following:

1. No Current or Prior Conflict of Interest. The Organization/organization has no business, professional, personal, or other interest, including, but not limited to, the representation of other clients, that would conflict in any manner or degree with the performance of its obligations as specified and set forth in this RFP or any contract entered into pursuant to award under this RFP.

2. Notice of Potential Conflict. If any such actual or potential conflict of interest arises, organization shall immediately inform Eddy County in writing of such conflict.

3. Termination for Material Conflict. If, in the reasonable judgment of Eddy County, such conflict poses a material conflict to and with the performance of Organization's obligations, then the County may terminate the contract immediately upon written notice to Organization; such termination of contract shall be effective upon the receipt of such notice by Organization.

4. If the Organization is a former employee of Eddy County, state the date of separation/retirement here: _____ (write N/A if not applicable).

5. If the Organization is a current employee of Eddy County, or the family member (spouse, parent, child, sibling by consanguinity or affinity) of a current employee with the Eddy County, state employee name and position held here: _____ (write N/A if not applicable).

_____ _____

Signature Date

_____

Printed Name and Title

Appendix E

During the performance of this contract, the organization, for itself, its assignees and successors in interest (hereinafter referred to as the "organization") agrees as follows:

1. **Compliance with Regulations**: The organization (hereinafter includes consultants) will comply with the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time-to-time, (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination**: The organization, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of suborganizations, including procurements of materials and leases of equipment. The organization will not participate either directly or indirectly in the discrimination prohibited by THE Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of the 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding or negotiation made by the organization for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential suborganization or supplier will be notified by the organization of the organization's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The organization will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the New Mexico Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a organization is in the exclusive possession of another who fails or refuses to furnish this information, the organization shall so certify to Eddy County or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of the organization's non-compliance with the nondiscrimination provisions of this contract, Eddy County will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

   a. withholding payments to the organization under the contract until the organization complies; and/or
   b. Cancelling, terminating or suspending the contract, in whole or in part.

6. **Incorporation of Provisions**: The organization will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The organization shall take such action with respect to any subcontract or procurement as Eddy County or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the organization becomes involved in, or is threatened with litigation by a suborganization, or supplier because of such direction, the organization may request Eddy County to enter into any litigation to protect the interests of Eddy County. In addition, the organization may request the United States to enter into the litigation to protect the interests of the United States.

Appendix F

During the performance of this contract, the organization, for itself, its assignees, and successors in interest, (hereinafter referred to as the "organization") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et.* seq., 78 stat. 252), (prohibits discrimination on the basis of race, color national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaces or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (29 U.S.C. § 324 *et* seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et* seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et* seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the program or activities of the Federal-aid recipients, sub-recipients and organizations, whether such programs or activities are Federally funded or not);
- Titles II and Ill of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your program (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (U.S.C. 1681 et seq.)

COUNTY OF EDDY

AGREEMENT NO. A-24-48

AGREEMENT FOR THE PROVISION OF OPIOID ABATEMENT/TREATMENT SERVICES BY CARLSBAD LIFEHOUSE, LLC, FOR THE BENEFIT OF THE CITIZENS OF THE CITY OF CARLSBAD, CITY OF ARTESIA AND EDDY COUNTY

THIS AGREEMENT FOR THE PROVISION OF OPIOID ABATEMENT/TREATMENT SERVICES (hereinafter referred to as "the Agreement") is entered into by and between **EDDY COUNTY, NEW MEXICO**, a New Mexico County and political subdivision (hereinafter referred to as the "COUNTY") with the advice, participation, consideration, and consent of the City of Carlsbad and City of Artesia, and **CARLSBAD LIFEHOUSE LLC** (hereinafter referred to as "Lifehouse"), effective as of the date of the last signatory hereto, with the services to commence on July 1, 2024 and ending on June 30, 2025, as set forth hereafter.

WHEREAS, County, the City of Carlsbad, and City of Artesia, were involved in litigation with numerous defendants for the manufacture, distribution and prescribing of Opioids to citizens of each of such entities, which has resulted in the receipt of settlement funding from numerous of such defendants; and

WHEREAS, each of the foregoing entities agreed to pool all Opioid Settlement Funds received from the various settlements reached with the settling entities and work together to procure services from providers that could provide, among other services, Opioid treatment, abatement and/or educational services which comport with the restrictions placed on the use of such settlement funds, with County, further, to act as Fiscal Agent for the County's, the City of Carlsbad's, and City of Artesia's pooled funds; and

WHEREAS, Lifehouse, was one of the entities responding to RFP 23-07, which was considered and approved on April 2, 2024 by the County Commission, after due discussion, consent and approval of both the City of Carlsbad and City of Artesia; and

WHEREAS, Lifehouse is a nonprofit organization that focuses on, and has been active in, Eddy County serving all citizens the City of Carlsbad, City of Artesia and the other citizens of Eddy County, successfully utilizing a holistic approach in treating substance abuse, and in particular Opioid abuse; and

WHEREAS, County (as used in this Agreement, which includes its pooled participating entities, the City of Carlsbad and the City of Artesia) wishes to engage the services of Lifehouse for the provision of Opioid Crisis Services to all cities and County residents and to assist County in utilizing the pooled Opioid settlement funding to carry out and provide services as set out hereafter for the consideration as set forth in Exhibit "A", which services are authorized pursuant to the terms of the Opioid Settlement Agreements reached by the City of Carlsbad, City of Artesia and County; and

WHEREAS, Lifehouse has the legal authority to enter into this Agreement, and Lifehouse's governing body/Board of Directors will duly adopt a resolution authorizing Lifehouse to enter this Agreement with the County; and

WHEREAS, Lifehouse's execution of this Agreement indicates its willingness to comply with all the requirements of the terms of this Agreement; and

WHEREAS, Lifehouse will be the entity responsible for compliance with this Agreement and shall undertake and be responsible for all aspects of planning, designing, operation, and undertaking the project described herein; and

WHEREAS, the project described herein is consistent with the terms, conditions, and restrictions as are contained in the various Opioid Settlement Agreements as concerns services and expenditures authorized to be made from those settlement proceeds which have been received; and

WHEREAS, Lifehouse stipulates and agrees it has reviewed the terms, conditions and restrictions referred to above and agrees to comply with such terms, conditions and restrictions.

NOW, THEREFORE, it is agreed between the parties hereto, as follows:

ARTICLE 1
SCOPE OF WORK

SECTION 1. SCOPE OF WORK BY LIFEHOUSE

A. Scope of Work; Consideration for Services to be Provided.

1. Term and Amount of Consideration. The term of this Agreement shall commence on July 1, 2024 and end on June 30, 2025. The **TOTAL** amount to be paid to Lifehouse for its services shall not exceed the amounts set forth in the attached Exhibit A. Lifehouse shall provide proper invoices monthly for services provided within the Scope of Work to be eligible for payment under this Agreement as more fully discussed herein. The "Scope of Work" to be undertaken and completed by Lifehouse is described in the attached Exhibit "A".

B. Use of Funds.

1. General Rule. Activities to be provided as set forth in Exhibit A shall be, and are, all in response to the treatment of those impacted by the Opioid Crisis and its devastating impact on so many individuals and families throughout Eddy County. This crisis also has impacted millions more in the State of New Mexico and the entire United States.

2. Use of Opioid Settlement Funds; Incorporation of RFP 2023-07 and Lifehouse's Response to Same. No portion of the funds being used for the funding of this Agreement and services to be rendered by Lifehouse will be utilized for any services, products or conditions that are not authorized by the terms of the Settlement Agreements reached by County, the City of Carlsbad, or the City of Artesia, which restrictions have been reviewed by Lifehouse. In addition, by the execution hereof, ALL TERMS AND CONDITIONS contained in Eddy County's RFP 23-07 and Lifehouse's proposal submitted in response thereto are incorporated herein by reference as though fully set forth and are made terms and conditions of this Agreement.

3. Lifehouse's Certification. Lifehouse certifies that the activities, services and program to be carried out under this Agreement as set forth in Exhibit A Scope of Work will be undertaken and completed to the satisfaction of County.

C. Performance Monitoring.

1. The County will monitor the performance of Lifehouse, measuring its performance against the requirements of the Exhibit A Scope of Work and the Opioid Settlement Agreement's applicable requirements, conditions and limitations on expenditures to be made from Settlement Funds from the State and Federal Opioid Settlements reached by the County, City of Carlsbad, and City of Artesia. A copy of those requirements, conditions and limitations have been provided to Lifehouse by County.

2. Substandard performance as determined by the County will constitute noncompliance with this Agreement; included within such determinations will be Lifehouse's compliance with those requirements, conditions and limitations contained in the Settlement Agreements above-referenced. If action to correct such substandard performance is not taken Lifehouse within fifteen (15) days after being notified by the County or any State or Federal Agency concerning same, County may impose additional conditions on the Lifehouse and its utilization of said Opioid Funds and may suspend or terminate this Agreement, or initiate other remedies for noncompliance as appropriate and permitted.

SECTION 2. PROJECT DESCRIPTION

Type of Project/Purpose: Lifehouse shall provide a program of continuum care as set forth in Exhibit "A" and in its response to Eddy County RFP23-07 as referenced in this Agreement, focusing on the individual mental health and related service and care needs of every client. Lifehouse shall provide in-person services or through HIPPA-approved virtual appointments, with bilingual/Spanish clinicians available.

Project Location: Lifehouse's location(s) in Carlsbad, New Mexico.

Amount Funded: Totals per year for completed requirements as provided in Exhibit A.

SECTION 3. EFFECTIVE DATE; TERM OF AGREEMENT

A. This Agreement shall become effective when fully executed by the parties hereto and with the commencement of services to commence on July 1, 2024 and remain in full force and effect until the funds for the obligations are expended for the projects described herein, but in no event later than June 30, 2025.

B. Should additional time for auditing this project be required, in accordance with Law; this Agreement shall be deemed extended until such time as the said audit shall be completed. The provisions herein shall be extended to cover any additional time period during which Lifehouse services are being audited, subject to the maximum amount set forth in in Exhibit A not being exceeded.

SECTION 4. REPORTING

Lifehouse agrees to comply with all reporting requirements and submit reports for the project. Lifehouse shall submit such documentation as required by the County to meet County's obligations and also any obligations County and Lifehouse may have as concerns the authorized uses of the Opioid Settlement Funds from Federal and State conditions, requirements, and limitations covering same.

Applicable required documents may include, but are not limited to the following:

A. Report on the projects funded and project fund expenditures, with all such expenditures to be as provided within the conditions, requirements and limitations on expenditures prescribed pursuant the Federal and State Opioid Settlement Agreements reached with, by and on behalf of Eddy County, the City of Carlsbad, and City of Artesia. The total expenditures shall not exceed Six hundred fifty-three thousand, five hundred and no/100 Dollars ($653,500.00) for the term of this Agreement ending on June 30, 2025.

B. Lifehouse acknowledges that the County may be responsible for reporting to both Federal and State oversight groups on the use of the Opioid Settlement Funds for the duration of this Agreement, and Lifehouse will fully cooperate in all respects with the requests of County for information, reports and documentation from Lifehouse to assist County in its reporting responsibilities.

ARTICLE 2
FINANCIAL MANAGEMENT

SECTION 1. PAYMENTS AND BUDGET

A. General Statement.

1. Compensation. The County shall compensate Lifehouse's allowable costs on a monthly basis for the project(s) described herein, upon presentation of properly executed documentation as may be required by the County. Lifehouse shall present in support of its request for payment, copies of receipts and evidence of payment for each and every expenditure for which compensation is claimed.

2. Full and Complete Payment. Payments received by Lifehouse upon completion of all or a portion of a project shall constitute full and complete payment by the County for that portion, or all, of the project under this Agreement. Allowable costs include all costs identified and authorized under the Federal and State Opioid Settlement Agreements conditions, requirements and limitations that are reviewed and approved by the County.

B. Payments.

Compensation Requests. Monthly invoices, together with Lifehouse's required reports outlining all services and costs expended as authorized and in accordance with this Agreement and by Law, shall be submitted to County by mail or email to:

Eddy County Finance Director
101 W. Greene Street
Carlsbad, New Mexico 88220
bshields@co.eddy.nm.us

Payments shall be made upon receipt of the completed requests with the attendant required reports which shall be reviewed and approved by the Finance Director.

Compensation Payments. Compensation payments shall be made to:

Carlsbad LifeHouse Inc.
PO Box 3141
Carlsbad, New Mexico 88221

C. Closeout.

1. Closeout Requirements. Upon termination of this Agreement, in whole or in part for any reason including completion of the project, the following provisions **may** apply:

i. Lifehouse shall submit within thirty (30) days after the date of expiration of this Agreement, all financial, performance and other reports required by this Agreement, and in addition, will cooperate in a program audit by the County or its designee; and

ii. Closeout of funds will not occur unless all requirements of County and any State or Federal agency inquiring into any aspect of this agreement and/or any expenditure pursuant thereto have been resolved to the satisfaction of the same.

2. Completion of Closeout. Lifehouse's obligations to the County shall not end until all closeout requirements are completed. Notwithstanding the foregoing, the terms of this Agreement shall remain in effect during any period that Lifehouse has control over any Opioid Settlement funds.

ARTICLE 3
GENERAL CONDITIONS AND REQUIREMENTS

SECTION 1. NOTICES

Notices required by this Agreement shall be in writing and delivered via mail (postage prepaid), commercial courier, personal delivery or sent by facsimile or other electronic means. Any notice delivered or sent as aforesaid shall be effective on the date of delivery or sending. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice.

Eddy County
Attn.: Eddy County Finance Director
101 W. Greene St.
Carlsbad, NM 88220

Carlsbad LifeHouse, Inc.
Attn.: Carlsbad LifeHouse Inc.
PO BOX 3141
Carlsbad, NM 88221

SECTION 2. GENERAL CONDITIONS

A. General Compliance. Lifehouse shall comply with all applicable State and Federal laws, regulations, and requirements imposed in the Opioid Settlement Agreements from whence the funding for this Agreement came, as well as all provisions of this Agreement.

B. Independent Contractor. Nothing contained in this Agreement is intended or shall be construed in any manner to create or establish the relationship of employer/employee between the County and Lifehouse. Lifehouse shall at all times remain an ‘‘independent contractor" with respect to the services to be performed under this Agreement.

C. Amendment and Suspension or Termination. The County or Lifehouse may amend this Agreement at any time provided that such amendments make specific reference to this Agreement, are approved by the County's governing body, and are signed in writing by a duly authorized representative of the County and the Lifeouse. Such amendments shall not invalidate this agreement, nor relieve or release the County or Lifehouse from its obligations under this Agreement.

D. Remedies.

County may pursue such remedies as are available to it, including but not limited to suspension or termination of this Agreement, if the Subrecipient materially fails to comply with any terms or conditions of this Agreement, which include, but are not limited to, the following:

1. Failure to comply with any of the rules, regulations, and conditions, requirements and limitations imposed pursuant to the State and Federal Opioid Settlement Agreements which the County, City of Carlsbad, and City of Artesia were a party.

2. Failure, for any reason, of Lifehouse to fulfill in a timely and proper manner its obligations under this Agreement;

3. Ineffective or improper use of funds provided under this Agreement;

4. Submission by Lifehouse to County reports that are incorrect or incomplete in any material respect; or

5. Failure to take satisfactory corrective action as directed by the County.

SECTION 3. ADMINISTRATIVE REQUIREMENTS

In general, this Agreement is subject to the following requirements:

A. Documentation and Record Keeping.

1. Records to be Maintained. Recipient must maintain records and financial documents for five years after all funds have been expended or returned to the County. The County may request transfer of records of long-term value at the end of such period. Wherever practicable, such records should be collected, transmitted, and stored in open and machine-readable formats. Lifehouse agrees to provide or make available such records to County upon request, and to any authorized oversight body as concerns Opioid Settlement Fund expenditures.

2. Disclosure. Recipient understands that its client information collected under this Agreement is private and the use or disclosure of such information, when not directly connected with the administration of the Lifehouse's responsibilities with respect to services provided under this Agreement, is prohibited unless written consent is obtained from such person receiving service.

SECTION 4. SEVERABILITY

It is understood and agreed by the parties that if any part, term, or provision of this Agreement is held by the courts to be invalid, illegal or in conflict with any law, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

SECTION 5. SECTION HEADINGS AND SUBHEADINGS

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

SECTION 6. WAIVER

The Grantee's failure to act with respect to a breach by Lifehouse does not waive its right to act with respect to subsequent or similar breaches. The failure of the County to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

SECTION 7. SUCCESSORS

This Agreement shall be binding upon each of the parties, their assigns, purchasers, trustees, and successors.

SECTION 8. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement between County and Lifehouse for the use of funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral, or written between the County and Lifehouse with respect to this Agreement.

SECTION 9. NO THIRD-PARTY BENEFICIARIES

Except as expressly provided otherwise, this Agreement is intended to be solely for the benefit of the parties and shall not otherwise be deemed to confer upon or give to any other person or third party any remedy, claim, cause or action or other right.

SECTION 10. GOVERNING LAW AND JURISDICTION

This Agreement shall be construed in accordance with the laws of the State of New Mexico. In the event of any dispute over the Agreement's terms and conditions, the exclusive venue and jurisdiction for any litigation arising thereunder shall be in the 5th Judicial District Court of Eddy County, New Mexico, and, if necessary for exclusive federal questions, the United States District Court for the District of New Mexico.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date of the most recent signatory.

Eddy County Board of County Commissioners

By: _____

James "Bo" Bowen, County Commission Chairman

_____

Date

Carlsbad Lifehouse, Inc.

Name:

Title:

Date:

Exhibit A

Year 1

Overdose Response Program 238,500

Lifehouse will employe a team of Community Support Workers, Certified Peer Support Specialists, and/or Community Health to support anyone who is referred by first responders of opioid overdoses. This team would provide ongoing support and services that address therapeutic needs and other life challenges hindering their sobriety and success. This team would also provide Naloxone and training on how to avoid future overdoses. Reimbursable expenses to include payroll expenses for employees working on and supplies directly supporting this program. Quarterly reporting for this program will include number of referrals received by the Overdose Response Program.

Diversion Program 250,000

A diversion program would allow individuals in these situations to enter directly into Lifehouse Detox or other treatment programs at the discretion of the law enforcement officer. Lifehouse is to remodel a section within the facility at 1900 Westridge to receive individuals effectively and safely in these situations. This would include an exam room area, an office, and a restroom. Reimbursable expenses can include construction material and labor costs for remodel. Quarterly reporting for this program will include progress report regarding completion of remodel work.

Education 115,000

To coordinate and deliver community education efforts, Lifehouse proposes hiring a full-time Community Health Worker (CHW) and expenses related to producing promotional and training materials. Quarterly reporting for this program will include the number of people completing training and materials distributed.

Training 50,000

Continual training is critical for keeping up with the evolving opioid crisis and ensuring that staff are competent in best practices and cutting-edge treatment. All Lifehouse programs and staff need continuous training. Reimbursable expenses to include payroll expenses for training period, costs of any training classes, and any travel necessary to complete training classes. Quarterly reporting for this program will include the number of people attending training.

Total 653,500

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 12.
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a purchase order to Simpson Norton Corporation in the amount of $193,082.60 for the purchase of two (2) Toro Groundsmaster 4000-D (T4) mowers and associated accessories, utilizing OMNIA Cooperative Contract #2023261. (Corn/Burress)

BACKGROUND:
Initiated by: Jim Burress

The City of Roswell seeks to purchase two (2) Toro Groundsmaster 4000-D (T4) mowers with accessories to maintain turf and large landscaped areas. This equipment will replace aged units that have exceeded their service life and require frequent maintenance.
The proposed purchase includes mower units, caster wheel assemblies, sunshades, and seat covers, providing enhanced operator comfort and productivity. Procurement is being made through OMNIA Cooperative Contract #2023261

FINANCIAL CONSIDERATION
Financial Impact (Revenue & Expense): Budgeted

Revenue: n/a

Expense: 11014231-817505 (Capital Outlay -- Equipment)
Current/Original Budget: $193,082.60
Remaining Budget: $193,082.60
Requested Amount: $193,082.60

LEGAL REVIEW:
N/A

BOARD AND COMMITTEE ACTION:
The Infrastructure Committee voted 5-0 and recommended advancement to the finance committee. Requesting this item to be placed on consent at the next full council. The Finance Committee recommended approval 5-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Mower Quote
TORO MASTER AGREEMENT

Quotation

Simpson Norton Corporation
4144 S Bullard Ave
Goodyear, AZ 85338
(623) 932-5116

Prepared For:
City of Roswell
Jim Burress
j.burress@roswell-nm.gov
(575) 624-6720

Prepared By:
Kenny Blake
Sales
505-269-4938
kenny.blake@simpsonnorton.com

Quote ID	**Q188229**
Quote Date	**10/29/2025**
Quote Expire Date	**10/31/2025**
Contract	**OMNIA # 2023261**
payment terms	**Net 30 days**
Delivery	12 Months

I am pleased to submit a quotation on the following equipment for your consideration.

Quantity	Model #	Product Name	Unit MSRP	Ext MSRP	Unit Award Price	Extended Award Price
2	**30609**	**Groundsmaster 4000-D (T4)**	**$114,121.00**	**$228,242.00**	**$89,014.38**	**$178,028.76**
16	93-5974	8 Inch Foam Filled Caster Wheel Assembly	$248.36	$3,973.76	$193.72	$3,099.53
2	30671	Universal Sunshade, Red	$1,074.00	$2,148.00	$837.72	$1,675.44
2	131-6691	Seat Cover Large Grey	$69.40	$138.80	$54.13	$108.26

OMNIA Buyers Contract # 2023261

Totals	
Equipment Total	**$182,912.00**
Setup & Delivery	**$1,025.00**
Surcharge	**$9,145.60**
Subtotal	**$193,082.60**
Tax Exempt	**Exempt**
Totals	**$193,082.60**

Tax not included in price or payment

Purchasing Contract: Check or Wire Transfer Payments Accepted. **Simpson Norton Corporation does not accept Credit Card Payments for Equipment purchases.**
We strive to offer competitive pricing on all our turf maintenance equipment, parts, and irrigation products. However, due to changing tariff regulations affecting the cost of materials and production, a surcharge may be necessary. If applicable, you will see any tariff-related adjustments in your final invoice. We appreciate your understanding and continued support."

City of Mesa, AZ

Contract 2023261

for

Grounds Maintenance Equipment, Parts, Accessories, Supplies, Related Services and Equipment

with

The Toro Company

Effective: April 1, 2024

The following documents comprise the executed contract between the City of Mesa, AZ and The Toro Company, effective April 1, 2024:

I. Signed Contract
II. Council Approval
III. Negotiations
IV. Supplier Response
V. RFP Amendment
VI. Original RFP

AGREEMENT PURSUANT TO SOLICITATION

CITY OF MESA AGREEMENT NUMBER 2023261
GROUNDS MAINTENANCE EQUIPMENT, PARTS, ACCESSORIES, SUPPLIES, RELATED SERVICES AND EQUIPMENT

CITY OF MESA, Arizona ("City")

Department Name	City of Mesa – Purchasing Division
Mailing Address	P.O. Box 1466
	Mesa, AZ 85211-1466
Delivery Address	20 East Main St, Suite 450
	Mesa, AZ 85201
Attention	Jess Romney, NIGP-CPP, CPPB Procurement Supervisor
E-Mail	Jess.Romney@MesaAZ.gov
Phone	(480) 644-5798

With a copy to: City of Mesa – PRCF
Attn: Tyler Dees
Parks Maintenance Supervisor
P.O. Box 1466
Mesa, AZ 85211-1466
Tyler.Dees@MesaAZ.gov

AND

THE TORO COMPANY, ("Contractor")

Mailing Address	8111 Lyndale Ave South
	Bloomington, MN 55420
Remit to Address	
Attention	Jon Stodola Government Sales Manager
E-Mail	Jon.Stodola@Toro.com
Phone	(952) 887-7937
Fax	

CITY OF MESA AGREEMENT PURSUANT TO SOLICITATION

This Agreement pursuant to Solicitation ("Agreement") is entered into this 3rd day of October 2023, by and between the City of Mesa, Arizona, an Arizona municipal corporation ("City"), and **The Toro Company**, a(n) Delaware corporation ("Contractor"). The City and Contractor are each a "Party" to the Agreement or together are "Parties" to the Agreement.

RECITALS

A. The City issued Solicitation number **2023261** ("Solicitation") for **Grounds Maintenance Equipment, Parts, Accessories, Supplies, Related Services and Equipment**, to which Contractor provided a response ("Response"); and

B. The City Selected Contractor's Response as being in the best interest of the City and wishes to engage Contractor in providing the services/materials described in the Solicitation and Response.

In consideration of the reciprocal promises contained in the Agreement, and for other valuable and good consideration, which the Parties acknowledge the receipt and sufficiency of, the Parties agree to the following Terms & Conditions.

TERMS & CONDITIONS

1. **Term**. This Agreement is for a term beginning on **April 1, 2024,** and ending on **March 31, 2029**. The use of the word "Term" in the Agreement includes the aforementioned period as well as any applicable extensions or renewals in accordance with this Section 1.

    1.1 **Renewals.** On the mutual written agreement of the Parties, the Term may be renewed up to a maximum of two (2) years. Any renewal(s) will be a continuation of the same terms and conditions as in effect immediately before the expiration of the then-current term.

    1.2 **Extension for Procurement Processes**. Upon the expiration of the Term of this Agreement, including any renewals permitted herein, at the City's sole discretion this Agreement may be extended on a month-to-month basis for a maximum of six (6) months to allow for the City's procurement processes in the selection of a vendor to provide the services/materials provided under this Agreement. The City will notify the Contractor in writing of its intent to extend the Agreement at least thirty (30) calendar days before the expiration of the Term. Any extension under this Subsection 1.2 will be a continuation of the same terms and conditions as in effect immediately before the expiration of the then-current term.

2. **Scope of Work**. The Contractor will provide the necessary staff, services, and associated resources to provide the City with the services, materials, and obligations attached to this Agreement as **Exhibit A** ("Scope of Work") Contractor will be responsible for all costs and expenses incurred by Contractor that are incident to the performance of the Scope of Work unless otherwise stated in **Exhibit A**. Contractor will supply all equipment and instrumentalities necessary to perform the Scope of Work. If set forth in **Exhibit A**, the City will provide Contractor's personnel with adequate workspace and such other related facilities as may be required by Contractor to carry out the Scope of Work.

    The Agreement is based on the Solicitation and Response which are hereby incorporated by reference into the Agreement as if written out and included herein. In addition to the requirements specifically set forth in the Scope of Work, the Parties acknowledge and agree that the Contractor shall perform in accordance with all terms, conditions, specifications, and other requirements set forth within the Solicitation and Response unless modified herein.

3. **Orders**. Orders are placed with the Contractor by either a: (i) Purchase Order when for a one-time purchase; (ii) Notice to Proceed, or (iii) Delivery Order off of a Master Agreement for Requirement

Contract where multiple as-needed orders will be placed with the Contractor. The City may use the Internet to communicate with Contractor and to place orders as permitted under this Agreement

4. **Document Order of Precedence**. In the event of any inconsistency between the terms of the body of the Agreement, the Exhibits, the Solicitation, and Response, the language of the documents will control in the following order.

    a. Agreement
    b. Exhibits
        1. Mesa Standard Terms & Conditions
        2. Scope of Work
        3. Other Exhibits not listed above
    c. Solicitation including any addenda
    d. Contractor Response, including OMNIA Partners Agreement

5. **Payment.**

    5.1 **General**. Subject to the provisions of the Agreement, the City will pay Contractor the sum(s) described in **Exhibit B** ("Pricing") in consideration of Contractor's performance of the Scope of Work during the Term.

    5.2 **Prices**. All pricing shall be firm for the Term and all extensions or renewals of the Term except where otherwise provided in this Agreement and include all costs of the Contractor providing the materials/service including transportation, insurance, and warranty costs. No fuel surcharges will be accepted unless allowed in this Agreement. The City shall not be invoiced at prices higher than those stated in the Agreement.

    The Contractor further agrees that any reductions in the price of the materials or services covered by this Agreement will apply to the undelivered balance. The Contractor shall promptly notify the City of such price reductions.

    No price modifications will be accepted without proper request by the Contractor and response by the City's Purchasing Division.

    City acknowledges that products and services subject to this agreement, are provided by Contractor's dealers and/or distributors, which are independent businesses and set their own prices. Contractor has no authority to set prices for its dealers, who do not participate in any offerings not subject to this Agreement.

    Supplier agrees to make the terms of this Agreement known to applicable dealers and/or distributors and to use reasonable efforts to encourage them to provide goods and services subject to the terms of this Agreement.

    5.3 **Invoices**. Payment will be made to Contractor following the City's receipt of a properly completed invoice. No terms set forth in any invoice, purchase order, or similar document issued by Contractor will be deemed accepted by the City; the terms of the contractual relationship between the Parties are as set forth in this Agreement. Any issues regarding billing or invoicing must be directed to the City Department/Division requesting the service or material from the Contractor. A properly completed invoice should contain, at a minimum, all of the following:

        a. Contractor name, address, and contact information;
        b. City billing information;
        c. City contract number as listed on the first page of the Agreement;
        d. Invoice number and date;
        e. Payment terms;
        f. Date of service or delivery;

g. Description of materials or services provided;
h. If materials provided, the quantity delivered and pricing of each unit;
i. Applicable Taxes;
j. If applicable, mileage or travel costs; and
k. Total amount due.

5.4 **Payment of Funds**. Contractor acknowledges the City may, at its option and where available use a Credit Card/Procurement Card to make payment for orders under the Agreement with no additional charge/fee, excluding those charged by third parties. Otherwise, payment will be through a traditional method of a check.

5.5 **Disallowed Costs, Overpayment**. If at any time the City determines that a cost for which payment was made to Contractor is a disallowed cost, such as an overpayment or a charge for materials/service not in accordance with the Agreement, the City will notify Contractor in writing of the disallowance; such notice will state the means of correction which may be, but is not limited to, adjustment of any future claim/invoice submitted by Contractor in the amount of the disallowance, or to require repayment of the disallowed amount by Contractor. Contractor will be provided with the opportunity to respond to the notice.

6. **Insurance**.

6.1 Contractor must obtain and maintain at its expense throughout the term of Contractor's agreement, at a minimum, the types and amounts of insurance set forth in this Section 6 from insurance companies authorized to do business in the State of Arizona; the insurance must cover the materials/service to be provided by Contractor under the Agreement. For any insurance required under the Agreement, Contractor will name the City of Mesa, its agents, representatives, officials, volunteers, officers, elected officials, and employees as additional insured, as evidenced by providing either an additional insured endorsement or proper insurance policy excerpts.

6.2 Nothing in this Section 6 limits Contractor's responsibility to the City. The insurance requirements herein are minimum requirements for the Agreement and in no way limit any indemnity promise(s) contained in the Agreement.

6.3 The City does not warrant the minimum limits contained herein are sufficient to protect Contractor and subcontractor(s) from liabilities that might arise out of performance under the Agreement by Contractor, its agents, representatives, employees, or subcontractor(s). Contractor is encouraged to purchase additional insurance as Contractor determines may be necessary.

6.4 Each insurance policy required under the Agreement must be in effect at or before the execution of the Agreement and remain in effect for the term of the Agreement.

6.5 Before the execution of the Agreement, Contractor will provide the City with a Certificate of Insurance (using an appropriate "ACORD" or equivalent certificate) signed by the issuer with applicable endorsements. The City reserves the right to request additional copies of any or all of the policies, endorsements, or notices relating thereto required under the Agreement.

6.6 When the City requires a Certificate of Insurance to be furnished, Contractor's insurance is primary of all other sources available. When the City is a certificate holder and/or an additional insured, Contractor agrees no policy will expire, be canceled, or be materially changed to affect the coverage available without advance written notice to the City.

6.7 The policies required by the Agreement must contain a waiver of transfer rights of recovery (waiver of subrogation) against the City, its agents, representatives, officials, volunteers, officers, elected officials, and employees for any claims arising out of the work of Contractor.

6.8 All insurance certificates and applicable endorsements are subject to review and approval by the City's Risk Management Division.

6.9 **Types and Amounts of Insurance**. Contractor must obtain and retain throughout the term of the Agreement, at a minimum, the following:

6.9.1 Worker's compensation insurance in accordance with the provisions of Arizona law. If Contractor operates with no employees, Contractor must provide the City with written proof Contractor has no employees. If employees are hired during the course of this Agreement, Contractor must procure worker's compensations in accordance with Arizona law.

6.9.2 The Contractor shall maintain at all times during the term of this contract, a minimum amount of $1 million per occurrence/$2 million aggregate Commercial General Liability insurance, including Products and Contractual Liability. For General Liability insurance, the City of Mesa, their agents, officials, volunteers, officers, elected officials, or employees shall be named as additional insured, as evidenced by providing an additional insured endorsement.

6.9.3 Automobile liability, bodily injury, and property damage with a limit of $1 million per occurrence including owned, hired, and non-owned autos.

7. **Requirements Contract**. The Agreement does not guarantee any purchases will be made (minimum or maximum). Orders will only be placed when the City identifies a need and issues a purchase order or a written notice to proceed. The City reserves the right to cancel purchase prior to the time any product within the purchase order has been shipped; any such cancellation will be in writing. Should a purchase order or notice to proceed be canceled. The City will not reimburse Contractor for any avoidable costs incurred after the receipt of cancellation including, but not limited to, lost profits, shipment of product, or performance of services.

8. **Notices.** All notices to be given pursuant to the Agreement will be delivered to the Contractor as listed on Page 1 of this Agreement. Notice will be delivered pursuant to the requirements set forth in the Mesa Standard Terms and Conditions that is attached to the Agreement as **Exhibit C**.

9. **Representations of Contractor**. To the best of Contractor's knowledge, Contractor agrees that:

a. Contractor has no obligations, legal or otherwise, inconsistent with the terms of the Agreement or with Contractor's undertaking of the relationship with the City;

b. Performance of the services called for by the Agreement do not and will not violate any applicable law, rule, regulation, or any proprietary or other right of any third party;

c. Contractor will not use in the performance of Contractor's responsibilities under the Agreement any proprietary information or trade secret of a former employer of its employees (other than City, if applicable); and

d. Contractor has not entered into and will not enter into any agreement, whether oral or written, in conflict with the Agreement.

10. **Mesa Standard Terms and Conditions**. **Exhibit C** to the Agreement is the Mesa Standard Terms and Conditions as modified by the Parties, which are incorporated by reference into the Agreement as though fully set forth herein. In the event of any inconsistency between the terms of the Agreement and the Mesa Standard Terms and Conditions, the language of the Agreement will control. The Parties or a Party are referred to as a "party" or "parties" in the Mesa Standard Terms and Conditions. The Term is referred to as the "term" in the Mesa Standard Terms and Conditions.

11. **Counterparts and Facsimile or Electronic Signatures**. This Agreement may be executed in two (2) or more counterparts, each of which will be deemed an original and all of which, taken together, will constitute one agreement. A facsimile or other electronically delivered signature to the Agreement will be deemed an original and binding upon the Party against whom enforcement is sought.

12. **Incorporation of Recitals and Exhibits.** All Recitals and Exhibits to the Agreement are hereby incorporated by reference into the Agreement as if written out and included herein. In the event of any inconsistency between the terms of the body of the Agreement and the Exhibits, the language of the Agreement will control.

    Exhibits to this Agreement are the following:

    - (A) Scope of Work
    - (B) Pricing
    - (C) Mesa Standard Terms and Conditions

13. **Attorneys' Fees**. The prevailing Party in any litigation arising out of the Agreement will be entitled to the recovery of its reasonable attorney's fees, court costs, and other litigation-related costs and fees from the other Party.

14. **Additional Acts**. The Parties agree to execute promptly such other documents and to perform such other acts as may be reasonably necessary to carry out the purpose and intent of the Agreement.

15. **Headings.** The headings of the Agreement are for reference only and will not limit or define the meaning of any provision of the Agreement.

By executing below, each Party acknowledges that it understands, approves, and accepts all of the terms of the Agreement and the attached exhibits.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

CITY OF MESA, ARIZONA

By: _____

Edward Quedens
Printed Name

Business Services Director
Title

10/7/2023
Date

THE TORO COMPANY

By: Edric C. Funk

Edric Funk
Printed Name

Group Vice President
Title

10/04/2023
Date

REVIEWED BY:

By: _____
Jess Romney, NIGP-CPP, CPPB
Procurement Supervisor

EXHIBIT A
SCOPE OF WORK

1. **NATIONAL CONTRACT:** The City of Mesa, as the Principal Procurement Agency, as defined in the OMNIA Partners Documents (Exhibit D), has partnered with the OMNIA Partners to make this contract (also known as the "Master Agreement" in materials distributed by OMNIA Partners) available to other public agencies nationally, including state and local governmental entities, public and private primary, secondary and higher education entities, non-profit entities, and agencies for the public benefit ("Public Agencies"), through OMNIA Partners' cooperative purchasing program. The City of Mesa is acting as the contracting agency for any other Public Agency that elects to utilize the resulting Master Agreement. Use of the Master Agreement by any Public Agency is preceded by their registration with OMNIA Partners (a "Participating Public Agency") and by using the Master Agreement, any such Participating Public Agency agrees that it is registered with OMNIA Partners, whether pursuant to the terms of a Master Intergovernmental Cooperative Purchasing Agreement, a form of which is attached hereto on Exhibit D, or as otherwise agreed to. Exhibit D contains additional information on Omnia Partners and the cooperative purchasing agreement.

2. **GENERAL REQUIREMENTS:**

   A. **QUALIFIED FIRMS:** Contractor should meet the minimum qualifications;

      1. Be an authorized distributor or manufacturer.
      2. Have a strong national presence in the grounds maintenance equipment industry.
      3. Have a distribution model capable of delivering products nationwide.
      4. Have a demonstrated sales presence.
      5. Be able to meet the minimum requirements of the cooperative purchasing program detailed herein.
      6. Be able to provide the full range of equipment and services to meet the demands of the City and all agencies that opt to participate in the cooperative purchasing program with the City.

   B. **WAREHOUSING, DISTRIBUTION AND SALES FACILITIES:** The product specified in this solicitation is dependent upon an extensive manufacturer-to-customer supply chain distribution system. In order to be considered for award, each potential contractor is required to provide proof of an extensive distribution system.

   C. **WARRANTY:** Contractor shall warrant that all equipment and parts labeled as new and furnished are newly manufactured and free from defects in material and workmanship for no less than one (1) year from the date the equipment is delivered or installed. Warranty shall also guarantee accepted trade standards of quality, fitness for the intended uses, and conformance to promises or specified specifications. No other express or implied warranty shall eliminate the vendor's liability as stated herein.

   D. **MAINTENANCE FACILITIES:** The equipment specified in this agreement is dependent upon the availability of prompt professional service. Contractor, or it's dealers and/or distributors, is/are required to have existing maintenance facilities with sufficient parts inventory and trained technicians experienced in providing quality service on the equipment specified. Maintenance facilities are subject to inspection by the City to determine adequacy.

   E. **VENDOR PARTS AND SERVICE:** The Contractor, or it's dealers and/or distributors will maintain a factory authorized parts and service facility for normal and warranty service. The Contractor shall , encourage it's dealers and/or distributors, to use their best efforts to provide parts within twenty-four (24) hours and to use their best efforts to be on site to respond to service requests within twenty-four (24) hours.

   F. **CATALOGS:** Within ten (10) days after contract award and after request from City staff,

Contractor must submit complete price lists and catalogs of their product line in digital form or through a web link. Upon request from a using agency, Contractor shall provide, at no cost, these catalogs and price lists.

G. **MODIFICATIONS OF TERMS:** Participating Public Agencies commonly require a modification to a term of the Contract (e.g. governing law). The awarded Supplier and Participating Agencies may agree to modify terms on any specific purchase by a Participating Agency without being in conflict with the Contract.

3. **PRODUCT REQUIREMENTS:**

A. **PRODUCTS:** The Products to be included in this solicitation are as follows:

1. **SPORTS FIELDS AND GROUNDS EQUIPMENT:** A complete and comprehensive line of new unused Sports Fields and Grounds Equipment of the latest design and technology to include, but not limited to, mowing equipment, utility vehicles, spraying equipment, and turf cultivation equipment.

2. **GOLF COURSE MAINTENANCE EQUIPMENT:** A complete and comprehensive line of new unused Golf Course Maintenance Equipment of the latest design and technology to include, but not be limited to, mowing equipment, utility vehicles, spraying equipment, renovation and utility equipment and turf cultivation equipment.

3. **RELATED EQUIPMENT PARTS:** A complete and comprehensive line of Original Equipment Manufacturer (OEM) Sports Fields and Grounds Equipment Parts and Golf Course Maintenance Equipment Parts.

4. **USED EQUIPMENT:** Provide access to quality used equipment.

5. **BALANCE OF LINE:** Contractor may offer their balance of line for ground maintenance equipment items and accessories. The City reserves the right to accept or reject any or all balance of line items offered.

B. **CURRENT PRODUCTS:** All products being offered in this agreement and labeled as new shall be in current and ongoing production; shall be formally announced for general marketing purposes; shall be a model or type currently functioning in a user (paying customer) environment and capable of meeting or exceeding all specifications and requirements set forth in this solicitation.

C. **DEFECTIVE PRODUCT:** All defective products shall be replaced and exchanged by the Contractor. The cost of transportation, unpacking, inspection, re-packing, re-shipping or other like expenses shall be paid by the Contractor. Contractor should use reasonable efforts to deliver replacement products to the City within seven (7) days of initial notification.

D. **EQUIPMENT/RECALL NOTICES:** In the event of any recall notice, technical service bulletin, or other important notification affecting equipment purchased from this contract, a notice shall be sent to the Contract Representative. It shall be the responsibility of the Contractor to assure that all recall notices are sent directly to the agencies Contract Representative.

E. **EQUIPMENT STANDARDS AND GUIDELINES:** All riding equipment must comply with appropriate ASAE (American Society of Agricultural Engineers – www.asae.org), SAE (Society of Automotive Engineers – www.sae.org) and OSHA (Occupational Safety and Health Administration – www.osha.org) standards for roll-over protection. All vehicles must comply with appropriate ANSI (American National Standards Institute – www.ansi.org) standards as related to operation on slopes.

F. **SAFETY STANDARDS:** The Contractor shall certify that the equipment being offered is designed and includes operating features that comply with the safety standard promulgated under the Federal Occupational Safety and Health Act (OSHA).

During the term of this Contract, should there be modifications in federal and/or state laws and regulations regarding safety standards or other specifications and marketing procedures for the contracted item(s), the City of Mesa reserves the right to amend the Contract to provide for

the delivery of items which conform to such changes. As a result, the City will negotiate any necessary price changes with the Contractor. Should negotiations fail the City may cancel the Contract for the affected items.

4. **SERVICE REQUIREMENTS:** The City is interested in evaluating the following categories of value-add services for inclusion in this contract. The categories include but are not limited to the following.

   A. **FINANCING:** Describe financing options available such as lease programs and conditional sales contracts.

   B. **TRADE-INS:** Describe in detail the proposed trade-in program.

   C. **SAFETY:** All vendors performing services for the City or cooperative agencies are required and shall comply with all Occupational Safety and Health Administration (OSHA), State and County Safety and Occupational Health Standards and any other applicable rules and regulations. The supplier shall be held responsible for the safety of their employees and any unsafe acts or conditions that may cause injury or damage to any persons or property within and around the work site area under this contract.

   D. **TRAINING:** The Contractor shall provide training for City of Mesa and other participating agency operators and service technicians at no cost to the City or agency. The Contractor will provide the following training for each equipment purchase:

      - Vehicle/equipment operators will be trained in the operation of all machine functions, including operator preventive maintenance.
      - Technicians will be trained in all operator functions, and in-depth preventive maintenance, troubleshooting and repair for all machine systems and components.
      - The trainer shall be factory-trained and thoroughly knowledgeable in subjects to be taught.

   E. **DELIVERY:** For City of Mesa purchases, equipment shall be delivered to various City of Mesa locations**.** All deliveries shall be made Monday through Thursday from 8:00 a.m. to 1:00 p.m., Mountain Standard Time. The Contractor shall be required to give the City a minimum of twenty-four (24) hour notice prior to delivery with the anticipated time of delivery and quantity of units to be delivered.

      The following documents are due upon delivery to the City or participating agency:

      1. M.S.O. (Manufacturer Statement of Origin)
      2. Warranty document
      3. Required manuals
      4. Title

   F. **REPAIR SERVICES:** The ability to provide repair services through authorized manufacturer's facilities or other avenues.

   G. **CUSTOMER SUPPORT SERVICES:** The policies on replacements, returns, restocking charges, after hours service, after sales support, out of stock, order tracing, technical feedback, quality assurance for orders and drop shipments.

Please note that the attached document contains only a partial excerpt of the full 369-page contract. Only pages 1-12 have been included. For a complete contract please contact the City Clerk's Office at (575) 637-6202.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **13.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of a 5-year contract with Axon Enterprise, Inc. for the Fusus real-time crime center software, hardware, and implementation services. The total contract amount for the 60-month program is $577,147 (Without GRT). The system will enable up to 225 city security cameras and 20 automatic license plate reader (ALPR) Lightpost units to stream into the Roswell Police Department's Real-Time Crime Center. This purchase will be procured under the New Mexico Statewide Price Agreement #40-00000-23-00004. (Corn/Bateman)

BACKGROUND:
Initiated by: Lance Bateman

The Roswell Police Department was awarded a Real Time Crime Center Grant ($1.428 million available) to expand and continue funding the department's real-time crime center. The Roswell Police Department is seeking to enhance its real-time crime center capabilities through the implementation of Axon's Fusus platform. Fusus provides centralized management of camera feeds, ALPR systems, and connected video sources across city facilities and major intersections.

Under this contract, Axon will provide:

Fusus Pro Plus user licenses
Integration capacity for up to 225 CCTV camera streams
20 Lightpost ALPR camera systems with installation
Core hardware includes Lite, Pro, Pro AI, and Elite AI units
Software implementation and deployment services

The platform also allows private citizens and businesses to connect compatible security cameras to the real-time crime center voluntarily.

FINANCIAL CONSIDERATION
The total contract cost is $577,147 (Without GRT), structured over five years as follows:

- $115,429.40 Year 1
- $115,429.40 Year 2
- $115,429.40 Year 3
- $115,429.40 Year 4
- $115,429.40 Year 5

The first three years of the contract will be funded with the NM Capital Outlay for the Real Time Crime Center Grant (25-J2899). The Capital Appropriation has a reversion date of 06/30/2029. A non-appropriation clause is included in the contract.

Financial Impact (Revenue & Expense): Budgeted

Revenue: n/a

Expense: 11014111-817505 (Capital Outlay -- Equipment)

Current/Original Budget: $1,515,000.00
Remaining Budget: $1,426,895.00
Requested Amount: $115,429.40

LEGAL REVIEW:
Legal is reviewing the state contract agreement.

BOARD AND COMMITTEE ACTION:
The Finance Committee recommended approval 4-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Quote
Axon - Statewide Price Agreement

Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-772706-45992TD

Issued: 12/01/2025

Quote Expiration: 12/15/2025

Estimated Contract Start Date: 04/15/2026

Account Number: 115601

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: $0.00

SHIP TO	BILL TO
Roswell Police Dept. - NM 128 W 2nd St Roswell, NM 88201-4704 USA	Roswell Police Department - NM 415 N RICHARDSON AVE ROSWELL NM 88201-4730 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Trevor Dorn Phone: Email: tdorn@axon.com Fax:	Mike Fry Phone: 5756246770 Email: m.fry@roswell-nm.gov Fax: (505) 624-6780

Quote Summary

Program Length	60 Months
TOTAL COST	$577,147.00
ESTIMATED TOTAL W/ TAX	$615,960.68

Discount Summary

Average Savings Per Year	$131,053.00
TOTAL SAVINGS	$655,265.00

Payment Summary

Date	Subtotal	Tax	Total
Mar 2026	$115,429.40	$7,762.73	$123,192.13
Mar 2027	$115,429.40	$7,762.73	$123,192.13
Mar 2028	$115,429.40	$7,762.73	$123,192.13
Mar 2029	$115,429.40	$7,762.73	$123,192.13
Mar 2030	$115,429.40	$7,762.76	$123,192.16
Total	**$577,147.00**	**$38,813.68**	**$615,960.68**

Quote Unbundled Price:	**$1,232,395.00**
Quote List Price:	**$781,471.00**
Quote Subtotal:	**$577,147.00**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
S00018	AXON FUSUS PRO PLUS BUNDLE	100	60	$82.99	$48.75	$48.75	$292,500.00	$24,192.20	$316,692.20
B00065	BUNDLE - LIGHTPOST	20	60	$475.30	$270.73	$133.81	$160,572.00	$7,461.04	$168,033.04
A la Carte Hardware									
101408	AXON FUSUS - CORE - CAD	1			$600.00	$600.00	$600.00	$0.00	$600.00
101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5			$600.00	$600.00	$3,000.00	$0.00	$3,000.00
101382	AXON FUSUS - CORE - LITE 512GB	22			$200.00	$200.00	$4,400.00	$0.00	$4,400.00
101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6			$2,000.00	$2,000.00	$12,000.00	$0.00	$12,000.00
101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5			$5,000.00	$3,500.00	$17,500.00	$0.00	$17,500.00
A la Carte Software									
73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	60		$5.42	$0.00	$0.00	$0.00	$0.00
A la Carte Services									
101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39			$425.00	$425.00	$16,575.00	$1,370.88	$17,945.88
101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1			$70,000.00	$70,000.00	$70,000.00	$5,789.56	$75,789.56
A la Carte Warranties									
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	49		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	49		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	49		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	49		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	49		$0.00	$0.00	$0.00	$0.00	$0.00
Total							**$577,147.00**	**$38,813.68**	**$615,960.68**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
BUNDLE - LIGHTPOST	102131	AXON LIGHTPOST - 3P CAMERA	20	1	03/15/2026
BUNDLE - LIGHTPOST	102132	UBIHUB 2.0 WITH AXON EMBEDDED CAPABILITY (CORE/AI)	20	1	03/15/2026
BUNDLE - LIGHTPOST	102164	AXON LIGHTPOST - 3P CAMERA MOUNTING HARDWARE	20	1	03/15/2026
A la Carte	101382	AXON FUSUS - CORE - LITE 512GB	22	1	03/15/2026
A la Carte	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	1	03/15/2026
A la Carte	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	1	03/15/2026
A la Carte	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	1	03/15/2026
A la Carte	101408	AXON FUSUS - CORE - CAD	1	1	03/15/2026

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
AXON FUSUS PRO PLUS BUNDLE	101706	AXON FUSUS - LICENSE - PRO+ USER	100	04/15/2026	04/14/2031
AXON FUSUS PRO PLUS BUNDLE	101711	AXON FUSUS - LICENSE - ADDITIONAL CCTV STREAMS	225	04/15/2026	04/14/2031
BUNDLE - LIGHTPOST	102142	AXON VEHICLE INTELLIGENCE - ALPR LICENSE	20	04/15/2026	04/14/2031
A la Carte	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	04/15/2026	04/14/2031

Services

Bundle	Item	Description	QTY
BUNDLE - LIGHTPOST	102153	AXON LIGHTPOST - INSTALL SERVICE	20
BUNDLE - LIGHTPOST	102156	AXON LIGHTPOST - CONNECT SERVICE	20
BUNDLE - LIGHTPOST	102394	AXON LIGHTPOST - 5YR MAINTENANCE, MONITORING, WTY SERVICE	20
A la Carte	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39
A la Carte	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	03/15/2027	04/14/2031
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	03/15/2027	04/14/2031
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	03/15/2027	04/14/2031
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	03/15/2027	04/14/2031
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	03/15/2027	04/14/2031

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	128 W 2nd St	Roswell	NM	88201-4704	USA

Payment Details

Mar 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	101382	AXON FUSUS - CORE - LITE 512GB	22	$880.00	$0.00	$880.00
Year 1	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$600.00	$0.00	$600.00
Year 1	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	$2,400.00	$0.00	$2,400.00
Year 1	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	$3,500.00	$0.00	$3,500.00
Year 1	101408	AXON FUSUS - CORE - CAD	1	$120.00	$0.00	$120.00
Year 1	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39	$3,315.00	$274.18	$3,589.18
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	$0.00	$0.00	$0.00
Year 1	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1	$14,000.00	$1,157.91	$15,157.91
Year 1	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	$0.00	$0.00	$0.00
Year 1	B00065	BUNDLE - LIGHTPOST	20	$32,114.40	$1,492.20	$33,606.60
Year 1	S00018	AXON FUSUS PRO PLUS BUNDLE	100	$58,500.00	$4,838.44	$63,338.44
Total				**$115,429.40**	**$7,762.73**	**$123,192.13**

Mar 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	101382	AXON FUSUS - CORE - LITE 512GB	22	$880.00	$0.00	$880.00
Year 2	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$600.00	$0.00	$600.00
Year 2	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	$2,400.00	$0.00	$2,400.00
Year 2	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	$3,500.00	$0.00	$3,500.00
Year 2	101408	AXON FUSUS - CORE - CAD	1	$120.00	$0.00	$120.00
Year 2	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39	$3,315.00	$274.18	$3,589.18
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 2	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1	$14,000.00	$1,157.91	$15,157.91
Year 2	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	$0.00	$0.00	$0.00
Year 2	B00065	BUNDLE - LIGHTPOST	20	$32,114.40	$1,492.20	$33,606.60
Year 2	S00018	AXON FUSUS PRO PLUS BUNDLE	100	$58,500.00	$4,838.44	$63,338.44
Total				**$115,429.40**	**$7,762.73**	**$123,192.13**

Mar 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	101382	AXON FUSUS - CORE - LITE 512GB	22	$880.00	$0.00	$880.00

Mar 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$600.00	$0.00	$600.00
Year 3	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	$2,400.00	$0.00	$2,400.00
Year 3	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	$3,500.00	$0.00	$3,500.00
Year 3	101408	AXON FUSUS - CORE - CAD	1	$120.00	$0.00	$120.00
Year 3	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39	$3,315.00	$274.18	$3,589.18
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 3	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1	$14,000.00	$1,157.91	$15,157.91
Year 3	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	$0.00	$0.00	$0.00
Year 3	B00065	BUNDLE - LIGHTPOST	20	$32,114.40	$1,492.20	$33,606.60
Year 3	S00018	AXON FUSUS PRO PLUS BUNDLE	100	$58,500.00	$4,838.44	$63,338.44
Total				**$115,429.40**	**$7,762.73**	**$123,192.13**

Mar 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	101382	AXON FUSUS - CORE - LITE 512GB	22	$880.00	$0.00	$880.00
Year 4	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$600.00	$0.00	$600.00
Year 4	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	$2,400.00	$0.00	$2,400.00
Year 4	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	$3,500.00	$0.00	$3,500.00
Year 4	101408	AXON FUSUS - CORE - CAD	1	$120.00	$0.00	$120.00
Year 4	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39	$3,315.00	$274.18	$3,589.18
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 4	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1	$14,000.00	$1,157.91	$15,157.91
Year 4	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	$0.00	$0.00	$0.00
Year 4	B00065	BUNDLE - LIGHTPOST	20	$32,114.40	$1,492.20	$33,606.60
Year 4	S00018	AXON FUSUS PRO PLUS BUNDLE	100	$58,500.00	$4,838.44	$63,338.44
Total				**$115,429.40**	**$7,762.73**	**$123,192.13**

Mar 2030

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	101382	AXON FUSUS - CORE - LITE 512GB	22	$880.00	$0.00	$880.00
Year 5	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$600.00	$0.00	$600.00
Year 5	101389	AXON FUSUS - CORE - PRO AI 8TB HDD	6	$2,400.00	$0.00	$2,400.00
Year 5	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	5	$3,500.00	$0.00	$3,500.00
Year 5	101408	AXON FUSUS - CORE - CAD	1	$120.00	$0.00	$120.00
Year 5	101422	AXON FUSUS - PSO - CORE DEPLOYMENT	39	$3,315.00	$274.16	$3,589.16
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	6	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	22	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 5	101781	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO+	1	$14,000.00	$1,157.92	$15,157.92
Year 5	73449	AXON BODY - LICENSE - CONNECTED CAMERA	100	$0.00	$0.00	$0.00
Year 5	B00065	BUNDLE - LIGHTPOST	20	$32,114.40	$1,492.24	$33,606.64

Mar 2030						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 5	S00018	AXON FUSUS PRO PLUS BUNDLE	100	$58,500.00	$4,838.44	$63,338.44
Total				**$115,429.40**	**$7,762.76**	**$123,192.16**

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract NASPO OK-MA-145-21-100 (PA-New Mexico 40-00000-23-00004AE) is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at https://www.axon.com/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

12/1/2025



Docusign Envelope ID: 90B5F2F4-6F89-4436-BEDB-BB9C8C213A04

State of New Mexico
General Services Department
Purchasing Division

Statewide Price Agreement Amendment

Awarded Vendor: **0000054836** **AXON Enterprise, Inc.** **PO Box 29661-2018** **Phoenix, AZ 85038** **Contact: Crystal Thorson** **Email: cthorson@axon.com** **Telephone No.: (208) 954-2763**
Ship To: **All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.**
Invoice: **As Requested**

Number: **40-00000-23-00004AE**

Amendment No.: **One**

Term: **February 19, 2024 – June 30, 2027**

NASPO ValuePoint:
https://www.naspovaluepoint.org/portfolio/public-safety-video-systems-2023-2028/axon-enterprise-inc/

Procurement Specialist: **Theresa Mendibles** tam

Telephone No.: **(505) 795-1894**

Email: **theresa.mendibles@gsd.nm.gov**

Title: **Public Safety Video Systems**

This amendment is to be attached to the respective Price Agreement and become a part thereof.

In accordance with Price Agreement provisions, and by mutual agreement of all parties, this Price Agreement is extended from June 30, 2025 to June 30, 2027 at the same price, terms and conditions.

Change Contract POC to reflect the following effective immediately.

From: Sean Lake **Email: slake@axon.com** **Telephone No.: (623) 225-9909**	**To: Crystal Thorson** **Email: cthorson@axon.com** **Telephone No.: (208) 954-2763**

Every state agency, unless exempted from the authority of the State Purchasing Agent pursuant to Section 13-1-99 NMSA 1978, that utilizes this Statewide Price Agreement for professional services over $5,000 must process the professional services agreement template and accompanying documents through GSD's Contracts Review Bureau.

Except as modified by this amendment, the provisions of the Price Agreement shall remain in full force and effect.

Accepted for the State of New Mexico

Dorothy Mendonca

Dorothy Mendonca
New Mexico State Purchasing Agent

Date: 5/2/2025

MS

Certificate Of Completion

Envelope Id: 90B5F2F4-6F89-4436-BEDB-BB9C8C213A04
Status: Completed
Subject: Please DocuSign: 40-00000-23-00004AE A001
Source Envelope:
Document Pages: 1
Signatures: 1
Envelope Originator:
Certificate Pages: 5
Initials: 2
Theresa Mendibles
AutoNav: Enabled
1100 S Saint Francis Dr
EnvelopeId Stamping: Enabled
Santa Fe, NM 87502
Time Zone: (UTC-07:00) Mountain Time (US & Canada)
Theresa.Mendibles@gsd.nm.gov
IP Address: 10.103.81.9

Record Tracking

Status: Original
Holder: Theresa Mendibles
Location: DocuSign
4/30/2025 4:18:40 PM
Theresa.Mendibles@gsd.nm.gov
Security Appliance Status: Connected
Pool: StateLocal
Storage Appliance Status: Connected
Pool: General Services Department
Location: Docusign

Signer Events	Signature	Timestamp
Michael Saavedra Michael.Saavedra@gsd.nm.gov IT and Const. Bureau Chief New Mexico General Services Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 6/4/2020 11:04:51 AM ID: 9cac1b3e-4279-4c8f-b2b4-c607ea9821d8	MS Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 4/30/2025 4:23:54 PM Viewed: 5/2/2025 6:45:17 AM Signed: 5/2/2025 6:45:38 AM
Theresa Mendibles theresa.mendibles@gsd.nm.gov GSD IT PROCUREMENT SPECIALIST New Mexico General Services Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 6/1/2020 5:55:33 PM ID: a1931c7b-74ec-4e14-aa46-8324a6999adc	tam Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 5/2/2025 6:45:39 AM Viewed: 5/2/2025 9:17:26 AM Signed: 5/2/2025 9:17:42 AM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c	Dorothy Mendonca Signature Adoption: Pre-selected Style Using IP Address: 97.188.94.59	Sent: 5/2/2025 9:17:43 AM Viewed: 5/2/2025 11:53:47 AM Signed: 5/2/2025 11:53:55 AM

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/30/2025 4:23:54 PM
Certified Delivered	Security Checked	5/2/2025 11:53:47 AM
Signing Complete	Security Checked	5/2/2025 11:53:55 AM
Completed	Security Checked	5/2/2025 11:53:55 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

DocuSign Envelope ID: AE390CB3-113E-4930-A304-92245EAB6794

State of New Mexico
General Services Department

Statewide Price Agreement

Awarded Vendor:
0000054836
AXON Enterprise, Inc.
PO Box 29661-2018
Phoenix, AZ 85038

Contact: Sean Lake
Email: slake@axon.com
Telephone No.: (623) 225-9909

Price Agreement Number**: 40-00000-23-00004AE**

Payment Terms**: See Contract**

F.O.B.**: Destination**

Delivery**: See Contract**

TM

Ship To:
All State of New Mexico agencies, commissions, institutions, political subdivisions and local public bodies allowed by law.

Invoice:
As Requested at Time of Order

Procurement Specialist**: Theresa Mendibles**

Telephone No.**: (505) 795-1894**

Email: **theresa.mendibles@gsd.nm.gov**

Title**: Public Safety Video Systems**

Term**: February 16, 2024 thru June 30, 2025**

This Statewide Price Agreement is made subject to the "terms and conditions" as indicated on subsequent pages.

Every state agency, unless exempted from the authority of the State Purchasing Agent pursuant to Section 13-1-99 NMSA 1978, that utilizes this Statewide Price Agreement for professional services over $5,000 must process the professional services agreement template and accompanying documents through GSD's Contracts Review Bureau. If procuring goods only, no determination of service is required.

NASPO ValuePoint: https://www.naspovaluepoint.org/portfolio/public-safety-video-systems-2023-2028/axon-enterprise-inc/

Accepted for the State of New Mexico

Date: 2/21/2024

Dorothy Mendonca
New Mexico State Purchasing Agent
Purchasing Division: 1100 St. Francis Drive, Santa Fe, NM 87505; PO Box 6850, Santa Fe, NM 87502 (505) 827-0473

MS

This has been signed on behalf of the State Purchasing Agent.

Participating Addendum Number OK-MA-145-21-100
for
PUBLIC SAFETY VIDEO SYSTEMS (2023-2028)
between
State of New Mexico
and
AXON ENTERPRISE, INC

.

This Participating Addendum is entered into by **State of New Mexico** ("Participating Entity") and the following Contractor (each a "Party" and collectively the "Parties") for the purpose of participating in NASPO ValuePoint Master Agreement Number OK-MA-145-21-400, executed by Contractor and the State of Oklahoma ("Lead State") for Public Safety Video Systems (2023-2028) ("Master Agreement"):

AXON Enterprise, Inc.("Contractor")
17800 N 85th Street
Scottsdale, AZ 85255

I. PARTICIPATING ADDENDUM CONTACTS.

Contractor's contact for this Participating Addendum is:	Participating Entity's contact for this Participating Addendum is
Sean Lake slake@axon.com 623 225 9909	Theresa Mendibles IT Procurement Specialist theresa.mendibles@gsd.nm.gov 505-795-1894

II. TERM. This Participating Addendum is effective as of the date of the last signature below and will terminate upon termination of the Master Agreement, as amended, unless the Participating Addendum is terminated sooner in accordance with the terms set forth herein.

III. PARTICIPATION AND USAGE. This Participating Addendum may be used by all state agencies, institutions of higher education, cities, counties, districts, and other political subdivisions of the state, and nonprofit organizations within the state if authorized herein and by law. Participating Entity has sole authority to determine which entities are eligible to use this Participating Addendum. If Contractor becomes aware that an entity's use of this Participating Addendum is not authorized, Contractor will notify NASPO ValuePoint to initiate outreach to the appropriate parties.

IV. GOVERNING LAW. The construction and effect of this Participating Addendum and any Orders placed hereunder will be governed by, and construed in accordance with Participating Entity's laws.

V. SCOPE. Except as otherwise stated herein, this Participating Addendum incorporates the scope, pricing, terms, and conditions of the Master Agreement and the rights and obligations set forth therein as applied to Contractor and Participating Entity and Purchasing Entities.

- **a. Products.** All products available through the Master Agreement may be offered and sold by Contractor to Purchasing Entities
- **b. Services.** All services available through the Master Agreement may be offered and sold by Contractor to Purchasing Entities.

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c. Contractor Partners. All subcontractors, dealers, distributors, resellers, and other partners identified on Contractor's NASPO ValuePoint webpage as authorized to provide Products and Services to Participating Entity may provide Products and Services to users of this Participating Addendum.

Contractor will ensure that the participation of Contractor's subcontractors, dealers, distributors, resellers, and other partners is in accordance with the terms and conditions set forth in the Master Agreement and in this Participating Addendum

Any amendment to the Master Agreement shall be deemed incorporated into this Participating Addendum unless the amendment is rejected by Participating Entity in writing to Contractor within ten (10) calendar days of the amendment's effective date and is documented thereafter via written amendment hereto.

Any conflict between this Participating Addendum and the Master Agreement will be resolved in favor of the Participating Addendum. The terms of this Participating Addendum, including those modifying or adding to the terms of the Master Agreement, apply only to the Parties and shall have no effect on Contractor's participating addenda with other participating entities or Contractor's Master Agreement with the Lead State.

VI. ORDERS. Purchasing Entities may place orders under this Participating Addendum by referencing the Participating Addendum Number on an Order. Each Order placed under this Participating Addendum is subject to the pricing and terms set forth herein and in the Master Agreement, including applicable discounts, reporting requirements, and payment of administrative fees to NASPO ValuePoint and Participating Entity, if applicable.

VII. PARTICIPATING ENTITY REPORTING REQUIREMENTS AND ADMINISTRATIVE FEE. See Attachment A

VIII. FEDERAL FUNDING REQUIREMENTS. Orders funded with federal funds may have additional contractual requirements or certifications that must be satisfied at the time the Order is placed or upon delivery. When applicable, a Purchasing Entity will identify in the Order any alternative or additional requirements related to the use of federal funds. By accepting the Order, Contractor agrees to comply with the requirements set forth therein.

IX. INFORMATION TECHNOLOGY STANDARDS

X. ATTACHMENTS. This Participating Addendum includes the following attachments:

a. Attachment A: State of New Mexico Terms and Conditions

XI. NOTICE. Any notice required herein shall be sent to the following:

For Contractor:
Sean Lake slake@axon.com
623 225 9909

For Participating Entity:
Dorothy Mendonca
State of New Mexico/State Purchasing Division
dorothy.mendonca@gsd.nm.gov
505-827-0472

SUBMISSION OF PARTICIPATING ADDENDUM TO NASPO VALUEPOINT. Upon execution, Contractor shall promptly email a copy of this Participating Addendum and any amendments hereto to NASPO ValuePoint at pa@naspovaluepoint.org. The Parties acknowledge and agree that the Participating Addendum, as amended, may be published on the NASPO ValuePoint website.

DocuSign Envelope ID: AE390CB3-113E-4930-A304-92245EAB6794

SIGNATURE

The undersigned for each Party represents and warrants that this Participating Addendum is a valid and legal agreement binding on the Party and enforceable in accordance with the Participating Addendum's terms and that the undersigned is duly authorized and has legal capacity to execute and deliver this Participating Addendum and bind the Party hereto. IN WITNESS WHEREOF, the Parties have executed this Participating Addendum.

CONTRACTOR:

Signature

Robert E. Driscoll, Jr.
Printed Name

Deputy General Counsel
Title

2/20/2024
Date

PARTICIPATING ENTITY:

Signature

Dorothy Mendonca
Printed Name

State Purchasing Agent/Division Director
Title

2/21/2024
Date

This has been signed on behalf of the State Purchasing Agent.

Attachment A

1. **Taxes:** The Contractor shall be reimbursed by the Participating State for applicable New Mexico gross receipts taxes, excluding interest or penalties assessed on the Contractor by any authority. **PLEASE NOTE: NO PROPERTY TAX WILL BE PAID TO THE CONTRACTOR BY THE PARTICIPATING STATE.** The payment of taxes for any money received under this Agreement shall be the Contractor's sole responsibility and should be reported under the Contractor's Federal and State tax identification number(s).

   Contractor and any and all subcontractors shall pay all Federal, state and local taxes applicable to its operation and any persons employed by the Contractor. Contractor shall require all subcontractors to hold the Participating State harmless from any responsibility for taxes, damages and interest, if applicable, contributions required under Federal and/or state and local laws and regulations and any other costs, including transaction privilege taxes, unemployment compensation insurance, Social Security and Worker's Compensation.

2. **Retainage:**
   Reserved

3. **Performance Bond:**
   Reserved

4. **Term:** THIS AGREEMENT SHALL NOT BECOME EFFECTIVE UNTIL APPROVED IN WRITING BY THE NEW MEXICO STATE PURCHASING AGENT. This Agreement shall begin on the date approved by the New Mexico State Purchasing Agent and end on June 30, 2025. The Participating State reserves the right to renew the Participating Addendum on an annual basis by mutual Agreement not to exceed a total of 10 years in accordance with NMSA 1978 §13-1-150.

5. **Termination:**
   a) Grounds. The Participating State may terminate this Agreement for convenience or cause. The Contractor may only terminate this Agreement based upon the Participating State's uncured, material breach of this Agreement.

   b) Notice; Participating State Opportunity to Cure.
   (1) Except as otherwise provided in sub-paragraph A of this Clause and the Appropriations Clause of this Agreement, the Participating State shall give Contractor written notice of termination at least thirty (30) days prior to the intended date of termination.
   (2) Contractor shall give Participating State written notice of termination at least thirty (30) days prior to the intended date of termination, which notice shall (i) identify all the Participating State's material breaches of this Agreement upon which the termination is based and (ii) state what the Participating State must do to cure such material breaches. Contractor's notice of termination shall only be effective (i) if the Participating State does not cure all material breaches within the thirty (30) day notice period or (ii) in the case of material breaches that cannot be cured within thirty (30) days, the Participating State does not, within the thirty (30) day notice period, notify the Contractor of its intent to cure and begin with due diligence to cure the material breach.
   (3) Notwithstanding the foregoing, this Agreement may be terminated immediately upon written notice to the Contractor (i) if the Contractor becomes unable to provide the Goods or perform the Services contracted for, as determined by the Participating State; (ii) if, during the term of this Agreement, the Contractor is suspended or debarred by the New Mexico State Purchasing Agent; or (iii) the Agreement is terminated pursuant to the Appropriations Clause of this Agreement.

   c) Liability. Except as otherwise expressly allowed or provided under this Agreement, the Participating State's sole liability upon termination shall be to pay for acceptable work performed prior to the Contractor's receipt or issuance of a notice of termination; provided, however, that a notice of termination shall not nullify or otherwise affect either Party's liability for pre-termination defaults under or breaches of this Agreement. The

Contractor shall submit an invoice for such work within thirty (30) days of receiving or sending the notice of termination. THIS PROVISION IS NOT EXCLUSIVE AND DOES NOT WAIVE THE PARTICIPATING STATE'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.

6. **Appropriations:** The terms of this Agreement are contingent upon sufficient appropriations and authorization being made by the Legislature of New Mexico for the performance of this Agreement. If sufficient appropriations and authorization are not made by the Legislature, this Agreement shall terminate immediately upon written notice being given by the Participating State to the Contractor. The Participating State's decision as to whether sufficient appropriations are available shall be accepted by the Contractor and shall be final. If the Participating State proposes an amendment to the Agreement to unilaterally reduce funding, the Contractor shall have the option to terminate the Agreement or to agree to the reduced funding, within thirty (30) days of receipt of the proposed amendment.

7. **Status of Contractor:** The Contractor and its agents and employees are independent contractors providing Goods and/or performing professional or general services for the Participating State and are not employees of the State of New Mexico. The Contractor and its agents and employees shall not accrue leave, retirement, insurance, bonding, use of state vehicles, or any other benefits afforded to employees of the State of New Mexico as a result of this Agreement. The Contractor acknowledges that all sums received hereunder are reportable by the Contractor for tax purposes, including without limitation, self-employment and business income tax. The Contractor agrees not to purport to bind the State of New Mexico unless the Contractor has express written authority to do so, and then only within the strict limits of that authority.

8. **Conflict of Interest; Governmental Conduct Act:**
   a) The Contractor represents and warrants that it presently as of the Effective Date of this Agreement, has no interest and, during the term of this Agreement, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance or services required under the Agreement.

   b) The Contractor further represents and warrants that it has complied with, and, during the term of this Agreement, will continue to comply with, and that this Agreement complies with all applicable provisions of the Governmental Conduct Act, Chapter 10, Article 16 NMSA 1978. Without in any way limiting the generality of the foregoing, the Contractor specifically agrees to the best of its knowledge that:
      (1) in accordance with NMSA 1978, § 10-16-4.3, the Contractor does not employ, has not employed, and will not employ during the term of this Agreement any Participating State employee while such employee was or is employed by the Participating State and participating directly or indirectly in the Participating State's contracting process;
      (2) this Agreement complies with NMSA 1978, § 10-16-7(A) because (i) the Contractor is not a public officer or employee of the Participating State; (ii) the Contractor is not a member of the family of a public officer or employee of the Participating State; (iii) the Contractor is not a business in which a public officer or employee or the family of a public officer or employee has a substantial interest; or (iv) if the Contractor is a public officer or employee of the Participating State, a member of the family of a public officer or employee of the Participating State, or a business in which a public officer or employee of the Participating State or the family of a public officer or employee of the Participating State has a substantial interest, public notice was given as required by NMSA 1978, § 10-16-7(A) and this Agreement was awarded pursuant to a competitive process;
      (3) in accordance with NMSA 1978, § 10-16-8(A), (i) the Contractor is not, and has not been represented by, a person who has been a public officer or employee of the Participating State within the preceding year and whose official act directly resulted in this Agreement and (ii) the Contractor is not, and has not been assisted in any way regarding this transaction by, a former public officer or employee of the Participating State whose official act, while in the Participating State's employment, directly resulted in the Participating State's making this Agreement;
      (4) this Agreement complies with NMSA 1978, § 10-16-9(A)because (i) the Contractor is not a legislator; (ii) the Contractor is not a member of a legislator's family; (iii) the Contractor is not a business in which a legislator or a legislator's family has a substantial interest; or (iv) if the Contractor is a legislator, a member

of a legislator's family, or a business in which a legislator or a legislator's family has a substantial interest, disclosure has been made as required by NMSA 1978, § 10-16-7(A), this Agreement is not a sole source or small purchase contract, and this Agreement was awarded in accordance with the provisions of the Procurement Code;

(5) in accordance with NMSA 1978, § 10-16-13, the Contractor has not directly participated in the preparation of specifications, qualifications or evaluation criteria for this Agreement or any procurement related to this Agreement; and

(6) in accordance with NMSA 1978, § 10-16-3 and § 10-16-13.3, the Contractor has not contributed, and during the term of this Agreement shall not contribute, anything of value to a public officer or employee of the Participating State.

c) Contractor's representations and warranties in paragraphs A and B of this Clause are material representations of fact upon which the Participating State relied when this Agreement was entered into by the Parties. Contractor shall provide immediate written notice to the Participating State if, at any time during the term of this Agreement, Contractor learns that Contractor's representations and warranties in paragraphs A and B of this Clause were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances. If it is later determined that Contractor's representations and warranties in paragraphs A and B of this Clause were erroneous on the effective date of this Agreement or have become erroneous by reason of new or changed circumstances, in addition to other remedies available to the Participating State and notwithstanding anything in the Agreement to the contrary, the Participating State may immediately terminate the Agreement.

d) All terms defined in the Governmental Conduct Act have the same meaning in this Agreement.

9. Amendment:

a) This Agreement shall not be altered, changed or amended except by instrument in writing executed by the Parties hereto and all other required signatories.

b) If the Participating State proposes an amendment to the Agreement to unilaterally reduce funding due to budget or other considerations, the Contractor shall, within thirty (30) days of receipt of the proposed Amendment, have the option to terminate the Agreement, pursuant to the termination provisions as set forth in the Terminations Clause of this Agreement, or to agree to the reduced funding.

10. Merger: This Agreement incorporates all the Agreements, covenants and understandings between the Parties hereto concerning the subject matter hereof, and all such covenants, Agreements and understandings have been merged into this written Agreement. No prior Agreement or understanding, oral or otherwise, of the Parties or their agents shall be valid or enforceable unless embodied in this Agreement.

11. Penalties for violation of law: The Procurement Code, NMSA 1978 §§ 13-1-28 through 13-1-199, imposes civil and criminal penalties for violation of the statute. In addition, the New Mexico criminal statutes impose felony penalties for illegal acts, including bribes, gratuities and kickbacks.

12. Equal Opportunity Compliance: The Contractor agrees to abide by all federal and state laws and rules and regulations, and executive orders of the Governor of the State of New Mexico, pertaining to equal employment opportunity. In accordance with all such laws of the State of New Mexico, the Contractor assures that no person in the United States shall, on the grounds of race, religion, color, national origin, ancestry, sex, age, physical or mental handicap, or serious medical condition, spousal affiliation, sexual orientation or gender identity, be excluded from employment with or participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity performed under this Agreement. If Contractor is found not to be in compliance with these requirements during the life of this Agreement, Contractor agrees to take appropriate steps to correct these deficiencies.

13. Workers Compensation: The Contractor agrees to comply with the Participating State's laws and rules applicable to workers compensation benefits for its employees. If the Contractor fails to comply with the Workers

Compensation Act and applicable rules when required to do so, this Agreement may be terminated by the Participating State.

14. **Applicable Law:** The laws of the State of New Mexico shall govern this Agreement, without giving effect to its choice of law provisions. Venue shall be proper only in a New Mexico court of competent jurisdiction in accordance with NMSA 1978, § 38-3-1 (G). By execution of this Agreement, Contractor acknowledges and agrees to the jurisdiction of the courts of the State of New Mexico over any and all lawsuits arising under or out of any term of this Agreement.

15. **Records and Financial Audit:** The Contractor shall maintain detailed time and expenditure records that indicate the date, time, nature and cost of services rendered during the Agreement's term and effect and retain them for a period of three (3) years from the date of final payment under this Agreement. The records shall be subject to inspection by the Participating State, including the New Mexico Department of Finance and Administration and the New Mexico State Auditor. The Participating State shall have the right to audit billings both before and after payment. Payment under this Agreement shall not foreclose the right of the Participating State to recover excessive or illegal payments.

16. **Invalid Term or Condition:** If any term or condition of this Agreement shall be held invalid or unenforceable, the remainder of this Agreement shall not be affected and shall be valid and enforceable.

17. **Enforcement of Agreement:** A Party's failure to require strict performance of any provision of this Agreement shall not waive or diminish that Party's right thereafter to demand strict compliance with that or any other provision. No waiver by a Party of any of its rights under this Agreement shall be effective unless express and in writing, and no effective waiver by a Party of any of its rights shall be effective to waive any other rights.

18. **Non-Collusion:** In signing this Agreement, the Contractor certifies the Contractor has not, either directly or indirectly, entered into action in restraint of free competitive bidding in connection with this offer submitted to the Participating State.

19. **Notices:** Any notice required to be given to either Party by this Agreement shall be in writing and shall be delivered in person, by courier service or by U.S. mail, either first class or certified, return receipt requested, postage prepaid, as follows:

To the Participating State:

Name:	State Purchasing Director, State Purchasing Division
Address:	1100 St. Francis Dr., Room 2016, Santa Fe, NM 87505
Telephone:	(505) 827-0472
Email:	theresa.mendibles@gsd.nm.gov

To the Contractor:

Name:	Axon Enterprise, Inc.
Address:	17800 N. 85th St, Scottsdale, AZ 85255-6311
Telephone:	800-978-2737
Contact:	Legal
Email:	legal@axon.com

20. **Succession:** This Agreement shall extend to and be binding upon the successors and assigns of the Parties.

21. **Headings:** Any and all headings herein are inserted only for convenience and ease of reference and are not to be considered in the construction or interpretation of any provision of this Agreement. Numbered or lettered provisions, sections and subsections contained herein, refer only to provisions, sections and subsections of this Agreement unless otherwise expressly stated.

22. **Default/Breach:** In case of Default and/or Breach by the Contractor, for any reason whatsoever, the Purchasing Entity and the State of New Mexico may procure the Goods or Services from another source and hold the Contractor responsible for any resulting excess costs and/or damages, including but not limited to, direct damages, indirect damages, consequential damages, special damages subject to the limitation of liability specified in the Master Agreement and the Purchasing Entity and the State of New Mexico may also seek all other remedies under the terms of this Agreement and under law or equity.

23. **Equitable Remedies:** Contractor acknowledges that its failure to comply with any provision of this Agreement will cause the Participating State irrevocable harm and that a remedy at law for such a failure would be an inadequate remedy for the Participating State, and the Contractor consents to the Participating State's obtaining from a court of competent jurisdiction, specific performance, or injunction, or any other equitable relief in order to enforce such compliance. Participating State's rights to obtain equitable relief pursuant to this Agreement shall be in addition to, and not in lieu of, any other remedy that the Participating State may have under applicable law, including, but not limited to, monetary damages.

24. **New Mexico Employees Health Coverage:**
    - **a)** If Contractor has, or grows to, six (6) or more employees who work, or who are expected to work, an average of at least 20 hours per week over a six (6) month period during the term of this Agreement, Contractor certifies, by signing this agreement, to have in place, and agree to maintain for the term of the Agreement, health insurance for those employees and offer that health insurance to those employees if the expected annual value in the aggregate of any and all contracts between Contractor and the Participating State exceed $250,000.
    - **b)** Contractor agrees to maintain a record of the number of employees who have (a) accepted health insurance; (b) declined health insurance due to other health insurance coverage already in place; or (c) declined health insurance for other reasons. These records are subject to review and audit by a representative of the Participating State.
    - **c)** Contractor agrees to advise all employees of the availability of Participating State's publicly financed health care coverage programs by providing each employee with, as a minimum, the following web site link to additional information: https://bewellnm.com/.

25. **Indemnification:** The Contractor shall defend, indemnify and hold harmless the Purchasing Entity and the State of New Mexico from all actions, proceeding, claims, demands, costs, damages, reasonable attorneys' fees and all other liabilities and expenses of any kind from any source which may arise out of the performance of this Agreement, caused by the negligent act or failure to act of the Contractor, its officers, employees, servants, subcontractors or agents, resulting in injury or damage to persons or property during the time when the Contractor or any officer, agent, employee, servant or subcontractor thereof has or is performing services pursuant to this Agreement. In the event that any action, suit or proceeding related to the services performed by the Contractor or any officer, agent, employee, servant or subcontractor under this Agreement is brought against the Contractor, the Contractor shall, as soon as practicable upon receiving notice thereof, notify the legal counsel of the Participating State and the Risk Management Division of the New Mexico General Services Department by certified mail.

26. **Default and Force Majeure:** The Purchasing Entity reserves the right to cancel all or any part of any Orders placed under this Agreement without cost to the Purchasing Entity, if the Contractor fails to meet the provisions of this Agreement and, except as otherwise provided herein, to hold the Contractor liable for any excess cost occasioned by the Participating State and/or the Purchasing Entity due to the Contractor's default. The Contractor shall not be liable for any excess costs if failure to perform the Order arises out of causes beyond the control and without the fault or negligence of the Contractor; such causes include, but are not restricted to, acts of God or the public enemy, acts of the State or Federal Government, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather and defaults of subcontractors due to any of the above, unless the Participating State shall determine that the supplies or services to be furnished by the subcontractor were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery scheduled. The rights and remedies of the Participating State provided in this Clause shall not be exclusive and are in addition to any other rights now being provided by law or under this Agreement.

27. **Assignment:** The Contractor shall not assign or transfer any interest in this Agreement or assign any claims for money due or to become due under this Agreement without the prior written approval of the Participating State.

28. **Subcontracting:** The Contractor shall not subcontract any portion of the services to be performed under this Agreement without the prior written approval of the Participating State. No such subcontract shall relieve the primary Contractor from its obligations and liabilities under this Agreement, nor shall any subcontract obligate direct payment from the Participating State.

29. **Inspection of Plant:** The Participating State may inspect one (1) time per calendar year, at any reasonable time during Contractor's regular business hours and upon prior thirty (30) days written notice, the Contractor's plant or place of business, or any subcontractor's plant or place of business, which is related to the performance of this Agreement.

30. **Commercial Warranty:** The Contractor agrees that the Goods and/or Services furnished under this Agreement shall be covered by the most favorable commercial warranties the Contractor gives to any customer for such Goods and/or Services, and that the rights and remedies provided herein shall extend to the Participating State and are in addition to and do not limit any rights afforded to the Participating State by any other Clause of this Agreement or order. Contractor agrees not to disclaim warranties of fitness for a particular purpose or merchantability.

31. **Condition of Proposed Items:** Where Goods are a part of this Agreement, all proposed items are to be NEW and of most current production, unless otherwise specified in the Participating Addendum.

32. **Release:** Final payment of the amounts due under this Agreement shall operate as a release of the Participating State, its officers and employees and Procuring Entity from all liabilities, claims and obligations whatsoever arising from or under this Agreement.

33. **Confidentiality:** Any Confidential Information provided to the Contractor by the Participating State or, developed by the Contractor based on information provided by the Participating State in the performance of this Agreement shall be kept confidential and shall not be made available to any individual or organization by the Contractor without the prior written approval of the Participating State. Upon termination of this Agreement, Contractor shall deliver all Confidential Information in its possession to the Participating State within thirty (30) Business Days of such termination. Contractor acknowledges that failure to deliver such Confidential Information to the Participating State will result in direct, special and incidental damages.

34. **Contractor Personnel:**
    a) Key Personnel. Contractor's key personnel shall not be diverted from this Agreement without the prior written approval of the Participating State. Key personnel are those individuals considered by the Participating State to be mandatory to the work to be performed under this Agreement. Key personnel shall be:

Sean Lake

    b) Personnel Changes. Replacement of any personnel shall be made with personnel of equal ability, experience, and qualification and shall be approved by the Participating State. For all personnel, the Participating State reserves the right to require submission of their resumes prior to approval. If the number of Contractor's personnel assigned to the Agreement is reduced for any reason, Contractor shall, within ten (10) Business Days of the reduction, replace with the same or greater number of personnel with equal ability, experience, and qualifications, subject to the Participating State's approval. The Participating State, in its sole discretion, may approve additional time beyond the ten (10) Business Days for replacement of personnel. The Contractor shall include status reports of its efforts and progress in finding replacements and the effect of the absence of the personnel on the progress of the Agreement. The Contractor shall also make interim arrangements to assure that the Agreement progress is not affected by the loss of personnel. The

Participating State reserves the right to require a change in Contractor's personnel if the assigned personnel are not, in the sole opinion of the Participating State, meeting the Participating State's expectations.

35. **Incorporation by Reference and Precedence:** In the event of a dispute under this Agreement, applicable documents will be referred to for the purpose of clarification or for additional detail in the following order of precedence: (1) this Participating Addendum; (2) the Master Agreement, if applicable; and (3) the NASPO ValuePoint Master Agreement.

36. **Inspection:** If this Agreement is for the purchase of Goods, final inspection and acceptance shall be made at Destination, the inspection and acceptance period will be fifteen (15) days upon receipt. Goods rejected at Destination for non-conformance to specifications shall be removed at Contractor's risk and expense promptly after notice of rejection and shall not be allowable as billable items for payment. Products which are not rejected within the timeframe specified herein shall be deemed Accepted for all purpose under this Agreement.

37. **Inspection of Services:** Except as otherwise provided under the Master Agreement, If this Agreement is for the purchase of services, the following terms shall apply.
    - **a)** Services, as used in this Clause, include services performed, workmanship, and material furnished or utilized in the performance of services.
    - **b)** The Contractor shall provide and maintain an inspection system acceptable to the Participating State covering the services under this Agreement. Complete records of all inspection work performed by the Contractor shall be maintained and made available to the Participating State during the term of performance of this Agreement and for as long thereafter as the Agreement requires.
    - **c)** The Participating State has the right to inspect and test all services contemplated under this Agreement to the extent practicable at all times and places during the term of the Agreement. The Participating State shall perform inspections and tests in a manner that will not unduly delay or interfere with Contractor's performance.
    - **d)** If the Participating State performs inspections or tests on the premises of the Contractor or a subcontractor, the Contractor shall furnish, and shall require subcontractors to furnish, at no increase in Agreement price, all reasonable facilities and assistance for the safe and convenient performance of such inspections or tests.
    - **e)** If any part of the services do not conform with the requirements of this Agreement, the Participating State may require the Contractor to re-perform the services in conformity with the requirements of this Agreement at no increase in Agreement amount. When the defects in services cannot be corrected by re-performance, the Participating State may:
        - **(1)** require the Contractor to take necessary action(s) to ensure that future performance conforms to the requirements of this Agreement; and
        - **(2)** reduce the Agreement price to reflect the reduced value of the services performed.
    - **f)** If the Contractor fails to promptly re-perform the services or to take the necessary action(s) to ensure future performance in conformity with the requirements of this Agreement, the Participating State may:
        - **(1)** by Agreement or otherwise, perform the services and charge to the Contractor any cost incurred by the Participating State that is directly related to the performance of such service; or
        - **(2)** terminate the Agreement for default.

THE PROVISIONS OF THIS CLAUSE ARE NOT EXCLUSIVE AND DO NOT WAIVE THE STATE'S OTHER LEGAL RIGHTS AND REMEDIES CAUSED BY THE CONTRACTOR'S DEFAULT/BREACH OF THIS AGREEMENT.

38. **Insurance:** If the Services contemplated under this Agreement will be performed on or in Participating State facilities or property, Contractor shall maintain in force during the entire term of this Agreement, the following insurance coverage(s), naming the State of New Mexico, General Services Department or other party to this Agreement as additional insured.
    - **a)** Workers Compensation (including accident and disease coverage) at the statutory limit. Employers liability: $100,000.
    - **b)** Comprehensive general liability (including endorsements providing broad form property damage, personal injury coverage and contractual assumption of liability for all liability the Contractor has assumed under this Agreement). Limits shall not be less than the following:

(1) Bodily injury: $1,000,000 per person /$1,000,000 per occurrence.
(2) Property damage or combined single limit coverage: $1,000,000.
(3) Automobile liability (including non-owned automobile coverage): $1,000,000.
(4) Umbrella: $1,000,000.

c) Contractor shall maintain the above insurance for the term of this Agreement and name the State of New Mexico, General Services Department or other party to this Agreement as an additional insured and provide for 30 days cancellation notice on any Certificate of Insurance form furnished by Contractor. Such certificate shall also specifically state the coverage provided under the policy is primary over any other valid and collectible insurance and provide a waiver of subrogation.

39. Arbitration: Any controversy or claim arising between the Parties shall be settled by arbitration pursuant to NMSA 1978 § 44-7A-1 *et seq*.

40. Reporting:
The Contractor agrees to provide a utilization report on all sales/or services and other revenues (including commissions charged) and fees to the agreement administrator in accordance with the following schedule:

Quarter:	Period Ending:	Report Due Date:
First	September 30	October 30
Second	December 31	January 31
Third	March 31	April 30
Fourth	June 30	July 31

The sales report shall include the gross total sales and other revenues including commissions charged for the period subtotaled by Procuring Agency or local public body name. Even if the Contractor experiences zero sales during the quarter, a report shall still be submitted.

41. Fees:
The Contractor agrees to remit an administrative reporting fee payable by check to the State Purchasing Division for an amount equal to **one percent (1.00 %)** of the total sales and other revenues derived from the New Mexico state agencies and local public bodies. The Contractor shall indicate the contract number **40-00000-23-00004AE** and include the remittance check with the quarterly sales report.

Reports may be submitted via U.S. mail to NM State Purchasing Division or via email to:
GSD.QuarterlyUsageR@gsd.nm.gov

For payment of fees through U.S. Mail or Courier Delivery:
New Mexico State Purchasing Division
Joseph Montoya Building, Room 2016,
1100 St. Francis Drive, Santa Fe, New Mexico 87505
or P.O. Box 6850, Santa Fe, New Mexico 87502

42. Lease Agreements:
Reserved.

Subcontractors: All Contactors, Authorized Dealers, and resellers authorized in the State of New Mexico, as shown on the dedicated Contractor (cooperative contract) website, are approved to provide sales and service support to participants in the NASPO ValuePoint Master Agreement. The Contractor's dealer participation will be in accordance with the terms and conditions set forth in this Participating Addendum and the aforementioned Master Agreement.

DocuSign

Certificate Of Completion

Envelope Id: AE390CB3113E4930A30492245EAB6794
Status: Completed
Subject: Complete with DocuSign: 40-00000-23-00004AE - Public Safety Video System
Source Envelope:
Document Pages: 12
Signatures: 3
Envelope Originator:
Certificate Pages: 5
Initials: 2
Theresa Mendibles
AutoNav: Enabled
1100 S Saint Francis Dr
EnvelopeId Stamping: Enabled
Santa Fe, NM 87502
Time Zone: (UTC-07:00) Mountain Time (US & Canada)
Theresa.Mendibles@gsd.nm.gov
IP Address: 164.64.62.10

Record Tracking

Status: Original
2/20/2024 2:10:46 PM
Holder: Theresa Mendibles
Theresa.Mendibles@gsd.nm.gov
Location: DocuSign
Security Appliance Status: Connected
Pool: StateLocal
Storage Appliance Status: Connected
Pool: GSD
Location: DocuSign

Signer Events	Signature	Timestamp
Robert E. Driscoll, Jr. bobby@axon.com VP, Associate General Counsel Axon Enterprise, Inc. Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 2/20/2024 2:49:33 PM ID: e0be9424-f85c-4239-b9af-cc84361666c2	 Signature Adoption: Uploaded Signature Image Using IP Address: 104.28.124.140 Signed using mobile	Sent: 2/20/2024 2:18:31 PM Viewed: 2/20/2024 2:49:33 PM Signed: 2/20/2024 3:12:03 PM
Michael Saavedra Michael.Saavedra@gsd.nm.gov IT and Const. Bureau Chief New Mexico General Services Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 6/4/2020 11:04:51 AM ID: 9cac1b3e-4279-4c8f-b2b4-c607ea9821d8	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 2/20/2024 3:12:05 PM Viewed: 2/20/2024 3:24:36 PM Signed: 2/20/2024 3:24:51 PM
Theresa Mendibles theresa.mendibles@gsd.nm.gov GSD IT PROCUREMENT SPECIALIST New Mexico General Services Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 6/1/2020 5:55:33 PM ID: a1931c7b-74ec-4e14-aa46-8324a6999adc	 Signature Adoption: Pre-selected Style Using IP Address: 164.64.62.10	Sent: 2/20/2024 3:24:52 PM Viewed: 2/20/2024 3:28:02 PM Signed: 2/20/2024 3:28:06 PM
Dorothy Mendonca dorothy.mendonca@gsd.nm.gov SPD Division Director / State Purchasing Agent General Services Department Signing Group: 35000 - State Purchasing Agent Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:**	 Signature Adoption: Uploaded Signature Image Using IP Address: 164.64.62.10	Sent: 2/20/2024 3:28:08 PM Viewed: 2/21/2024 7:17:41 AM Signed: 2/21/2024 7:17:46 AM

Signer Events	Signature	Timestamp
Accepted: 4/14/2023 7:24:59 AM ID: 51f6380f-50f7-4227-afb5-572b373dfb7c		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	2/20/2024 2:18:31 PM
Envelope Updated	Security Checked	2/20/2024 2:28:08 PM
Certified Delivered	Security Checked	2/21/2024 7:17:41 AM
Signing Complete	Security Checked	2/21/2024 7:17:46 AM
Completed	Security Checked	2/21/2024 7:17:46 AM

Payment Events	Status	Timestamps

Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

A. ELECTRONIC RECORD AND SIGNATURE DISCLOSURE (ERSD)

From time to time, New Mexico General Services Department (GSD), on behalf of the State of New Mexico (SONM), may be required by law to provide you with certain written notices or disclosures. Stated below are the terms and conditions for GSD's providing you such notices and disclosures electronically through the DocuSign system. Please read this information carefully. If you are able to access this information electronically and agree to **this Electronic Record and Signature Disclosure (ERSD)**, please confirm your agreement by selecting the check-box next to "I agree to use electronic records and signatures" before clicking "CONTINUE" within the DocuSign system.

B. Obtaining paper copies

At any time up to twenty (20) calendar days following your use of DocuSign to electronically sign a document, you may request a paper copy of any record provided or made available electronically to you by GSD. You will have the ability to download and print documents SONM sends you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a twenty (20) calendar day period after such documents are first sent to you. Following the twenty (20) day period, if you want GSD to send you paper copies of any such documents from GSD's office, you will be charged a $1.00 per-page fee plus postage. You may request delivery of such paper copies from GSD by following the procedure stated in Section H, below.

C. Withdrawing your consent

If you decide to receive notices and disclosures from GSD electronically, you may at any time change your mind and inform GSD you want to receive required notices and disclosures only in paper format. The procedure concerning how you may inform GSD of your decision to receive future notices and disclosures in paper format as well as withdraw your consent to receive notices and disclosures electronically is stated in Section D, immediately below.

D. Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed with which GSD will be able to complete certain steps in specific transactions and deliver paper copies to you. GSD will need: (1) to send the required notices or disclosures to you in paper format; and (2) wait until GSD receives your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from SONM or to electronically sign documents generated and sent to you from SONM.

E. All notices and disclosures will be sent to you electronically

Unless you inform GSD otherwise according to these procedures, GSD will electronically provide you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements and other documents that are required to be provided or made available to you during the course of your electronic signature relationship with SONM. To reduce the possibility of inadvertent non-receipt, GSD prefers to provide all required notices and disclosures by the same method and to the same email or physical address that you furnish to GSD. Thus, you may receive the disclosures and notices electronically or in paper form. If you do not agree with this procedure, please inform GSD according to the procedures stated in Section I, below. Please also refer to Section D, immediately above, which states the consequences resulting from your declination of electronic delivery of notices and disclosures.

F. How to contact GSD:

You may inform General Services Department (GSD) of any changes you select regarding State Purchasing Division's (SPD) electronic communications with you, to request paper copies of certain information from SPD, and to withdraw your prior consent to receive notices and disclosures electronically by emailing your request(s) to SPD at: *GSD.SPDinfo@state.nm.us*

G. To advise SPD of your new email address

To inform SPD of a change in the email address to which SPD sends you notices and disclosures electronically, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of such request you must include your previous and new email addresses.

H. To request paper copies from SPD

To request delivery of paper copies of electronic notices and disclosures that DocuSign and/or SPD have previously provided to you, you must send an email to SPD at *GSD.SPDinfo@state.nm.us* and in the body of your email request state your email address, full name, mailing address, and telephone number. SPD will charge you a $1.00 per page copy fee plus postage.

I. To withdraw your consent with SPD

To inform SPD that you no longer wish to receive notices and disclosures in electronic format you may:

(1) Decline to sign a document from within a signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may:

(2) Send SPD an email to *GSD.SPDinfo@state.nm.us* and in the body of your request state your email address, full name, mailing address, and telephone number.

J. Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current DocuSign system requirements may be found at:
https://support.docusign.com/guides/signer-guide-signing-system-requirements

K. Acknowledging your access and consent to receive and sign documents electronically

To confirm that you are able to electronically access the information contained in this Electronic Record and Signature Disclosure (ERSD), please confirm that you have: (1) read this ERSD, and either: (2) you are able to print on paper or electronically save this ERSD for your future reference and access; or (3) you are able to email this ERSD to an email address where you will be able to print this ERSD on paper and/or save this ERSD for your future reference and access. Further, if you consent to receiving notices and disclosures from DocuSign and/or SPD exclusively in electronic format, then select the check-box next to "I agree to use electronic records and signatures," before you click "CONTINUE" within the DocuSign system.

By selecting the check-box next to "I agree to use electronic records and signatures," you confirm that:

- You have read this Electronic Record and Signature Disclosure (ERSD); and
- You can print this ERSD on paper, or you can save and/ or send this ERSD to a location where you can print this ERSD, for your future reference and access; and
- Until or unless you notify SPD as stated in this ERSD, you consent to exclusively receive through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by SPD during the course of your electronic signature relationship with SPD.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **14.**
Meeting Date: 12/11/2025
COMMITTEE: N/A
CONTACT: N/A **CHAIR:** Juliana Halvorson

ACTION REQUESTED:
Resolution 25-57 Weeds - The Resolution shall mandate the cleanup of approximately thirteen (13) separate properties within the City. (Heldenbrand/Franco)

BACKGROUND:
Initiated by: Toby Franco

At present, no more efficient means are available to enforce the requirements that property within the City limits be kept clean and orderly. Citation of property owners requires that they be present in Roswell. Even the citations do not provide for the actual cleanup and cannot give the City the right to file a lien for the cleanup expense. This procedure is cumbersome, but it should help resolve some more difficult situations.

FINANCIAL CONSIDERATION
Adoption of the resolution will probably cause a number of people to voluntarily clean up their property. Most of the balance will be cleaned up by the City at a cost ranging from $30 to $500 for each property, and liens will be filed and later foreclosed. A few people may appeal the resolution to Council and a hearing will have to be provided to hear their appeals. Overall, the resolution should affect rapid cleanup of this season's weeds and other debris, followed by an extended collection period.

LEGAL REVIEW:
The City Attorney has reviewed the current resolution. Resolutions must be adopted by a majority vote of the entire City Council.

BOARD AND COMMITTEE ACTION:
No action required.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

ATT 1 Resolution 25-57 Weeds
ATT 2 Resolution 25-57 Weeds Exhibit

CITY OF ROSWELL
RESOLUTION 25-57

A RESOLUTION REQUIRING THE REMOVAL OF CERTAIN RUBBISH, WEEDS, WRECKAGE OR DEBRIS; PROVIDING THAT THE CITY SHALL HAVE A LIEN FOR THE COST OF REMOVAL AND DECLARING CERTAIN PROPERTY TO BE SO COVERED WITH RUBBISH, WEEDS, WRECKAGE OR DEBRIS AS TO CONSTITUTE A PUBLIC NUISANCE PREJUDICIAL TO HEALTH, SAFETY AND GENERAL WELFARE.

WHEREAS, the City Council of the City of Roswell, New Mexico, finds that the premises listed in Exhibit A attached hereto and purportedly owned of record, or occupied by the parties named, have accumulated rubbish, weeds, wreckage or debris so as to be a menace to the public health, safety and general welfare of the inhabitants of the community; and further, that it is in the public interest to require the removal thereof, according to law;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, that:

1. The premises set forth in Exhibit A are declared to be so covered with rubbish, weeds, wreckage or debris as to constitute a menace to the public comfort, health, safety and general welfare within the purview of Article 3-18-5 NMSA 1978.

2. The owners, occupants or agents in charge of said premises are hereby ordered to remove such accumulated rubbish, weeds, wreckage or debris within ten (10) days of the receipt of notice by certified mail or from the date of publication of this resolution. In the event such removal is not commenced or written objection filed with the City Clerk within ten (10) days after service of a copy of this resolution, then the City Manager is authorized and directed to cause such accumulated rubbish, weeds, wreckage or debris to be removed at the sole cost and expense of the owner, or other parties having an interest in the properties, and further, that the reasonable cost of such removal shall be and become a subsisting and valid lien against such property so removed and the lot or parcel of land from which such removal was made and shall be foreclosed in the manner provided by law for the foreclosure of municipal liens.

3. In the event the owner or other person aggrieved shall file a protest within the time provided, the City Council shall thereafter fix a date for hearing. At the hearing, the protestant shall be entitled to be heard in person, by agent or attorney and the City Council shall consider evidence whether or not its previous action shall be enforced or rescinded; if it shall be determined that the removal order should be enforced.

4. Persons aggrieved by the determination of the City Council have a right to appeal to a court of competent jurisdiction by giving notice of such appeal to the City Council within five (5) days after the day of issuance of such order or decision, together with a petition for court review duly filed with the Clerk of the Court within twenty (20) days of the date of issuance of the order or decision complained of.

ADOPTED, SIGNED AND APPROVED 11th day of December 2025.

CITY SEAL

Timothy Z. Jennings, Mayor

ATTEST:

Amalia Martinez, City Clerk

623 E 6TH ST HAYMAKER - DAUGHTRY Block 1 Lot 20 Quarter SE S 33 T 10S R 24E RUSSELL, LUCY 623 E 6TH ST ROSWELL, NM 88201	607 E ALAMEDA ST 607 E ALAMEDA ST #1/2 ACEQUIA Block 4 Lot 7 W2 AND Lot 8 9 AMANCIO, PAUL M 607 1/2 E ALAMEDA ST ROSWELL, NM 88203
504 E TILDEN ST SOUTH ROSWELL Block 16 Lot 5 N56.6’ THEREOF DOC# 202401846 WD MARTINEZ RUBIO, JUAN A 724 THOROUGHBRED DR SW ALBUQUERQUE, NM 87121	506 E TILDEN ST SOUTH ROSWELL Block 16 Lot 7 N 67' DOC# 202304589 WD MARTINEZ RUBIO, JUAN A 724 THOROUGHBRED DR SW ALBUQUERQUE, NM 87121
508 E TILDEN ST SOUTH ROSWELL Block 16 Lot 9 ALDERETE, NORMA C (NEE NORMA GARCIA) 19622 LAKE HOLLOW LN HOUSTON, TX 77084-4767	603 E TILDEN ST S 4 T 11S R 24E SE4NW4 W 50' E 196' S 140' N 240' DOC#202306837 SWD HERNANDEZ, SANTIAGO DAVID 584 PAT CRUZ EL PASO, TX 79932
2810 S EMERALD DR SOUTH PLAINS PARK REPLAT Block 3A Lot 13 TORRES, ROSEMARY; MANUEL D 2599 SHAVONO PEAK DR RIO RANCHO, NM 87144	3408 N ATKINSON AVE TIERRA BERRENDA 1 Block 6 Lot 11 S 16 T 10S R 24E GENAIR NM LLC 4001 S MAIN ST ROSWELL, NM 88203
908 DAVIDSON DR FARM Block 2 Lot 24 ALLIANCE PROPERTY INVESTMENTS LLC 111 E WESTERN AVE AVONDALE, AZ 85323	1000 S PLAINS PARK DR PLAINS PARK 2 Block 7 Lot 33 NASRALLAH, GABY Y; NASRALLAH, LINDA M 5108 W ALAMEDA ST ROSWELL, NM 88203
502 S DELAWARE AVE PAULY Block 16 Lot 2 HUDSON, JERILYN WILCOX 5216 DREDGER WAY ORANGEVALE, CA 95662	LOT BEHIND 301 ONYX DR SOUTHERN PLAINS 3 Block 19 Lot 4 ALLEN, HENRY W C/O ALLEN, TOD 1250 FM 3405 GEORGETOWN, TX 78633
413 S CEDAR AVE THORNE Block 4 Lot 14 ANAYA, JOSEFITA 413 S CEDAR AVE ROSWELL, NM 88203	

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **15.**
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Resolution 25-58 Condemnations - adoption of Resolution 25-58 the Resolution shall require the removal or demolition of two (2) dilapidated structures. (Heldenbrand/Franco)

BACKGROUND:
Initiated by: Toby Franco

These structures constitute a public nuisance harmful to the public health, safety and general welfare.

FINANCIAL CONSIDERATION
Resolution and notice will be served to owners requiring action within fifteen (15) days. Demolition by the City will proceed if no action is taken and a lien will be placed on the property for cost ranging from $3,000 to $30,000 for each property for removal.

LEGAL REVIEW:
The City Attorney has reviewed the current resolution. Resolutions must be adopted by a majority vote of the entire City Council.

BOARD AND COMMITTEE ACTION:
This item was presented to the Public Safety Committee early on November 18, 2025, and passed (4-0). Then sent to Legal Committee, which recommended (4-0) approval at their meeting later on November 18, 2025, the same day.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

ATT 1 Resolution 25-58 Condemnations
ATT 2 Resolution 25-58 Condemnations

CITY OF ROSWELL
RESOLUTION 25-58

A RESOLUTION REQUIRING THE REMOVAL AND/OR DEMOLITION OF CERTAIN DAMAGED AND DILAPIDATED BUILDINGS, STRUCTURES OR PREMISES; PROVIDING THAT THE CITY SHALL HAVE A LIEN FOR THE COST OF REMOVAL; PRESCRIBING THE PROCEDURE INCIDENT TO SUCH REMOVAL AND/OR DEMOLITION AND DECLARING CERTAIN PROPERTY TO BE IN SUCH STATE OF DISREPAIR, DAMAGE AND DILAPIDATION AS TO CONSTITUTE A DANGEROUS BUILDING AND A PUBLIC NUISANCE PREJUDICIAL TO THE PUBLIC HEALTH, SAFETY AND GENERAL WELFARE.

WHEREAS, it is the opinion of the City Council of the City of Roswell, New Mexico, that those certain buildings or structures upon the premises located as follows and purportedly owned of record, or occupied by the parties hereinafter named, are and have become in such state of disrepair, damage and dilapidation as to be a menace to the public health, safety and general welfare of the inhabitants of the community; and further, that it is in the public interest to require the removal thereof, according to law, by reason of the condition or conditions set forth in Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO:

1. That the buildings or structures set forth in Exhibit "A" are declared to be in such state of disrepair, damage and dilapidation as to constitute a dangerous building within the purview of Roswell Municipal code section 16-12, as well as being a public nuisance prejudicial to the public health, safety and general welfare. That such dangerous buildings or structures set forth, if any, cannot reasonably be repaired so that they will no longer exist in violation of the terms of the ordinance.

2. The owners, occupants, if any, or agent in charge of said premises be, and they hereby are ordered and required to remove such dangerous buildings, or structures within a reasonable time thereafter not to exceed fifteen (15) days from the receipt of notice by certified mail or from date of publication of this resolution as hereinafter provided, and as the case may be. In the event such removal be not commenced by such owner, occupant or agent, or written objection thereto be filed with the City Clerk within ten (10) days after service of a copy of this resolution by certified mail or by publication, requesting a hearing, then and in such event, the City Manager is hereby authorized and directed to cause such dangerous buildings or structures to be removed at the sole cost and expense of the owner, owners or other parties having an interest in said properties, and further, that the reasonable cost of such removal shall be and become a subsisting and valid lien against such property so removed and the lot or parcel or land from which such removal was made and shall be foreclosed in the manner provided by law for the foreclosure of municipal liens. Alternatively, the City Manager may act pursuant to Article 3-18-5 (G) (NMSA, 1978), and cause the dangerous buildings or structures to be removed and give title to them or their components to the removing person or persons.

3. In the event the owner or other interested party aggrieved shall file his protest within the time herein provided, requesting a hearing, on the matter, the City Council shall fix a date for hearing, at which time said Protestants shall be entitled to be heard in person, by agent or attorney, and the City Council shall consider evidence whether or not its previous action should be enforced or rescinded. If it shall be determined that the removal order should be enforced, and the owner(s) shall fail or neglect to comply with said decision of the City Council, they shall have a right of appeal to a court of competent jurisdiction by giving notice of such appeal to the City Council within the (10) days after the date of the City Council decision, together with his petition for court review duly filed with the Clerk of the Court within thirty (30) days of the date of the decision complained of.

4. Upon the adoption of this resolution, it shall be the duty of the City Building Inspector to notify the owner, occupant or agent in charge of such building or structure of the adoption of this resolution by serving a copy thereof upon him by certified mail, return receipt requested; and in the event such owner, occupant or agent cannot be found or served within said City as herein above provided, such notice may be served by posting a copy of said resolution upon the premises complained of, followed by legal publication of said resolution one time in a newspaper of general circulation within the city.

ADOPTED, SIGNED AND APPROVED 11th day of December 2025.

CITY SEAL

_____
Timothy Z. Jennings, Mayor

ATTEST:

_____
Amalia Martinez, City Clerk

Location	Condition	Name
1705 W SUMMIT ST S 6 T 11S R 24E SW4NW4SE4 E 90' W 209.7' N 130' S 160'	Dilapidated/ Deterioration Open To Public, Inadequate Maintenance	LUCERO, JUAN E; LUCERO, LIDIA 69 BOLEY PL ROSWELL, NM 88203
2804 S LARGO DR SOUTH PLAINS PARK Block 4 Lot 12	Dilapidated/ Deterioration Open To Public, Inadequate Maintenance	RINCON, TOMMY 402 DELICADO DR ROSWELL, NM 88201

1705 W SUMMIT ST





2804 S LARGO DR





ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **16.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Resolution 25-59: Adoption of Resolution 25-59: A Resolution Adopting New Rates and Fees for the Roswell Air Center. (Heldenbrand/Thompson)

BACKGROUND:
Initiated by: Bobbi Thompson

The City of Roswell provides a fee structure for aircraft use of facilities and services furnished at the Roswell Air Center (ROW). Resolution of rates and fees has not been revised since 2020. New rates and fees will be initiated on January 1, 2026.

FINANCIAL CONSIDERATION
There is no direct impact of this resolution.

LEGAL REVIEW:
The City Attorney has reviewed the proposed resolution.

BOARD AND COMMITTEE ACTION:
This item was presented at the Legal Committee Meeting on November 18, 2025, and voted 4-0 to send to the Finance Committee. The Finance Committee recommended approval 4-0 at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Staff recommendations to proceed as presented.

Attachments

Resolution 25-59 New Rates and Fees for ROW
Resolution 20-42 Old Fee Schedule

RESOLUTION 25-59
A RESOLUTION ADOPTING NEW RATES AND FEES FOR THE ROSWELL AIR CENTER

WHEREAS, the City of Roswell may provide a fee structure for aircraft use of facilities and services furnished at the Roswell Air Center (ROW).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, that:

1. There is a landing charge to be levied which is based on Maximum Certified Landing Weight (MLW) of any category, class or type of aircraft while actively engaged in use of runways, taxiways or any other facilities of the ROW airport. A charge per landing for Airport Rescue and Fire Fighting (ARFF) shall be levied for each aircraft operating under 14 CFR Part 139 or otherwise requiring ARFF services.
2. The landing charges apply only to commercial aircraft using the ROW airport facilities. Commercial aircraft as defined herein are those that derive revenue through the direct use of and aircraft to engage in, but not limited to, storage, flight testing, charters, firefighting, freight, passengers, and mail.
3. There is established parking charge to be levied which is based on Airplane Design Group (ADG) as established by the Federal Aviation Administration. Parking charges do not apply to aircraft parked in a hangar.
4. That the landing and parking charges for each commercial aircraft will be administered and collected by the office of the Air Center Director.
5. The Rates and Fees set forth in Exhibit A attached hereto are hereby adopted and shall become effective January 1, 2026, and all prior rates, fees and charges for the Roswell Air Center are hereby repealed as of that date.

PASSED, ADOPTED, SIGNED and APPROVED _____, _____

CITY SEAL

_____

Timothy Z. Jennings, Mayor

ATTEST:

_____

Amalia Martinez, City Clerk

DRAFT

EXHIBIT A

ROSWELL AIR CENTER RATES AND FEES

LANDING CHARGES

Aircraft will be charged $0.85 per 1000 lbs. MLW. Aircraft operating under 14 CFR Part 139 or otherwise requiring ARFF services will be charged an additional $1.00 per 1000 lbs. MLW. Landing charges may be negotiated by the office of the Air Center Director. Negotiations may take into consideration the number of landings made by an aircraft, fuel purchases and the impact of the aircraft operation on other ROW revenues.

PARKING FEES

Parking Charges by Airplane Design Groups (ADG)

Group #	Wingspan (ft)	Rate/Day
I	<49	$10.00
II	49 - <79	$11.00
III	79 - <118	$12.00
IV	118 - <171	$17.00
V	171 - <214	$18.00
VI	214 - <262	$19.00

FUEL FEES

Signatory Jet A will be $0.04 per gallon.
Non-Signatory Jet A will be $0.08 per gallon.
Avgas will be $0.08 per gallon.
Fuel fees will be collected by the FBO and paid to the Air Center by the 15th calendar day of the month following the month in which the fees were collected. The FBO shall provide a detailed record of fuel sales with payment.

FINANCE CHARGES

Parking and Landing Fees: These fees are due by the 25th of each month. Any unpaid balances after this date will incur a 2% finance charge each month until the amount is paid in full.

Monthly Rent: Rent is due on the 1st calendar day of each month. If rent is not received by the 10th calendar day of the month, tenant shall pay City an additional 2% late fee as a penalty.

DRAFT

SECURITY

AOA/SIDA/Sterile Area Initial Issue	$75
AOA/SIDA/Sterile Area Renewal	$50
Badge Change Fee	$30
Missed Appointment	$20
Vehicle permits	$50
Contractors deposit	$1000
Unreturned Badge Penalty	$250 – fine to employer/authorized signatory, fee is doubled for all contractors
Unreturned vehicle permit	$100
Lost badge Penalty	$100 – First occurrence within 24-month period, this includes City employees, fee is doubled for all contractors $200 – Second and additional occurrences within 24 -month period with possible suspension or revocation of airport-issued access media for second and additional occurrences.

Roswell Air Center reserves the right to levy monetary fines up to five-hundred ($500) in accordance with the City of Roswell Municipal Code Section 5-4 for each violation of the Airport Security Program and/or Airport Security Rules and Regulations.

EQUIPMENT RENTALS

Utility trailer	$50/day
Forklift, 22K	$65/hr. or $255/day
Forklift, 6K	$45/hr. or $205/day
Large Tractor	$90/hr.
Broce Broom	$55/hr.
Tymco Sweeper	$105/hr.
Operator	$55/hr.
Delivery Fee	$30 to drop off and pick up

ROOM RENTALS

Large Conference Room	$50/hr.
Small Conference Room	$30/hr.

MISCELLANEOUS FEES

Escort Fees	$50/hr.
Airport Damage Fees	Actual current repair and/or replacement costs charged to the responsible party, plus a 15% administration fee

DRAFT

RESOLUTION 20-42

A RESOLUTION ADOPTING NEW RATES AND FEES FOR THE ROSWELL AIR CENTER

WHEREAS, the City of Roswell may provide a fee structure for aircraft use of facilities and services furnished at the Roswell Air Center (ROW).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, that:

1. There is a landing charge to be levied which is based on Maximum Certified Landing Weight (MLW) of any category, class or type of aircraft while actively engaged in use of runways, taxiways or any other facilities of the ROW airport. A charge per landing for Airport Rescue and Fire Fighting (ARFF) shall be levied for each aircraft operating under 14 CFR Part 139 or otherwise requiring ARFF services.

2. The landing charges apply only to commercial aircraft using the ROW airport facilities. Commercial aircraft as defined herein are those who derive revenue through the direct use of and aircraft to engage in, but not limited to, storage, flight testing, charters, firefighting, freight, passengers and mail.

3. There is established a parking charge to be levied which is based on Airplane Design Group (ADG) as established by the Federal Aviation Administration. Parking charges do not apply to aircraft parked in a hangar.

4. That the landing and parking charges for each commercial aircraft will be administered and collected by the office of the Air Center Director.

5. The Rates and Fees set forth in Exhibit A attached hereto are hereby adopted and shall become effective January 1, 2021, and all prior rates, fees and charges for the Roswell Air Center are hereby repealed as of that date.

PASSED, ADOPTED, SIGNED and APPROVED July 9, 2020.

CITY SEAL

Dennis Kintigh, Mayor

ATTEST:

Sharon Coll

Sharon Coll, City Clerk

EXHIBIT A TO RESOLUTION 20-42

ROSWELL AIR CENTER RATES AND FEES

LANDING CHARGES

Aircraft will be charged $0.85 per 1000 lbs. MLW. Aircraft operating under 14 CFR Part 139 or otherwise requiring ARFF services will be charged an additional $1.00 per 1000 lbs. MLW. Landing charges may be negotiated by the office of the Air Center Director. Negotiations may take into consideration the number of landings made by an aircraft, fuel purchases and the impact of the aircraft operation on other ROW revenues.

PARKING FEES

Parking Charges by Airplane Design Groups (ADG)

Group #	Wingspan (ft)	Rate/Day
I	<49	$9.00
II	49 - <79	$10.00
III	79 - <118	$11.00
IV	118 - <171	$16.00
V	171-<214	$17.00
VI	214-<262	$18.00

FUEL FEES

Signatory Jet A will be.$04 per gallon.
Non Signatory Jet A will be $.08 per gallon
Avgas will be $.06 per gallon
Fuel Fees to be collected by the FBO and paid to the Air Center by the 15th calendar day of the month following the month fees were collected. The FBO shall provide a detailed record of fuel sales with payment.

SECURITY

SIDA/Sterile Area Initial Issue:	$60
SIDA/Sterile Area Renewal:	$40
Airport Operations Area:	$40
Badge Change Fee:	$15
Unreturned Badge Penalty:	$100 – fine to employer/authorized signatory

Lost Badge Penalty:

$100 – First occurrence within 24 month period
$200 – Second and additional occurrences within 24 month period
Possible suspension or revocation of airport-issued access media for second and additional occurrences

Roswell Air Center reserves the right to levy monetary fines up to five-hundred ($500.00) in accordance with the City of Roswell Municipal Code Section X-X for each violation of the Airport Security Program and/or Airport Security Rules and Regulations.

EQUIPMENT RENTALS

Utility trailer	$45 per day
Forklift, 22K	$60 per hour/$250 per day
Forklift, 6K	$40 per hour/$200 per day
Large Tractor	$85 per hour
Broce Broom	$80 per hour (comes with operator)
Tymco Sweeper	$100 per hour (comes with operator)
Belt Loader	$60 per hour/$250 per day
Operator	$50 per hour
Delivery Fee	$25 to drop off and pick up

MISCELLANEOUS FEES

Escort Fees	$50 per hour
Commercial Photography	$50 per day
Airport Damage Fees	Actual Current repair and/or replacement costs charged to responsible party.

FINANCE CHARGES

If any fees are not paid for any month by the 25th calendar day of the month that said fees are due, tenant shall pay City and additional 2% finance charge as a penalty each month until the full amount of that month's

ROSWELL NEW MEXICO
COMMITTEE AGENDA ITEM ABSTRACT

Regular City Council Meeting **17.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Resolution 25-60: Adoption of Resolution 25-60: approving a budget adjustment for the fiscal year ending June 30, 2026. (Corn/Gomez)

BACKGROUND:
Initiated By: Toni Gomez

The New Mexico Department of Finance Administration (DFA) requires governing body approval for any budget adjustment that increases or decreases revenue or expenditures in the approved budget. The finance department is requesting approval of budget adjustments, as summarized in Exhibit "A", to align the City's FY2025-2026 budget with current funding allocations. These adjustments include updates to various grants, transfers, and departmental budgets.

FINANCIAL CONSIDERATION:
Budget adjustments are reflected across multiple funds and departments as detailed in Exhibit "A". The total impact of these adjustments is summarized below:

- Revenues $831,895.00
- Expenses $8,743,499.64

LEGAL REVIEW:
No legal review is required for this budget adjustment.

BOARD AND COMMITTEE ACTION:
The Finance Committee recommended approval x-x at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Resolution 25-60 Budget Adjustment - November 2025
Resolution 25-60 Budget adjustment - Exhibit A Amended

RESOLUTION 25-60

A RESOLUTION OF THE CITY OF ROSWELL, NEW MEXICO, AMENDING THE BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2026, FOR VARIOUS GRANTS AND OTHER DEPARTMENTS.

WHEREAS, the governing body of the City of Roswell, State of New Mexico, has previously approved a budget for the fiscal year 2025-2026, ending June 30, 2026; and

WHEREAS, the City of Roswell desires to amend said budget for $831,895.00 in revenues and $5,248,229.51 in expenses, detailed in Exhibit A and summarized below:

- Various Funds: Revenues $831,895.00 and Expenses $5,248,229.51

WHEREAS, it is the majority opinion of the Governing Body that the proposed amended budget continues to meet fiscal requirements as currently determined for the fiscal year 2025-2026.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL AS THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, hereby adopts the budget adjustment hereinabove described and respectfully requests approval for the same from the Local Government Division of the Department of Finance and Administration, State of New Mexico.

PASSED, ADOPTED, SIGNED, and APPROVED the 11th day of December 2025.

CITY SEAL

_____
Timothy Z. Jennings, Mayor

ATTEST:

_____
Amalia Martinez, City Clerk

DRAFT

City of Roswell
Budget Adjustment
December 2025

Fund	Department		Category (Revenue/Expense)	Description	Proposed Adjustment (+/-)
Fire Protection	Fire Protection	2265-443650	Revenu	FY26 Grant Fire Marshall	600,000.00
Musuem	Museum	2611-489100	Revenu	Reimbursement from Fine Arts Insurance	231,895.00
					831,895.00
LG Abatement	LG Abatement-Opioid Fund	27003025-793000	Expenditure	Opioid Settlement	1,875,952.57
Fire Protection	Fire Protection	22654123-817506	Expenditure	FY26 Grant Fire Marshall	600,000.00
Public Safety	Public Saftey	55004125-817506	Expenditure	HME Pumper (supplement fire grant)	153,215.00
Special Electronics	Special Electronics	26234323-817504	Expenditure	Malfunction Monitor Unit with Cabinet Hub	7,540.00
Special Electronics	Special Electronics	26234323-817504	Expenditure	Cobalt Traffic Signal Controller with Cabinet	23,420.00
Museum	Museum	26114221-612500	Expenditure	Reimbursement from Fine Arts Insurance	231,895.00
Public Safety	Public Safety	55004125-511110	Expenditure	Full-Time Salaries	553,277.77
Public Safety	Public Safety	55004125-521210	Expenditure	Full-Time Overtime	264,467.70
Public Safety	Public Safety	55004125-541561	Expenditure	Phone Allowance	630.00
Public Safety	Public Safety	55004125-551510	Expenditure	FICA Tax	32,872.87
Public Safety	Public Safety	55004125-551520	Expenditure	Medicare Tax	7,687.70
Public Safety	Public Safety	55004125-561530	Expenditure	PERA	62,562.46
Public Safety	Public Safety	55004125-561535	Expenditure	NMRHCA	10,603.75
Public Safety	Public Safety	55004125-571536	Expenditure	Administration Fee	266.85
Public Safety	Public Safety	55004125-571540	Expenditure	Group Insurance	298,409.44
Public Safety	Public Safety	55004125-571550	Expenditure	Worker's Comp Fee	125.80
Public Safety	Public Safety	55004125-584201	Expenditure	Physicals	-
Public Safety	Public Safety	55004125-585901	Expenditure	EE Train	50,000.00
Public Safety	Public Safety	55004125-585902	Expenditure	EE Travel	5,000.00
Public Safety	Public Safety	55004125-585905	Expenditure	Recert Fee	0.00
Public Safety	Public Safety	55004125-586101	Expenditure	Gen Unifrm	50,000.00
Public Safety	Public Safety	55004125-614002	Expenditure	M&R-Bldg	3,750.00
Public Safety	Public Safety	55004125-614004	Expenditure	M&R-Equip	5,000.00
Public Safety	Public Safety	55004125-614012	Expenditure	M&R-Vehcle	55,000.00
Public Safety	Public Safety	55004125-623401	Expenditure	Ins-Auto	8,000.00
Public Safety	Public Safety	55004125-635802	Expenditure	Util-MobPh	50,000.00
Public Safety	Public Safety	55004125-636302	Expenditure	Util-Elect	6,249.99
Public Safety	Public Safety	55004125-636303	Expenditure	Util-Gas	2,499.99
Public Safety	Public Safety	55004125-636304	Expenditure	Util- Water	12,499.98
Public Safety	Public Safety	55004125-642901	Expenditure	NC-Comptr	42,500.00
Public Safety	Public Safety	55004125-642902	Expenditure	NC-Tools	36,000.00
Public Safety	Public Safety	55004125-642903	Expenditure	NC-F&F	20,000.00
Public Safety	Public Safety	55004125-642904	Expenditure	NC-Eqpmnt	45,000.00
Public Safety	Public Safety	55004125-654801	Expenditure	Cnt-ProSvc	58,000.00
Public Safety	Public Safety	55004125-663301	Expenditure	Cmptr-Subs	77,135.00
Public Safety	Public Safety	55004125-672805	Expenditure	PubRel-adv	1,000.00
Public Safety	Public Safety	55004125-674700	Expenditure	pubRel-Prnt	1,000.00
Public Safety	Public Safety	55004125-715303	Expenditure	G&A-Licnse	1,000.00
Public Safety	Public Safety	55004125-723200	Expenditure	Sup-Fluids	52,001.00
Public Safety	Public Safety	55004125-725601	Expenditure	Sup-Genrl	4,000.00
Public Safety	Public Safety	55004125-725602	Expenditure	Sup-Office	3,000.00
Public Safety	Public Safety	55004125-725605	Expenditure	Sup-EMS	300,000.00
Public Safety	Public Safety	55004125-725608	Expenditure	Sup-Janit	6,666.64
Public Safety	Public Safety	55004125-817503	Expenditure	Cap-Bldglm	100,000.00
Public Safety	Public Safety	55004125-817505	Expenditure	Cap-Equip	50,000.00
Public Safety	Public Safety	55004125-817506	Expenditure	Cap-Vhcle	80,000.00
					5,248,229.51
Air Center	Air Center	51004331-654801	Transfer Out	Sceye	-13,720.00
General	Legal	11014051-654830	Transfer In	Sceye	13,720.00
					-

Regular City Council Meeting
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Approval of Aevex Aerospace, LLC to enter into a 5-year lease beginning October 1, 2025, and ending September 30, 2030, for Bunker 1136 and Bunker 1142 at the Roswell Air Center. (Heldenbrand/Thompson)

BACKGROUND:
Initiated by: Bobbi Thompson

Aevex Aerospace, LLC, requests to enter into a 5-year lease for Bunker 1136, consisting of 1,560 square feet, more or less, and Bunker 1142, consisting of 200 square feet, more or less, located at the Roswell Air Center, commencing on October 1, 2025, and ending September 30, 2030.

FINANCIAL CONSIDERATION:
Tenant agrees to pay the Landlord, as rent, the sum of three thousand eight hundred thirty-nine dollars and fifty-one Cents (3,839.51), payable in 12 monthly installments of $319.96, for Bunker 1136. Tenant agrees to pay the Landlord as rent the sum of four hundred ninety-two dollars and eighteen cents ($492.18), payable in 12 monthly installments of $41.01 for Bunker 1142.

LEGAL REVIEW:
City Attorney has reviewed this lease.

BOARD AND COMMITTEE ACTION:
Legal Committee recommended approval 5-0 at its meeting on November 18, 2025.

STAFF RECOMMENDATION:
Staff recommends to proceed as presented.

Attachments

Aevex Aerospace, LLC

MUNICIPAL PROPERTY USE AND LEASE AGREEMENT

THIS PROPERTY USE AND LEASE AGREEMENT (the "Lease"), is made and entered into as of the date of the last signature below, by and between the City of Roswell, a New Mexico municipal corporation existing under the laws of the State of New Mexico (together with its successors and assigns) ("City"), and AEVEX Aerospace, LLC a (an) Florida Limited Liability Company ("Lessee"). The City and Lessee are collectively referred to herein as "The Parties."

WHEREAS, City has agreed to lease to Lessee the real property described below, together with the improvements thereon, in Chaves County, New Mexico, and Lessee has agreed to lease said real property and improvements from City.

WHEREAS, the Parties desire to enter into this Lease to set out the terms and conditions for such lease and use of the Leased Premises.

NOW THEREFORE, for and in consideration of the mutual obligations, covenants and agreements hereinafter set forth, City and Lessee agree as follows, to wit:

ARTICLE 1 – GRANTING CLAUSE AND LEASED PREMISES.

For the term, at the rent and otherwise upon the terms, provisions and conditions contained herein, City hereby leases to Lessee, and Lessee does hereby accept and lease from City in its current condition, as more specifically described on Exhibit "A" attached hereto and made a part hereof ("Leased Premises"), to include the surface only to the following real property, together with and other ancillary improvements located thereon:

Bunker No.1136, consisting of 1,560 square feet, and bunker No.1142, consisting of 200 square feet of usable space, more or less, located at the Roswell Air Center, identified on a plat attached hereto and made a part hereof, identified and listed as Exhibit "A" (Premises).

The address of the Leased Premises is commonly known as 122 Will Rogers Rd, Roswell, NM 88203. The Leased Premises include existing infrastructure and buildings currently used for storing ammunition, explosives, and paperwork. As further set forth in Article 5, the Leased Premises are being leased "AS IS," including the environmental condition of the land, and City has made no representations or warranties of any kind or nature with regard to the existing or ongoing condition of the Leased Premises or its fitness or suitability for any particular use.

The rights granted herein are subject to all valid and existing rights in the Leased Premises.

ARTICLE 2 – TERM

2.01 Lessee shall commence leasing of the Leased Premises effective on October 1, 2025, for 5 years and shall terminate on September 31, 2030, collectively known as the "Lease Period," unless terminated or canceled earlier as herein provided. City hereby approves, and shall not contest, relinquishment of this Lease by Lessee at any time following the Termination Date, provided that Lessee is not in default of the Lease at the time of said relinquishment, and also that Lessee surrenders the Leased Premises in compliance with this Lease.

ARTICLE 3 – RENT

3.01 Lessee agrees to pay to City as rent the sum of Three Thousand Eight hundred thirty-nine dollars and fifty-one cents ($3,839.51), payable in 12 monthly installments of $319.96, and annual rent for Bunker No.#1142 the sum of four hundred ninety-two dollars and eighteen cents ($492.18), payable in 12 monthly installments of $41.01. Thereafter, the rent will be adjusted annually by CPI or 3 %, whichever is greater. Rent and other fees are due on the first day of each month. Beginning with the first month after the first lease anniversary, base rent is due and payable in advance on or before the 1st day of each month during the term of this lease. On the lease anniversary dates, the base rent amount will be escalated by two percent (2.0%) per year. Time is of the essence with regard to the payment of rent.

3.02 If Lessee fails to pay all rent and other fees due for any month by the tenth calendar day of the month that said rent and fees are due, Lessee shall pay to City an additional 2% finance charge, as a penalty, each month until the full amount of that month's rent is paid. This penalty shall be immediately payable without limiting City in the exercise of any other right or remedy to which it may be entitled by reason of Lessee's failure to pay rent when due. All rent shall be paid to City without abatement, reduction or setoff of any kind except as herein specifically provided.

ARTICLE 4 – SECURITY DEPOSIT OR BOND

4.01 SECURITY DEPOSIT. Lessee will pay the amount of $2,165.85 as a security deposit as security for Lessee's full and faithful performance of all terms of this Lease. This amount shall be used by City at the termination of this Lease toward a. payment for rent or penalties due City, b. reimbursement of the costs of cleaning and repairing damages (beyond normal wear and tear) to the Leased Premises and c. the cost of removal of any hazardous material not properly disposed of by Lessee. City shall be the sole and reasonable judge of all cleaning and repairs required for the Leased Premises and the amounts needed for these purposes. Upon termination or expiration of this Lease the security deposit shall first be applied to necessary cleaning and removal, repairs and the remaining balance, if any, may then be applied to rentals and penalties then owing to City. Any refund of the security deposit due Lessee will be delivered or mailed within 60 days after the termination of this Lease.

ARTICLE 5 – CONDITION OF LEASED PREMISES

Lessee has inspected the Leased Premises and accepts Leased Premises in its present condition "as is". Lessee acknowledges that any requirements for accessibility and/or public accommodation(s) are Lessee's responsibility. Lessee agrees that the Leased Premises are in good repair and condition except as noted herein. Lessee agrees that, at the expiration of the term hereof, it shall yield up and deliver the Leased Premises to City in as good repair and condition, broom clean, as when received, except for loss resulting from ordinary use and wear.

ARTICLE 6 – PURPOSE AND USE OF THE LEASED PREMISES

6.01 PERMITTED USE. Lessee shall use the Leased Premises for the sole and exclusive purpose of storing ammunition, explosives, and paperwork. No other uses shall be permitted.

6.02. SPECIAL EVENTS. City may, at its discretion, conduct or host special activities or events near or about the Premises or elsewhere at or about Airport. The City shall not be liable to Lessee or any Sublessee for any actual or alleged cost or loss, including, but not limited to, any actual or alleged loss of revenue or good will, caused by, resulting from, arising out of, relating to or in connection or conjunction with such special events.

6.03 MAINTENANCE.

a. While this Lease is in effect, the Lessee agrees to maintain, at its sole cost and expense, in good condition and repair, all structural and mechanical components of any improvements maintained or constructed on the Leased Premises, including without limitation the foundation, roof, interior and exterior walls, any heating, ventilating and air conditioning systems, heating systems, any plumbing, electrical, and mechanical systems, ceilings, floors, wiring and any non-public utilities. Lessee will maintain the improvements in a condition of safe occupancy during the term of this Lease to a non-lesser standard than the current condition. City will not be under any obligation to operate or maintain the Leased Premises during the Lease Period.

b. Further, the Lessee shall maintain throughout the term of this Lease in good condition and repair, all nonstructural components of any improvements placed on the Leased Premises, including without limitation, the exterior, windows, glass, landscaping, driveways, parking areas, fences, doors, signage, and lighting, ordinary wear and tear excepted, and all personal property of the Lessee situated in or on the Leased Premises. Lessee will keep the Leased Premises and any improvements thereon clean and free from debris.

c. City shall be the sole and reasonable judge of the quality of maintenance and, upon written notice by City to Lessee, Lessee shall be required to perform whatever

maintenance City deems reasonably necessary, provided, however, such maintenance shall be consistent in quality with that required of other City Lessees in comparable facilities. If said maintenance is not undertaken by Lessee within ten (10) days after the date City gives Lessee written notice of corrections needed, City shall have the right to enter upon the Leased Premises and perform the necessary maintenance, the cost of which shall be two times the cost for parts and labor and borne by Lessee.

d. Lessee shall not make any alterations to the Lease Premises or improvements placed thereon without prior written approval by City. City's approval to make alterations shall not be unreasonably withheld. City hereby pre-approves any alterations or improvements necessary to ensure the safe occupancy of any structures placed on the Leased Premises.

6.03 HAZARDOUS MATERIALS. Lessee shall conduct all of its activities: (a) in compliance with all applicable environmental laws, rules and regulations and any other applicable laws and regulations applicable to the Lessee's use of the Leased Premises.

a. Without limiting the foregoing, if Lessee or its agents, employees, invitees, or contractors should in any manner, leak, discharge, spill or release hazardous materials, including but not limited to fuel, oil, petroleum products, cleaning solvents, degreasers, deicing chemicals, or other fluids upon the Leased Premises, Lessee and its agents, or contractors shall be strictly liable to City, jointly legally and financially responsible and will incur direct liability pursuant to all applicable environmental laws.

b. In addition to all other indemnities provided in this Lease, Lessee agrees to defend, indemnify, and hold the City free and harmless from any and all claims, causes of action, regulatory demands, liabilities, fines, penalties, losses, and expenses, including without limitation cleanup or other remedial costs (and including reasonable attorneys' fees, costs and all other reasonable litigation expenses when incurred and whether incurred in defense of actual litigation or in reasonable anticipation of litigation), arising from the generation, manufacture, processing, use, release or other spills or leaks of chemicals and products that are or may become hazardous materials, the existence or discovery of any hazardous materials in excess of the levels allowed by all applicable environmental laws or violations of applicable environmental laws on the Leased Premises, the subsurface or the migration of any hazardous material from the Leased Premises to other properties or into the surrounding environment, in each case caused by the Lessee or its operations whether: (a) made, commenced or incurred during the Lease Period; or (b) made, commenced or incurred after the expiration or termination of this Lease if arising out of events occurring during the Lease Period; provided, however, Lessee's obligation to indemnify the City pursuant to this paragraph shall not apply with respect to either: (a) any hazardous material released by the City; or (b) any hazardous material (for which Lessee is not otherwise responsible) clearly demonstrated to have existed prior to this Lease or be migrating onto the Leased Premises from some other location through no fault of Lessee.

c. If there is a violation of any environmental laws concerning the presence, use, generation, storage or other management of hazardous materials, Lessee shall at its cost promptly take such action as is necessary to mitigate and correct the violation.

d. The foregoing indemnity shall survive the expiration or earlier termination of this Lease and will not be affected in any way by the amount of or the absence in any case of covering insurance or the failure or refusal of any insurance carrier to perform any obligation on its part under insurance policies affecting the Leased Premises. In addition, Lessee shall be responsible for any environmental cost associated with negligence or willful acts or omission by Lessee, and notifications to appropriate regulatory agencies arising there from.

ARTICLE 7 – UTILITY AND OTHER CHARGES

In addition to all rent payable by the Lessee under Article 3, above, during the term hereof, Lessee shall pay all taxes, licenses, charges, fees or assessments levied or to be levied upon personal-property, fixtures or equipment placed by Lessee upon the Leased Premises, and insurance, of whatsoever kind or nature, incident to or arising out of the conduct of Lessee's business. Failure to have an appropriate current license or permit for Lessee's conduct of business shall be a breach of this Lease. Lessee will promptly pay all utilities and other charges used on the Leased Premises, including electric, gas, water, garbage, sewage, telephone, internet, all maintenance and operating costs and other services which may be incurred in connection with Lessee's use of the Leased Premises, and save harmless City therefrom. The City is not responsible for any payments that may be associated with any demolition or construction of any improvements or infrastructure.

ARTICLE 8 – LIEN

To secure the payment of any rent amount that becomes due, and to satisfy all reasonable costs incurred by City in recovering said rent amount, City shall have a first and prior lien on any and all improvements, fixtures, and equipment placed on the Leased Premises, owned by Lessee.

ARTICLE 9 – PERSONAL PROPERTY

All personal property and fixtures of Lessee in or on the Leased Premises shall be kept at the sole risk of Lessee, and City shall not be liable for any damage thereto or to Leased Premises or to Lessee for interruption of business or otherwise. Lessee hereby waives all causes or rights of recovery against City, its agents, employees, invitees and tenants for any loss to such personal property and fixtures on the Leased Premises or to consequential loss arising therefrom caused by fire or other casualty, whether negligently caused or not.

ARTICLE 10 – IMPROVEMENTS

10.01 The Leased Premises include improvements including but not limited to existing infrastructure and building currently used as storage. Lessee may use the existing improvements or remove existing improvements subject to prior written approval by City. In addition, Lessee may, place the following improvements on the Leased Premises:

Specific improvements to the Leased Premises are subject to City's prior written approval.

10.02 No other improvements shall be placed on or alterations made to the Leased Premises without the prior amendment of this Lease pursuant to Article 22 hereof to permit such improvement placement. Lessee shall maintain and protect from waste and trespass all improvements placed on the Leased Premises.

10.03 Ownership Of Improvements, Improvement Removal And Reclamation. Before relinquishment or termination of this Lease without re-lease to Lessee, or upon City's cancellation of this Lease as provided herein, City may either declare title to the improvements without payment or compensation to the Lessee or City may order the removal of such improvements. City may declare title to certain improvements and may order the removal other improvements. City will inventory the improvements and provide notice to the Lessee of its intent to declare title to the improvements or its order to remove the improvements one (1) year before relinquishment or termination of the Lease. If City determines certain improvements must be removed, Lessee shall remove those improvements and shall restore the Leased Premises to their condition existing prior to the placement of said improvements; provided, however, if any rent amount is due and unpaid at the time of Lease cancellation or termination, Lessee shall remove improvements and restore the Leased Premises as herein provided only at such time, in such manner and under such conditions as City may in writing demand. So long as improvements are maintained to the standards contained in paragraph 6.02 above, City shall not order the removal of those improvements. Lessee hereby waives, and shall not assert, any right to compensation for improvements on the Leased Premises. This paragraph shall survive termination of this Lease. The foregoing rights of City shall be cumulative to City's right to cancel this Lease as herein provided.

10.04 Equipment. Except as otherwise provided herein, Lessee shall have the right to install such equipment as may be necessary to conduct of its business on the Leased Premises; and at the expiration or termination of the Lease, Lessee shall have the right to remove all of such equipment installed by Lessee that is removable without damage to the Leased Premises.

10.05 Signs And Advertising. Lessee shall not erect, maintain, or display any signs or other advertising at or on the Leased Premises without first obtaining the written approval of City, such approval not to be unreasonably withheld.

ARTICLE 11 – RELINQUISHMENT

Lessee, if not in default under this Lease, may at any time apply to relinquish the Lease to City and be relieved of further obligations under the lease, provided, however, such relinquishment shall not be valid or effective until approved in writing by City. Lessee must file an application to relinquish the Lease at least one hundred eighty (180) days prior to the date on which the Lessee requests the relinquishment to go into effect. City may condition relinquishment on any terms it deems reasonable. Upon relinquishment, Lessee shall not be entitled to the refund of any rent previously paid.

ARTICLE 12 – ASSIGNMENT

Lessee shall not assign this Lease, any part thereof, or assign any improvements located on the Leased Premises without the prior written amendment of this Lease pursuant to Paragraph 22 hereof to permit such assignment. Any lease assignment without lease amendment shall be null and void. City may condition such lease amendment upon an increase in the rent amount and the modification or addition of other Lease provisions.

ARTICLE 13 – SUBLEASE

Lessee shall not sublease the rights granted hereunder, any part thereof, any portion of the Leased Premises or any improvements located on the Leased Premises without the prior written approval of City to permit such sublease. Any sublease without City's approval shall be null and void. City may condition such approval upon an increase in the rent amount and the modification or addition of other Lease provisions, however any such modification or addition to the Lease shall not be unreasonable. The City's approval of a sublease shall not be unreasonably withheld.

ARTICLE 14 – COLLATERAL ASSIGNMENT

Any attempt to collaterally assign or leasehold mortgage Lessee's interest in this Lease, or in any Improvements, is void and will not vest the purported Lender with any right, title, interest, claim or privilege with respect to this Lease or Improvements absent prior approval in writing by City.

ARTICLE 15 – WAIVER

No employee or agent of City has the power, right, or authority to orally waive any of the terms, conditions, or covenants hereof and no waiver by City of any of the terms, conditions, or covenants hereof shall be effective unless in writing and executed by City. City's waiver of Lessee's breach or default of any of the terms, conditions or covenants hereof shall not constitute or be construed as a waiver of any other or subsequent breach or default by Lessee. The failure of City to enforce at any time any of the terms, conditions or covenants hereof or to exercise any option herein provided, or to require at any time performance by Lessee of any of the terms, conditions, or covenants hereof shall not constitute or be construed to be a waiver of such terms, conditions, or covenants, nor shall

it affect the validity of this Lease or any part thereof, or City's right to thereafter enforce each and every such term, condition, and covenant.

ARTICLE 16 – WAIVER, RELEASE AND PROTECTION OF THE LEASED PREMISES

Lessee is leasing the Leased Premises based on Lessee's own inspection and investigation of and judgment regarding the Leased Premises. City makes no warranties or representations of any kind or nature with regard to the Leased Premises or with regard to this transaction.

If accidental discharge, release, spill, or fire or any other event having environmental consequence occurs, Lessee agrees to provide notice to City at the same time and in the same manner as Lessee is required to provide to the federal, state or local agency having responsibility for enforcing compliance with environmental laws, regulations and policy. Lessee agrees that, upon request by City, City shall have access to all reports, documents, test data, and all other materials provided by City to or received by Lessee from a governmental agency having responsibility for enforcing compliance with environmental or other laws.

In the event City is required to incur any cost or expense to enforce the provisions of this lease, including but not limited to consultants, engineers, soil, air or water sampling and attorneys' fees and costs, Lessee shall be liable for and reimburse City for said costs and expenses.

ARTICLE 17 – LIABILITY; INDEMNIFICATION; INSURANCE.

17.01 LIABILITY. City shall not be liable to Lessee or to Lessee's employees, customers, visitors or any other person or entity for any death or injury or damage to person or property arising from any cause whatsoever which shall occur in any manner in or about the Leased Premises in connection with or arising out of Lessee's operations and use of the Leased Premises.

17.02 INDEMNIFICATION. Lessee shall hold harmless, indemnify and defend City, and City's employees, agents, and contractors, in both their official and individual capacities, from any and all liabilities, claims, losses, damages, or expenses, including but not limited to reasonable attorneys' fees, loss of land value, third party claims, penalties or removal, remedial or restoration costs arising out of, alleged to arise out of or indirectly connected with a) the operations hereunder of Lessee or Lessee's employees, agents, contractors, or invitees, b) the activities of third parties on the Leased Premises, whether with or without Lessee's knowledge or consent. In the event that any action, suit or proceeding is brought against Lessee, Lessee shall, as soon as practicable but no later than three (3) days after it receives notice thereof, notify the legal counsel of City. This Paragraph shall survive the

termination, cancellation or relinquishment of this Lease, and any cause of action of City to enforce this provision shall not be deemed to accrue until City's actual discovery of said liability, claim, loss, damage, or expense.

Lessee further agrees that its obligation to indemnify, defend and hold harmless City shall not be limited to the limits or terms of the liability insurance, required pursuant to this Lease.

17.03 INSURANCE. Lessee shall purchase, or cause to be purchased, and maintain in effect during the Term of this Lease with insurance carriers or risk retention groups authorized to do business in the State of New Mexico and approved by the City, any insurance required by this paragraph. The insurance and additional insured requirements contained in this Lease are considered minimum coverage amounts and Lessee may elect greater coverage limits than what is specified in this Agreement or as may be required by law. All applicable coverage, unless specified otherwise, shall remain in full force and effect until the expiration, cancellation, or termination of the Agreement and for the subsequent three (3) years following the expiration, cancellation, or termination for loss covered by and occurring during the term of the Lease.

A. General Liability Insurance

Lessee shall carry and maintain, at Lessee's cost and expense, a policy of commercial general liability insurance (in the broadest form then available in New Mexico) that names the City as an insured party or additional insured party protecting the City against claims for bodily injury, personal injury, death and property damage. Such insurance must include coverage for all exposures arising from Lessee’s operations, and contractual liability, to protect the Lessee and any additional insured parties from claims for bodily injury, including death, as well as from claims for property damages or loss which may arise from activities, omissions, and operations of the Lessee under the Lease, whether such activities, omissions, and operations be by the Lessee, subcontractor, or by anyone employed by or acting for the benefit of the Lessee in conjunction with this Lease. Such liability insurance coverage shall also extend to damage, destruction and injury to City-owned or City-leased property and City personnel, and caused by or resulting from work, acts operations or omissions of Lessee.

Such an insurance policy must specifically provide coverage for the City and its employees and agents in minimum amounts of $2 million dollars ($2,000,000.00) for damage to or destruction of each legally described real property arising out of a single occurrence; 2 million dollars ($2,000,000.00) per occurrence for bodily injury, personal injury or death; and $2 million dollars ($2,000,000.00) with respect to any one occurrence. Higher coverage for the City may be reasonably required by the City from time to time, including but not limited to increases needed to provide complete coverage for City’s maximum liability under the New Mexico Tort Claims Act, NMSA 1978 § 41-4-1 et seq. and New Mexico Civil

Rights Act, NMSA 1978 § 41-4A-1 et seq. City shall have no liability for premiums charged for such coverage, and inclusion of City as an insured party is not intended to, and shall not make City a partner or joint venturer with Lessee in its operations.

B. Property Coverage

In addition, the Lessee must obtain at its own expense, insurance coverage adequate to protect its operations, property, employees and agents in amounts Lessee finds sufficient but in no case shall such property insurance coverage be for less than one hundred percent (100%) Replacement Cost of Improvements on an Agreed Value Basis. Lessee shall be solely responsible for obtaining insurance policies that provide coverage for losses of Lessee-owned property, including improvements, and City shall be named as an additional insured on the policy. City shall not be required to provide such insurance coverage or be responsible for payment of Lessee's costs for such insurance.

22.5. Within ten (10) days after the execution of this Lease by City and delivery to Lessee, Lessee shall deliver to City original or duplicate certificates of insurance evidencing all the insurance which is required to be maintained under this Lease by Lessee certifying that all requirements set forth herein have been complied with, and within ten (10) days prior to the expiration of any such insurance, other original or duplicate certificates evidencing the renewal of such insurance. A certificate, policy, endorsement or rider which states that failure to give City notice imposes no liability or obligation on the insurer shall not be in compliance with this Lease. The following specific extensions of coverage must be indicated on the Certificate of Insurance:

(1) Contractual liability

(2) Bodily Injury and Property Damage liability

(3) Premises operations

(4) Personal injury

(5) Advertising injury

(6) Fire legal liability

(7) Medical expense

(8) Independent contractor/consultants/subcontractor/consultants

(9) Products – completed operations

(10) Pollution Liability

(11) Additional insured endorsement (primary& non-contributing in favor of City)

(12) Waiver of subrogation in favor of City

The above required Liability limits can be a combination of Primary Limits and Excess Liability/Umbrella limits. For example, certificates or policies stating that the insurer shall "endeavor to notify" and that "failure to give such notice imposes no obligation" on the insurer are unacceptable to City. Failure to comply with the insurance specifications in this Lease is a material breach of the Lease. Different types of required insurance may be written in one or more policies.

In the event of any cancellation of any insurance coverage required by or on behalf of Lessee pursuant to this Lease, whether it be for non-payment of premium or for other than non-payment of premium, or in the event of any adverse, material change of any insurance required by this Lease effected by the insurance carrier providing such coverage, Lessee must email a copy of the cancellation notice or notice of adverse, material change to City's legal counsel and mail a copy to the address below no later than three (3) business days after the receipt of a cancellation notice or a notice of adverse material change.

Air Center Manager
1 Jerry Smith Circle
Roswell, New Mexico 88203

City agrees to waive its rights of subrogation that it may have against Lessee in the event Lessee's insurance providers pay insurance proceeds to City based on any act or failure to act by Lessee.

ARTICLE 18- USE OF THE PREMISES. Security Responsibilities Of Tenant, Tenant

1. USE OF THE PREMISES. Security Responsibilities of Tenant, Tenant Employees and Other Persons.

a. No person may:

i. Tamper, interfere with, compromise, modify, attempt to circumvent, or cause a person to tamper, interfere with, compromise, modify, or attempt to circumvent any security system, measure, or procedure.

ii. Enter, or be present within, a Secured Area, AOA, SIDA, or sterile area without complying with the systems, measures, or procedures being applied to control access to, or presence or movement in, such areas.

iii. Use, allow to be used, or cause to be used, any airport-issued or airport-approved access medium or identification medium that authorizes the access, presence, or movement of persons or Vehicles in Secured Areas, AOAs, or SIDAs in any other manner than that for which it was issued by the Airport Authority.

b. Security Badges

i. Airport ID Badge

1. Persons who work or do business on Airport property on a permanent or long-term (longer than 30 days) basis must have an Airport-issued identification in the form of an Airport ID badge. An individual holding an Airport ID badge may also be referred to as "badged personnel.

" ii. Airport ID Badge Holder and Tenant Security Responsibilities / Access Control Procedures 12 of AEVEX Aerospace, LLC

1. All badged personnel have an affirmative duty to maintain a secure Airport. Airport tenants are responsible for ensuring that their employees, suppliers, contractors, subcontractors, and all other businesses and entities providing services on Airport property comply with Airport Security these Rules and Regulations.

c. All badged personnel have an affirmative duty to maintain a secure Airport. Airport tenants are responsible for ensuring that their employees, suppliers, contractors, subcontractors, and all other businesses and entities providing services on Airport property comply with Airport Security these Rules and Regulations.

d. All badged personnel have an affirmative duty to maintain a secure Airport. Airport tenants are responsible for ensuring that their employees, suppliers, contractors, subcontractors, and all other businesses and entities providing services on Airport property comply with Airport Security these Rules and Regulations.

e. Tenants and tenant employees are responsible for controlling access to doors, gates and other passageways between the AOA and the landside of the airport through their lease areas.

f. A breach in security caused by a tenant or tenant employee that results in a TSA, Airport Security Coordinator, or Airport Director finding of negligence will be cause to review, suspend, or withdraw access privileges, impose additional training requirements and/or impose other penalties as provided by these Rules and Regulations and the Airport Security Program.

g. Tenant shall use the Leased Premises solely for the purpose of storing ammunition, explosives, and paperwork, together with such other related uses as shall be reasonably incidental thereto, and for no other purposes, and it shall not use the Leased Premises for any purpose prohibited by the laws of the United States and the State of New Mexico. The Roswell City Code shall bind tenant or as may be amended from time to time and all applicable policies and procedures of the Roswell Air Center (ROW).

h. Proper disposal of trash, fluids, parts, hazardous or contaminated waste or materials of whatsoever kind, type or description generated on or as a part of Tenant’s occupancy of the Premises is the sole and absolute responsibility of Tenant. Tenant shall comply with all Federal, State and local regulations, laws and ordinances of the City of Roswell in disposal of any such materials. Improper disposal of trash, fluids, parts, hazardous or contaminated waste or materials of whatsoever kind, type or description, generated on or as a part of Tenant’s occupancy of the Premises shall be grounds for the immediate Lease termination with or without process of law. Tenant represents to Landlord that it will not release any hazardous materials at the leased premises or contaminate the leased premises. To the extent it is proven that hazardous materials have been released on the leased premises by Tenant, Tenant’s employees or representatives during the term of Tenant’s occupancy of

the leased premises, Tenant hereby unconditionally agrees at its sole cost to defend , indemnify, protect and hold Landlord harmless from and against any bodily injury, death or property damage, including:

i. Environmental claims.

ii. Environmental expenses, including without limitation, the handling, investigation, treatment, storage decontamination, remediation, removal, transport or disposal of such hazardous materials.

iii. Liabilities, losses, damages, fines, penalties, charges, orders, judgments, or liens caused by such release.

i. Tenant shall operate its business in such a manner as to prevent the performance of any act or creation or maintenance of anything which, in the opinion of Landlord, is or may become a nuisance or otherwise noxious or objectionable condition including, but not limited to, any act or thing resulting in noise, vibration, shock, smoke, dust, odor or other forms of air pollution, or other condition, substance or element in such amount as to affect areas surrounding or adjoining the Premises. Landlord shall be the sole and reasonable judge as to whether or not any act done or thing created or maintained by Tenant on the Premises is or may become a nuisance or otherwise noxious or objectionable condition, and Tenant agrees to abide by Landlord's decision and act in accordance with its directions with respect thereto.

j. Landlord reserves the right to take any action it considers necessary to protect the aerial approaches to the ROW's airport against obstruction, and together with the right to prevent Tenant from erecting or permitting to be erected any building or other structure on the Premises which, in the opinion of Landlord, would limit the usefulness of the airport or constitute a hazard to aircraft or conflict with a current restriction or master plan.

ARTICLE 19 – DEFAULT AND CANCELLATION

Upon Lessee's violation of any of the terms, conditions, or covenants contained herein, including the failure to pay the rent when due, City may cancel this Lease after providing Lessee one hundred eighty (180) days' notice of the default by registered mail. The mailing of such notice as herein provided shall constitute notice of City's intention to cancel the Lease and no proof of receipt of such notice shall be necessary in order for City to enforce the lease cancellation one hundred eighty days (180) days after the mailing of the notice if Lessee has not cured the default to City's satisfaction within said one hundred eighty (180) day period. Lessee agrees that if a court of competent jurisdiction determines that Lessee has breached any of the terms, conditions or covenants of this Lease, Lessee shall pay the costs incurred by City in litigating the default, including reasonable attorney fees. In the event of a breach of the terms of this Lease by the Lessee, the City also shall have all remedies available at law or equity.

ARTICLE 20– DAMAGE OR DESTRUCTION OF LEASED PREMISES

In the event the Leased Premises are damaged by fire or other perils, City may, in its sole and absolute discretion, repair or rebuild the same within a reasonable time after the event causing such damage. City shall in its sole discretion have the option to: (1) to repair,

reconstruct or restore the Leased Premises within a reasonable time of the event causing the damage, in which case this Lease shall continue in full force and effect, but the rent shall be proportionately reduced as provided above during the period of such repair, reconstruction or restoration, or (2) to give notice to Lessee at any time within sixty (60) days after such damage occurs, terminating this Lease as of the date specified in such notice, which date shall be no more than thirty (30) days after the giving of such notice. In the event of giving to Lessee such notice of termination, this Lease shall terminate and all interests of Lessee in the Leased Premises shall cease on the date so specified in such notice and Lessee shall pay the rent, as proportionately reduced, based upon the extent, if any, to which such damage interfered with the business carried on by Lessee in the Leased Premises, up to the date of such termination. If the damage is due to the fault or neglect of Lessee or its employees, as determined by City in its sole discretion, there shall be no reduction of rent.

City shall not be required to repair any damage by fire or other casualty, or to make any repair or replacements of any leasehold improvements, fixtures, or other personal property of Lessee.

ARTICLE 21 – COMPLIANCE WITH APPLICABLE FEDERAL, STATE, OR LOCAL LAW OR REGULATION

Lessee shall fully comply with all federal and state laws, regulations, rules, ordinances and requirements, applicable to the Leased Premises or to Lessee's operations thereon, including but not limited to all applicable federal and state laws governing water, endangered or threatened species, hazardous materials, environmental protection, land use, health and safety, cultural, historic or archeological/paleontological properties, waste, trespass, including all applicable federal, state, or local law or regulations that may be promulgated after the effective date of this Lease. Lessee agrees to protect the Leased Premises from waste or trespass. Lessee's compliance with all laws, regulations, and policy shall be at its own expense.

ARTICLE 22 – SCOPE OF AGREEMENT

This Lease incorporates all the agreements, covenants and understandings between City and Lessee concerning the subject matter hereof and all such agreements, covenants and understandings are merged into this Lease. No prior agreement or understanding between City and Lessee shall be valid or enforceable unless expressly embodied in this lease.

ARTICLE 23 – AMENDMENT

This Lease shall not be altered, changed, or amended except by an instrument executed by both City and Lessee.

ARTICLE 24 – APPLICABLE LAW

This Lease shall be governed by the laws of the State of New Mexico.

ARTICLE 25 – SUCCESSORS IN INTEREST; THIRD PARTIES

All terms, conditions and covenants of this Lease and all amendments thereto shall extend to and bind the heirs, successors and assigns of Lessee and City. There are no third-party beneficiaries of this Lease.

ARTICLE 26– BANKRUPTCY

If Lessee should be adjudged bankrupt, either voluntarily or involuntarily, City shall have the option to pursue with the Court having jurisdiction all remedies to which City may be entitled in law or equity. In no event shall Lessee's interests in this Lease be deemed to be an asset of Lessee.

ARTICLE 27 -- HOLDOVER

If Lessee enters upon the Leased Premises after the termination or cancellation of this lease for any purpose, or leaves any equipment, buildings, materials, property or debris on the Leased Premises after the termination or cancellation of this lease, the rent due City for such entry or presence shall be prorated as provided in Article 3 plus 15% administrative for each day or any part of the day. Nothing contained herein shall be construed as the grant to Lessee of the right to enter the Leased Premises for any purpose after the termination or cancellation of this Lease without the prior written consent of City.

ARTICLE 28 – NOTICES

The addresses for notice are:

For Notice to City:

Air Center Manager
1 Jerry Smith Circle
Roswell, NM 88203

For Notice to Lessee:

AEVEX Aerospace, LLC
440 Stevens Ave. Ste. 150
Solana Beach, CA 92075

ARTICLE 29 – RULES OF CONSTRUCTION

(a) The captions and headings in this Lease are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of this Lease.

(b) All references in this Lease to particular articles, sections or exhibits are references to articles or sections of or exhibits to this Lease unless some other reference is established.

ARTICLE 30 – CALCULATION OF TIME

Any time period calculated by reference to "days" means calendar days unless expressly otherwise stated; provided, however, that if the last day for a given act falls on a Saturday, Sunday, or a holiday as observed by the State of New Mexico, the day for such act shall be first day following that is not a Saturday, Sunday, or such observed holiday.

ARTICLE 31 – STATUS OF CITY

Lessee acknowledges that City is a governmental entity which manages the Leased Premises pursuant to state law.

ARTICLE 32 – ENTIRE AGREEMENT AND AMENDMENT

This Lease is intended by the Parties as a final expression of their agreement and as a complete and exclusive statement of the terms thereof, with all negotiations, considerations, and representations between the Parties having been incorporated herein. No course of prior dealings between the Parties shall be relevant or admissible to supplement, explain, or vary any of the terms of this Lease. No representations, understandings, or agreements have been made or relied upon in the making of this Lease other than those specifically set forth herein.

IN WITNESS WHEREOF, this Lease is executed the __ day of _____, 20__.

For City

_____
By: Timothy Z. Jennings, Mayor

_____
Hessel Yntema, City Attorney

For Lessee:

Jeremy Watrous (Oct 21, 2025 10:03:44 PDT)
_____
By: AEVEX Aerospace, LLC
Jeremy Watrous, COO

Attest

_____
Amalia Martinez, City Clerk

EXHIBIT A: PREMISES



EXHIBIT C: INSURANCE

1. MINIMUM SCOPE OF INSURANCE

a. AEVEX Aerospace, LLC shall procure and maintain for the duration of the contracts the following minimum insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Work herein and the results of the Work by AEVEX Aerospace, LLC representatives, employees or subcontractors (check all that apply):

☒ I. **Commercial General Liability** ("CGL"): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$2,000,000.00** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence.

☒ II. **Automobile Liability**: ISO Form Number CA 00 01 covering any auto (Code 1), or if AEVEX Aerospace, LLC has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limits no less than **$1,000.000.00** per accident for bodily injury and property damage.

☐ III. **Worker's Compensation**: as required by the State of New Mexico, with Statutory Limits and Employer's Liability Insurance with limit of no less than **$1,000,000.00** per accident for bodily injury or disease.

☒ IV. **Professional Liability (Errors and Omissions):** Insurance appropriate to AEVEX Aerospace, LLC profession, with limit no less than **$1,000,000.00** per occurrence or claim, **$2,000,000.00** aggregate.

☒ V. **Property Insurance**: against all risks of loss to any and all improvements, betterments and fixtures on or to real property made the subject of this Agreement, at full replacement cost with no coinsurance penalty provisions.

b. If AEVEX Aerospace, LLC maintains broader coverage and/or higher limits than the minimum shown above, the City requires and shall be entitled to the broader coverage and/or higher limits maintained by AVEX Aerospace, LLC.

2. **ADDITIONAL INSURED STATUS**

The City, its council members, officials, officers, employees, agents, and volunteers are to be coverage as additional insured on the CGL policy with respect to liability arising out of the Work performed by or on behalf of AEVEX Aerospace, LLC, including materials, parts or equipment furnished in connection with

the Work. General Liability coverage can be provided in the form of an endorsement to insurance (at least as broad as ISO Form 20 10 11 85 or both CG 20 10,0CG 20 26, CG 20 33, CG 20 38, CG 20 37 form is later revisions used)

3. **PRIMARY COVERAGE**

For any claims related to this Agreement, AEVEX Aerospace, LLC insurance shall be primary insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its council members, officials, officers, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its council members, officials, officers, employees, agents, and volunteers shall be excess of AEVEX Aerospace, LLC insurance and shall no contribute to it.

4. **NOTICE OF CANCELLATION**

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

5. **WAIVER OF BUBROGATION**

AEVEX Aerospace, LLC hereby grants to the City a waiver of any rights to subrogation which any of AEVEX Aerospace, LLC insurers may acquire against the City by virtue of the payment of any loss under such insurance. AEVEX Aerospace, LLC agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the city has received a waiver of subrogation endorsement for the insurer.

6. **SELF INSURED RETENTIONS**

Self-insured retentions must be declared to and approved by the City. The City may require AEVEX Aerospace, LLC to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses with the retention.

7. **ACCEPTABILITY OF INSURERS**

Insurance is to be placed with insurers authorized to conduct business in the State of New Mexico with Current A.M. Best's rating of no less than A: VII, unless otherwise acceptable to the City.

8. **CLAIMS-MADE POLICIES**

If any of the required policies provide claims-made coverage:

i. The Retroactive Date must be shown, and must be before the Effective Date of this Agreement or the beginning of the Work hereunder.

ii. Insurance must be maintained and evidence of insurance must be provided for at least five years after completion of the Work.

iii. If coverage is canceled or not renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the Effective Date, AEVEX Aerospace, LLC

iv. Must purchase “extended reporting” coverage for a minimum of five years after completion of the Work.

9. **VERIFICATION OF COVERAGE**

AEVEX Aerospace, LLC shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language affecting coverage required by this Section. All certificates and endorsements are to be received and approved by the City before the Work commences. Failure to obtain the required documents prior to commencement of the Work, however, shall not waive AEVEX Aerospace, LLC obligations to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specification at any time.

10. **SPECIAL RISKS OR CIRCUMSTANCES**

The City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Aevex Bunker 1136 1142 draft lease 10.13.25

Final Audit Report 2025-10-21

Created:	2025-10-20
By:	Aric Marriott (amarriott@aevex.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAA8MZ-cOGYY6pZjErl8MEJ3ZBjw4etW41K

"Aevex Bunker 1136 1142 draft lease 10.13.25" History

Document created by Aric Marriott (amarriott@aevex.com)
2025-10-20 - 3:56:20 PM GMT

Document emailed to Jeremy Watrous (jwatrous@aevex.com) for signature
2025-10-20 - 3:56:24 PM GMT

Email viewed by Jeremy Watrous (jwatrous@aevex.com)
2025-10-21 - 4:46:21 PM GMT

Document e-signed by Jeremy Watrous (jwatrous@aevex.com)
Signature Date: 2025-10-21 - 5:03:44 PM GMT - Time Source: server

Agreement completed.
2025-10-21 - 5:03:44 PM GMT

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 19.
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Approval of the Scope of Work for RFP: Prefabricated Modular Hold Room Facility at the Roswell Air Center. (Heldenbrand/Thompson)

BACKGROUND:
Initiated by: Bobbi Thompson

The City of Roswell seeks to solicit proposals from qualified vendors to design, deliver, and install a prefabricated modular hold room facility at the Roswell Air Center to support current and future passenger operations. The facility will provide a minimum of 4,000 square feet and feature an exterior façade similar to the existing terminal building. The interior will be designed to accommodate 120 passengers and include two unisex restrooms with two stalls each, meeting all ADA accessibility requirements. Interior components will include carpeted flooring, a podium-style counter for airline or gate operations, and an appropriately sized HVAC system.
The facility will be designed and constructed in full compliance with TSA, FAA, and ADA standards. Security elements will include a TSA-approved entry door, an emergency exit, integration with the airport's existing CCTV system, and a secure connection to the current terminal hold room areas.

The selected proposer will be responsible for all design services, fabrication, delivery, installation, utility connections, inspections, and testing necessary to deliver a turnkey, fully operational facility. Proposals must clearly specify the proposed building size (minimum 4,000 sq ft) and include layout drawings demonstrating compliance with these requirements.

Proposers must also submit a detailed project schedule that outlines all major milestones, including design, fabrication, delivery, installation, utility connections, testing, and final inspection.

FINANCIAL CONSIDERATION
Funding is anticipated through available federal and state aviation grant programs.

LEGAL REVIEW:
Contract will be reviewed by Legal upon award.

BOARD AND COMMITTEE ACTION:
The Legal Committee recommended approval 4-0 at its meeting on November 18, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments
Scope of Work - Prefabricated Modular Hold Room Facility at the Roswell Air Center

DRAFT SCOPE OF WORK

CITY OF ROSWELL

REQUEST FOR PROPOSALS

RFP: Click or tap here to enter text.

Prefabricated Modular Hold Room Facility – Roswell Air Center (ROW)

RFP Issue Date:

PROPOSAL DUE:

PURCHASING DEPARTMENT
425 N. RICHARDSON
ROSWELL, NM 88203

DRAFT SCOPE OF WORK

PURPOSE OF THIS REQUEST FOR PROPOSAL

The City of Roswell is soliciting proposals from qualified vendors to design, deliver, and install a prefabricated modular building to serve as a passenger hold room at the Roswell Air Center. The facility must meet TSA specifications, ADA standards, and be delivered turnkey, fully operational, and ready for immediate use.

BACKGROUND

The Roswell Air Center (ROW) is a commercial service airport certified by the FAA under Part 139 to handle scheduled airline operations. TSA security screening and secure passenger holding areas are required for airline service at the Air Center. To support current and future passenger operations, the City of Roswell requires the addition of a prefabricated modular hold room facility located on the airside of the terminal. The facility must be designed and constructed in full compliance with TSA specifications, ADA standards, and airport security requirements, and delivered as a turnkey, fully operational structure.

SCOPE OF WORK

The proposer shall furnish all labor, materials, equipment, and services necessary to design, deliver, and install a prefabricated modular hold room facility at the Roswell Air Center. The completed facility must be provided as a turnkey project, fully operational and ready for use upon acceptance by the City.

The facility must be a minimum of 4,000 square feet and constructed with an exterior façade that is similar to the existing terminal building. The facility must be designed to accommodate seating for 120 passengers and include two unisex restrooms with two stalls each, constructed to meet all ADA accessibility requirements. Interior finishes shall include carpeted flooring and a podium-style counter for airline check-in or gate operations. An appropriately sized HVAC system must also be included to support the facility.

Security requirements include the installation of a TSA-approved entry door, an emergency exit, and a secure connection to the existing terminal's hold room areas. The facility must be designed to integrate with the airport's existing security CCTV system. The structure must be connected to the existing terminal secure hold areas in a manner consistent with TSA and FAA specifications. All windows must be glass without the ability to open.

The proposer is responsible for providing all design services, fabrication, delivery, installation, utility connections, inspections, and testing necessary to ensure the facility is fully compliant with TSA, FAA, ADA, and all applicable federal, state, and local building codes. The building must be of sufficient square footage to accommodate all required functions and fit within the designated project space. Proposals must clearly specify the proposed size of the facility (minimum 4,000 sq ft) and include layout drawings demonstrating compliance with these requirements.

Proposers shall also provide a detailed project schedule outlining all major milestones. At a minimum, the schedule shall include phases for design, fabrication, delivery, installation, utility connections, testing, and final inspection. The completed modular facility must be fully designed, delivered, installed, and operational within 90 days of issuing the Notice to Proceed.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **20.**
Meeting Date: 12/11/2025
COMMITTEE: City Council
CONTACT: Amalia Martinez **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Consider the recommendation of the Roswell Symphony Orchestra Lodgers' Tax Funding Request in the amount of $20,000 for Sponsorship. (Conyers)

BACKGROUND:
Initiated by: TJ Conyers

The Roswell Symphony Orchestra has requested sponsorship of their 2025-2026 season from Lodgers' Tax funding.

From their application:

The Roswell Symphony Orchestra's 2025--2026 concert season will include four full-orchestra performances hosted at the historic and prestigious New Mexico Military Institute (NMMI) in Roswell, NM. NMMI provides a stately and acoustically sound venue, ideal for professional symphonic performances and accessible to both the community and visiting guests.

Confirmed Concert Dates:
Opening Concert -- Wednesday, October 1, 2025
Holiday Concert -- Sunday, December 14, 2025
Spring Concert -- Saturday, February 28, 2026
Season Finale -- Saturday, April 18, 2026

3 years of Historical Lodgers' Tax Funding Data:

Marketing, sanitation, and security.
FY2023- Awarded $8,725- Expended- $3,074.33
FY2024- Awarded $8,860- Expended- $4,16.49
FY2025- Awarded $20,000- Expended $16,812.05

Sponsorship
FY2025- Awarded $20,000- Holiday Concert

FINANCIAL CONSIDERATION
Financial Impact (Revenue & Expense): Budgeted

Revenue: n/a

Expense: 26224081-672828 (Lodger's Tax Public Relations-Special Events)
Current/Original Budget: $610,000.00
Remaining Budget: $585,000.00
Requested Amount: $20,000.00

LEGAL REVIEW:

The Legal Department will review the sponsorship agreement before signatures are collected.

BOARD AND COMMITTEE ACTION:

The Occupancy Tax Board recommended opening negotiations with the City of Roswell at their July 22, 2025, meeting.
City Council approved open negotiations with the City of Roswell at their August 7, 2025, meeting.

STAFF RECOMMENDATION:

Review and recommend funding for City Council approval.

Attachments

RSO Draft Sponsorship Agreement

Roswell Symphony Orchestra 2025-2026 Season
Lodgers' Tax Sponsorship Agreement

Article 1.0 PARTIES AND DURATION

1.1 The parties to this Agreement are Roswell Symphony Orchestra ("Party"), a [**501(c)(3)]** and the City of Roswell, NM. ("City" or "Sponsor").

1.2 **Roswell Symphony Orchestra** is incorporated in the **State of New Mexico,** having its principal office located at 1717 W. Second Street, Suite 205, Roswell, NM 88201

1.3 The Sponsor is a municipal corporation agency located in New Mexico, having an office at 425 N. Richardson, Roswell, NM 88201.

1.4 This Agreement is effective immediately upon its authorized execution by both parties.

Article 2.0 PURPOSE

2.1 **Roswell Symphony Orchestra** is in an annual tourist event organized by **Roswell Symphony Orchestra**.

2.2 In order to generate funds to pay the expenses of operating **Roswell Symphony Orchestra**, Roswell Symphony Orchestra contracts with businesses to promote their goods and services at the event.

2.3 The Sponsor desires to utilize the public relations opportunities offered by **Roswell Symphony Orchestra** to promote goods/services and the City as a whole.

Article 3.0 SPONSORSHIP PACKAGE

3.1 **Roswell Symphony Orchestra** shall:

a. display prominently the "Paid in Part by The City of Roswell" logo or the wording "Sponsored by the City of Roswell" on any publication (including electronic), at tourist tourist-related event, or at attraction from which sponsorship funds are expended. Logos shall be published consistent with Roswell's logo guidance, Exhibit 1,

b. provide that any publication (including electronic and radio), tourist-related event, or attraction from which sponsorship funds are expended shall be free admission to students and children when accompanied by an adult ticket holder during **Roswell Symphony Orchestra**,

c. expend funds exclusively for publications, tourist-related events, or attractions that are reasonably considered family-friendly,

d. expend or encumber all funds before the final day of the **Roswell Symphony Orchestra** season,

e. comply with all policies, rules, and regulations applicable to each event under City laws and policies, and

f. Provide receipts and proof of performance of all expenditures made with sponsorship funds before 30 days of the last day of the event to the City of Roswell Special Event Supervisor.

3.2 Sponsor will be included on the Sponsor Page of **Roswell Symphony Orchestra** with a link to the sponsor's page (link: www.seeroswell.com).

3.3 Sponsor will be included on the sponsor page of any event programs, fliers, postcards, posters, or any other advertising, if produced.

Article 4.0 CONSIDERATION

4.1 The Sponsor shall provide to **Roswell Symphony Orchestra** cash consideration of **$20,000** in consideration for the advertising services provided under Article 3.0.

4.2 The amount set forth in paragraph 4.1 shall be due to Roswell Symphony Orchestra within seven (7) days of the signing of this Agreement.

Article 5.0 INSURANCE

5.1 **Roswell Symphony Orchestra** shall maintain the policies of insurance as required under the special events policy of the City and shall indemnify and hold harmless the City for any liability that may result from any events in which sponsorship funds are utilized.

Article 6.0 TERMINATION

6.1 Either Party may terminate this Agreement at any time during the Term or any Renewal Term hereof by giving 30 days written notice in advance. Termination under this Section shall not terminate, prejudice, or otherwise affect any right or obligation accruing hereunder before the termination. Upon termination, all unexpended funds shall be returned to the City.

Article 7.0 ASSIGNMENTS

7.1 The rights and duties under this Agreement cannot be assigned, delegated, or otherwise transferred or encumbered by **Roswell Symphony Orchestra** without prior written consent of the City, which the City may withhold in its total discretion.

Article 8.0 MISCELLANEOUS

8.1 City shall have the right, at all reasonable times, to inspect **Roswell Symphony Orchestra** goods, services, and promotional activities employing the City of Roswell logo to ensure that such use is of proper quality and otherwise consistent with this Agreement, and may terminate this Agreement should the City determine that the use is inconsistent with this Agreement.

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8.2 The Parties agree that no failure to exercise and no delay in exercising any right, power or privilege under this Agreement on the part of either Party shall operate as a waiver of any right, power, or privilege under this Agreement.

8.3 Any failure to submit receipts shall result in an obligation that **Roswell Symphony Orchestra** return any unaccounted-for consideration.

8. 4 Choice of law shall be New Mexico, and venue shall rest in Chaves County, NM, in the event of any dispute.

IN WITNESS WHEREOF, **Roswell Symphony Orchestra** and the City of Roswell have caused this Agreement to be executed by their duly authorized officers on the EFFECTIVE DATE, the Effective Date hereof.

"City"

CITY OF ROSWELL

_____

By: Chad Cole
City Manager

"Roswell Symphony Orchestra"

Roswell Symphony Orchestra

_____

By:
Director

CITY SEAL

_____
Amalia Martinez, City Clerk

Approved as to form:

_____
Hessel Yntema

City Attorney

DRAFT

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **21.**
Meeting Date: 12/11/2025
COMMITTEE: Finance
CONTACT: Tammi Smith **CHAIR:** Robert B. Corn

ACTION REQUESTED:
Approval of the Not of This World Flag Football Lodgers' Tax Funding Request in the amount of $10,000 for Sponsorship. (Corn/Conyers)

BACKGROUND:
Initiated by: TJ Conyers

From their application:

Sling it Fling it 2026 will be our 5th year as a local committee running this event. This is a flag football tournament that is held in Roswell, New Mexico. This is a four-on-four tournament that has brought in over 100 teams in previous years and continues to grow each year. The tournament is held Memorial Day Weekend.

3 years of Historical Lodgers' Tax Funding Data:

Marketing, sanitation, and security

- FY2023- Event organized by a different organization
- FY2024- Event organized by a different organization
- FY2025- Awarded $19,000- Expended $10,165.98
- FY2026- Awarded $18,500 by City Council on 8/7/2025

This is the first year they have requested sponsorship funding.

FINANCIAL CONSIDERATION
Financial Impact (Revenue & Expense): Budgeted

Revenue: n/a
Expense: 26224081-672828 (Lodger's Tax Public Relations-Special Events)
Current/Original Budget: $610,000.00
Remaining Budget: $585,000.00
Requested Amount: $10,000.00

LEGAL REVIEW:
The Legal Department will review the sponsorship agreement before signatures are collected.

BOARD AND COMMITTEE ACTION:
The Occupancy Tax Board recommended opening negotiations with the City of Roswell at their July 22, 2025, meeting. City Council approved open negotiations with the City of Roswell at their August 7, 2025, meeting. The Finance Committee recommended approval x-x at its meeting on December 4, 2025.

STAFF RECOMMENDATION:
Review and recommend funding for City Council approval.

Attachments

NOTWFF DRAFT Agreement
Branding Guide- CoR
Exhibit A

Sling It Fling It 2026
Lodgers' Tax Sponsorship Agreement

Article 1.0 PARTIES AND DURATION

1.1 The parties to this Agreement are Not of This World Flag Football, Inc, ("Party"), a [**501(c)(3)]** and the City of Roswell, NM. ("City" or "Sponsor").

1.2 **Not of This World Flag Football, Inc** is incorporated in **New Mexico,** having its principal office located at 1612 W. College Blvd, Roswell, NM 88201.

1.3 The Sponsor is a municipal corporation agency located in New Mexico, having an office at 425 N. Richardson, Roswell, NM 88201.

1.4 This Agreement is effective immediately upon its authorized execution by both parties.

Article 2.0 PURPOSE

2.1 **Sling It Fling It 2026** is in an annual tourist event organized by **Not of This World Flag Football, Inc**.

2.2 To generate funds to pay the expenses of operating **Sling It Fling It 2026**, Not of This World Flag Football, Inc, contracts with businesses to promote their goods and services at the event.

2.3 The Sponsor desires to utilize the public relations opportunities offered by **Not of This World Flag Football, Inc** to promote goods/services and the City as a whole.

Article 3.0 SPONSORSHIP PACKAGE

3.1 **Not of This World Flag Football, Inc** shall:

a. display prominently the "Paid in Part by The City of Roswell" logo or the wording "Sponsored by the City of Roswell" on any publication (including electronic), at tourist-related event, or at attraction from which sponsorship funds are expended. Logos shall be published consistent with Roswell's logo guidance, Exhibit 1,

b. provide that any publication (including electronic and radio), tourist-related event, or attraction from which sponsorship funds are expended shall be free admission to attend **Sling It Fling It 2026**

c. expend funds exclusively for publications, tourist-related events, or attractions that are reasonably considered family-friendly,

d. expend or encumber all funds before the final day of the **Not of This World Flag Football, Inc**,

DRAFT

e. comply with all policies, rules, and regulations applicable to each event under City laws and policies, and

f. Provide receipts and proof of performance of all expenditures made with sponsorship funds before 30 days of the last day of the event to the City of Roswell Special Event Supervisor.

3.2 Sponsor will be included on the Sponsor Page of **Not of This World Flag Football, Inc.,** with a link to a sponsor page (link: www.seeroswell.com).

3.3 Sponsor will be included on the sponsor page of any event programs, fliers, postcards, posters, or any other advertising, if produced.

3.4 The City of Roswell shall cover the cost of special event supplies for the lane closure on College Blvd. for traffic control. Exhibit A

Article 4.0 CONSIDERATION

4.1 The Sponsor shall provide to **Not of This World Flag Football, Inc.,** cash consideration of **$10,000** in consideration for the advertising services provided under Article 3.0.

4.2 The amount set forth in paragraph 4.1 shall be due to Not of This World Flag Football, Inc. within thirty (30) days of the signing of this Agreement.

Article 5.0 INSURANCE

5.1 **Not of This World Flag Football, Inc.** shall maintain the policies of insurance as required under the special events policy of the City and shall indemnify and hold harmless the City for any liability that may result from any events in which sponsorship funds are utilized.

Article 6.0 TERMINATION

6.1 Either Party may terminate this Agreement at any time during the Term or any Renewal Term hereof by giving 30 days written notice in advance. Termination under this Section shall not terminate, prejudice, or otherwise affect any right or obligation accruing hereunder prior to the termination. Upon termination, all unexpended funds shall be returned to the City.

Article 7.0 ASSIGNMENTS

7.1 The rights and duties under this Agreement cannot be assigned, delegated, or otherwise transferred or encumbered by **Not of This World Flag Football, Inc** without prior written consent of the City, which the City may withhold in its total discretion.

Article 8.0 MISCELLANEOUS

8.1 City shall have the right, at all reasonable times, to inspect **Not of This World Flag Football, Inc** goods, services, and promotional activities employing the City of Roswell logo to ensure that such use is of proper quality and otherwise consistent with this Agreement, and may terminate this Agreement should the City determine that the use is inconsistent with this Agreement.

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8.2 The Parties agree that no failure to exercise and no delay in exercising any right, power, or privilege under this Agreement on the part of either Party shall operate as a waiver of any right, power, or privilege under this Agreement.

8.3 Any failure to submit receipts shall result in an obligation that **Not of This World Flag Football, Inc** return any unaccounted-for consideration.

8. 4 Choice of law shall be New Mexico, and venue shall rest in Chaves County, NM, in the event of any dispute.

IN WITNESS WHEREOF, **Not of This World Flag Football, Inc** and the City of Roswell have caused this Agreement to be executed by their duly authorized officers on the EFFECTIVE DATE, the Effective Date hereof.

"City"

CITY OF ROSWELL

_____

By: Chad Cole
City Manager

"Not of This World Flag Football, Inc"

Not of This World Flag Football, Inc

_____

By: NAME
Director

CITY SEAL

_____
Amalia Martinez, City Clerk

Approved as to form:

_____
Hessel Yntema

City Attorney

DRAFT

Brand Update Criteria

We have developed a new logo for the City of Roswell supported by a concise system of colors, graphic elements and typography standards designed to work across all City departments. Our new visual identity system is an expression of the Roswell brand, our values and our commitment to our community.

Independent

Unique

More Modern

Artistic

Logo Library

The Roswell Logo

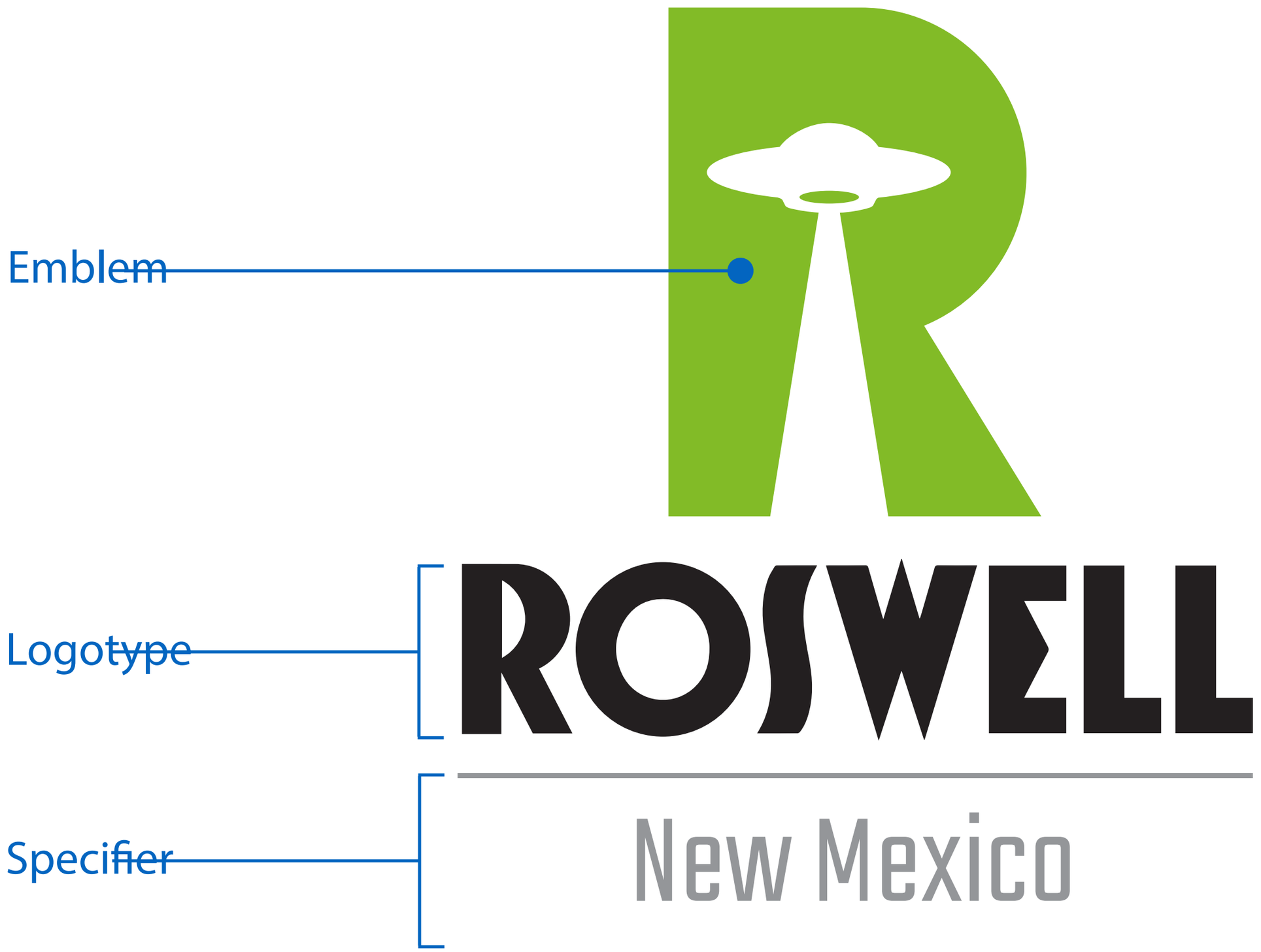


PMS 368

PMS Black

PMS 443

The Roswell Logo



PMS 368

PMS Black

PMS 443

Primary Logo

PMS Black

PMS 368



PMS Black



Primary Logo with Specifier

PMS Black PMS 368 PMS 443



PMS Black



Primary Logo Reversed

Knockout

PMS 368



Knockout | White



Primary Logo with Specifier Reversed

Knockout PMS 368 PMS 443



Knockout | White



Type Only Version

Black

ROSWELL

Type Only Version | Alternate

Green



Type Only | Single Color | Reversed

White





Usage Guidelines

Never Modify Our Logo



STRECH



COMPRESS



ROTATE



REPLACE FONTS



CROP



CHANGE



DISTORT



CHANGE COLORS

Size Requirement

The smallest size the City of Roswell Logo can be applied is no less than 1 inch tall and no greater than 3 inches tall, unless prior approval by Public Affairs for advertising and marketing purposes.

1 inch



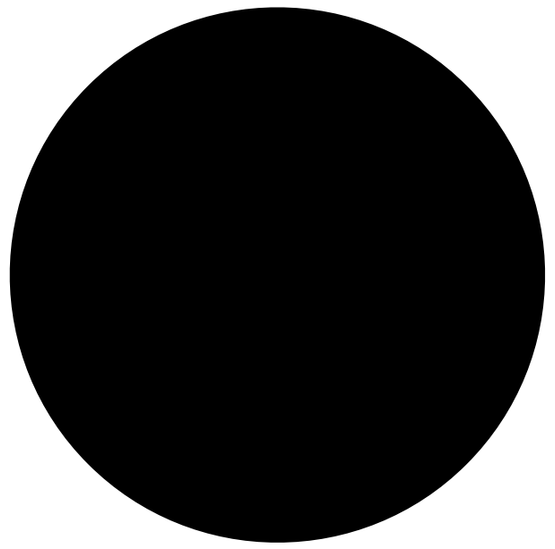
3 inch





Color & Typography

Color | Primary Palette

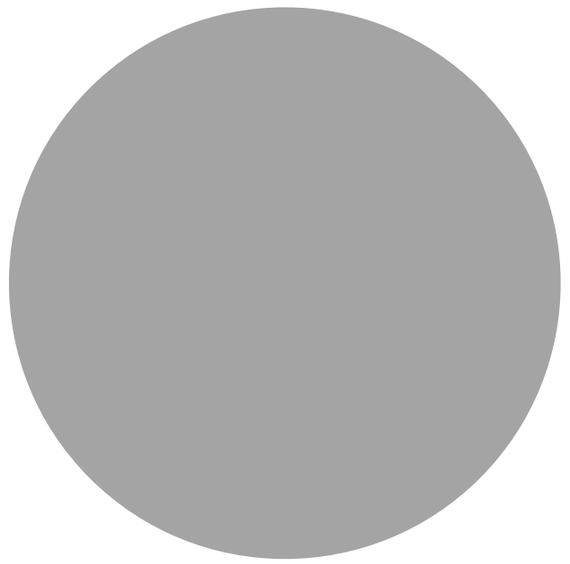


PMS Process Black

C0 **M**0 **Y**0 **K**100

R0 **G**0 **B**0

#000000



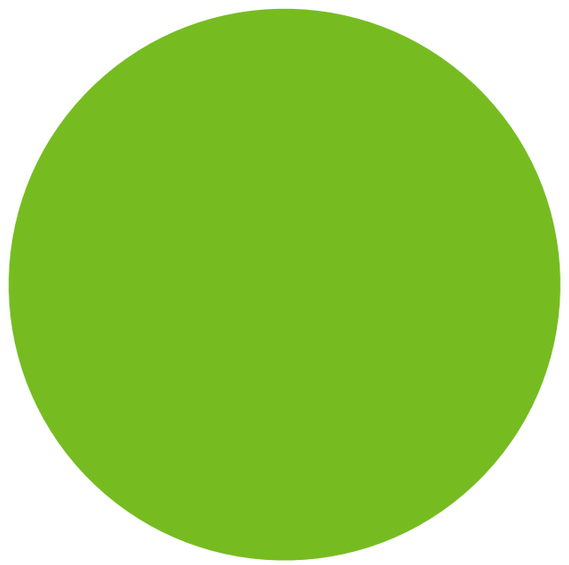
PMS 443

C43 **M**35 **Y**35 **K**1

R153 **G**153 **B**153

#999999

Metallic Silver (Optional)

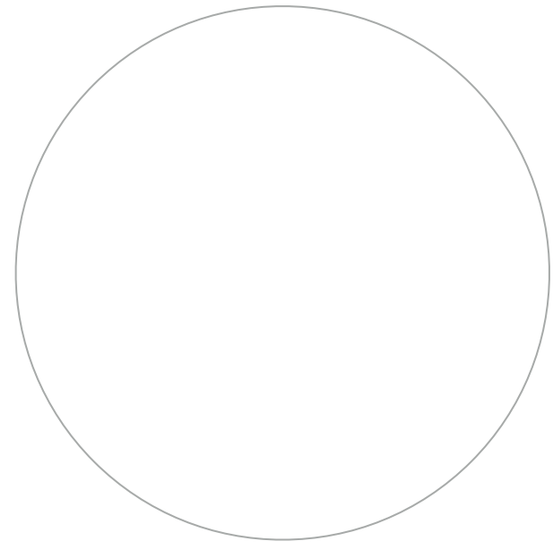


PMS 368

C63 **M**0 **Y**97 **K**0

R118 **G**188 **B**33

#76BC21



PMS White

C0 **M**0 **Y**0 **K**0

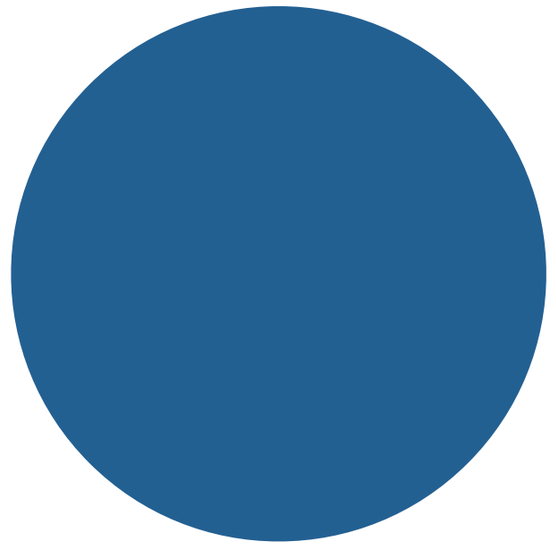
R255 **G**255 **B**255

#FFFFFF

The City of Roswell logo has been created as a 3-color logo. Other color versions are available (shown on the following pages). Although it is best to use the Pantone Matching System (PMS) numbers to reproduce the City of Roswell Logo, 3-color process or on screen (RGB) values are listed for use as well. These colors should not be altered or substituted in any way.

Color | Secondary Palette

Administrative



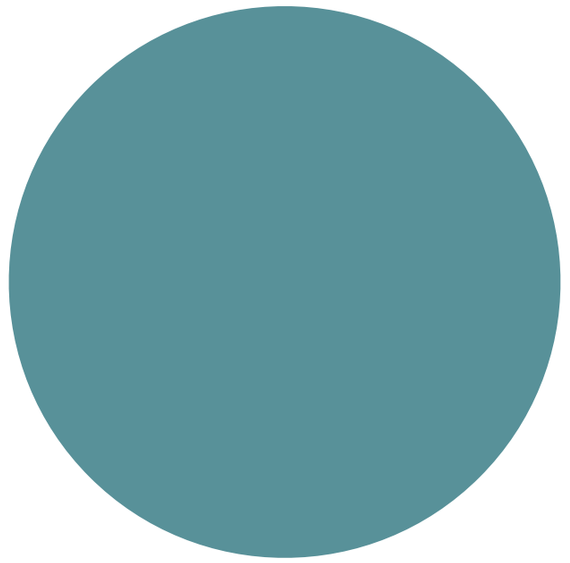
PMS 653

C91 **M**53 **Y**5 **K**24

R22 **G**87 **B**136

#236092

Quality of Life



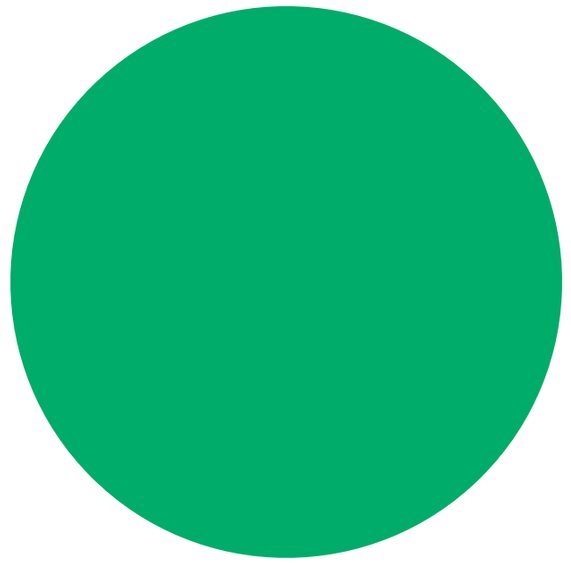
PMS 5483

C43 **M**35 **Y**35 **K**1

R88 **G**145 **B**153

#589199

Life Services



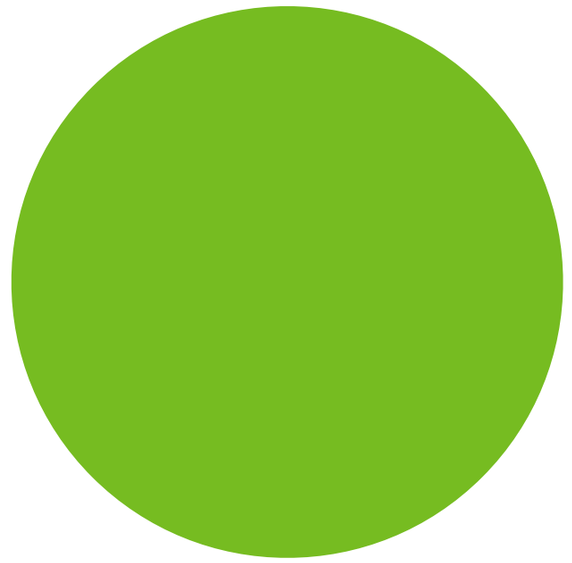
PMS 3405

C100 **M**0 **Y**82 **K**0

R0 **G**172 **B**105

#00AC69

Experience



PMS 368

C63 **M**0 **Y**97 **K**0

R118 **G**188 **B**33

#76BC21

PMS 7541

C10 **M**3 **Y**2 **K**2

R224 **G**230 **B**230

#D8DFE1

The City of Roswell created a second color pallet shown here for department use. Although it is best to use the Pantone Matching System (PMS) numbers to reproduce the primary City of Roswell Logo departments may also choose to use the color pallet above for their specifier department logo. These colors should not be altered or substituted in any way.

Typography | Logo System

The typography used for our logotype is based on the PAG Bravos font, a condensed geometric font with a retro touch. It is a great performer in posters, logo and covers. However, we have modified some of the letterforms in order to give our signature a unique and balanced look that works well with or without our emblem. **We do not use the PAG Bravos typeface in any other application.**

Teko is the support font we use primarily for our specifier as part of department logos, it is an open source typeface that currently supports the Devanagari and Latin scripts. **This font family has been selected for use in headlines and other display-sized text on and off screen.**

Download Open Sans for free at:

https://fonts.google.com/specimen/Teko

Our Logotype is not a font.

ROSWELL

Teko Light

Never Use Teko light smaller than 8pt.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

a b c d e f g h i j k l m n o p q r s t u v w x y z

1 2 3 4 5 6 7 8 9 0

Typography | Support

We use Gotham for headlines, call out copy and body copy in marketing materials an other external communications.

Gotham

Never use Gotham smaller than 8pt.

Gotham Book
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Gotham Bold
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Gotham Black
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Typography | Support

Open Sans is a humanist sans serif typeface designed by Steve Matteson, Type Director of Ascender Corp. This version contains the complete 897 character set, which includes the standard ISO Latin 1, Latin CE, Greek and Cyrillic character sets. Open Sans was designed with an upright stress, open forms and a neutral, yet friendly appearance. It was optimized for print, web, and mobile interfaces, and has excellent legibility characteristics in its letterforms. **Open Sans is the font we use in most applications for internal and business to business communications at any size and in any medium to convey information clearly and effectively.**

Download Open Sans for free at:

https://fonts.google.com/specimen/Open+Sans

Open Sans

Never use Open Sans smaller than 6pt.

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

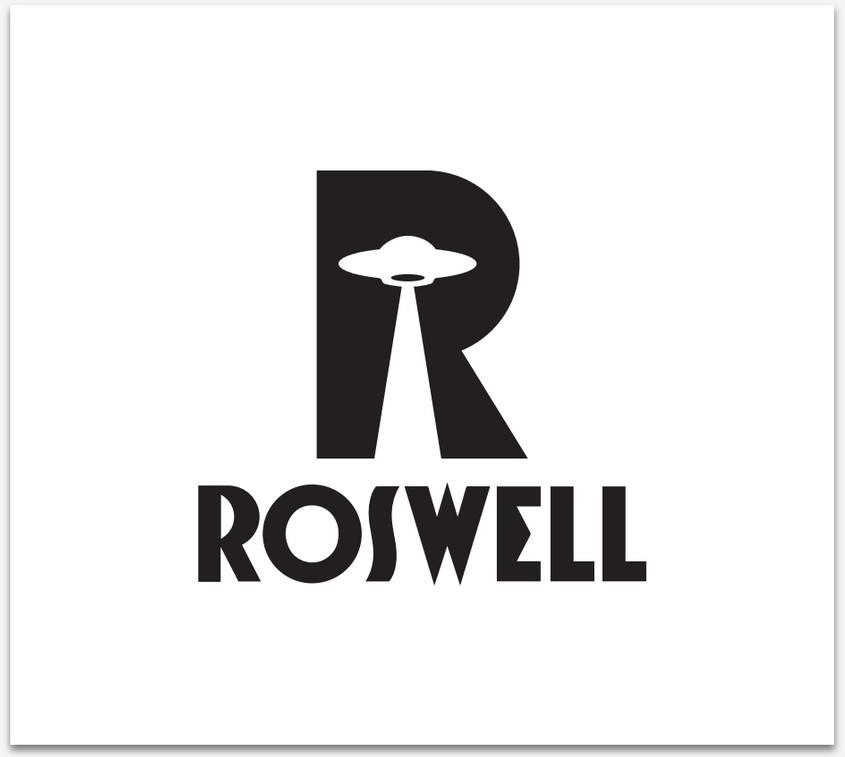
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Basic Logo Set





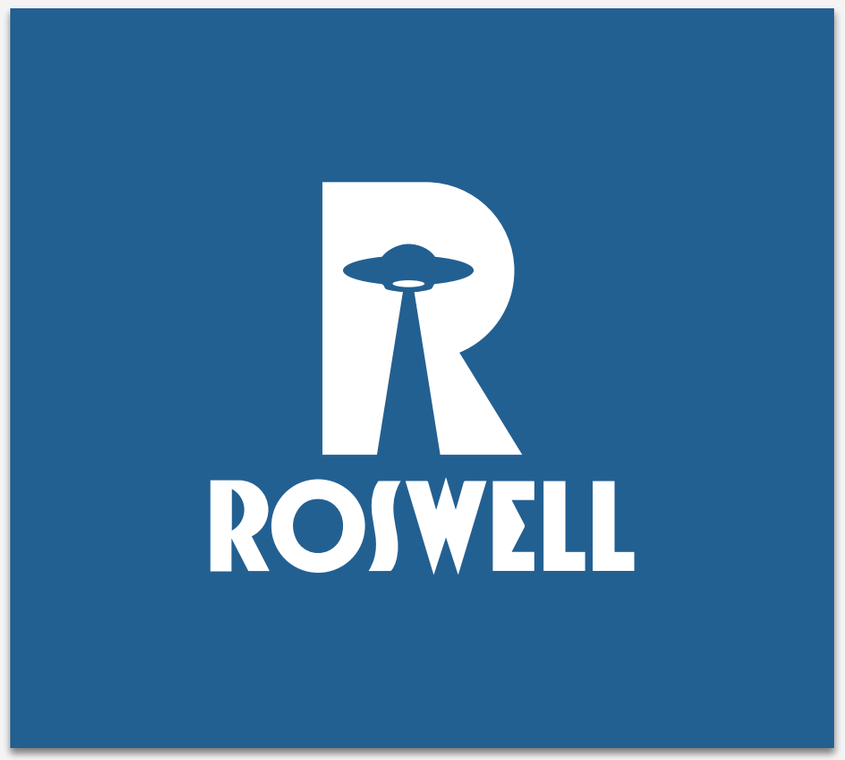






The reversed version of our logo can only be used in all white or green + white when used on a darker background. **Please note that if there is not enough contrast between the background and the green color, the all white version must be chosen.**











Department Logos

ROSWELL
Emergency Management

ROSWELL
Neighborhood Watch

ROSWELL
Safety

ROSWELL
Cemetery

ROSWELL
City Manager

ROSWELL
City Attorney

ROSWELL
City Clerk

ROSWELL
City Council

ROSWELL
Finance

ROSWELL
Human Resources

ROSWELL
Information Tech

ROSWELL
Municipal Court

ROSWELL
Community Development

ROSWELL
Engineering

ROSWELL
Sanitation

ROSWELL
Streets

ROSWELL
Transit

ROSWELL
Water Billing

ROSWELL
Water Maintenance

ROSWELL
Parks & Recreation

ROSWELL
Public Affairs

ROSWELL
Public Library

ROSWELL
International Airport

ROSWELL
Visitor Center

Stationery & Applications



Business Card

Front



Back



Letterhead





Nº9 Envelope

Email Signature



PowerPoint™ Presentation

ROSWELL
New Mexico

Sample Title Goes Here

SAMPLE SUB-TITLE GOES HERE

ROSWELL
New Mexico

Sample Title Goes here in Two Lines

SAMPLE SUB-TITLE GOES HERE IN ALL CAPS

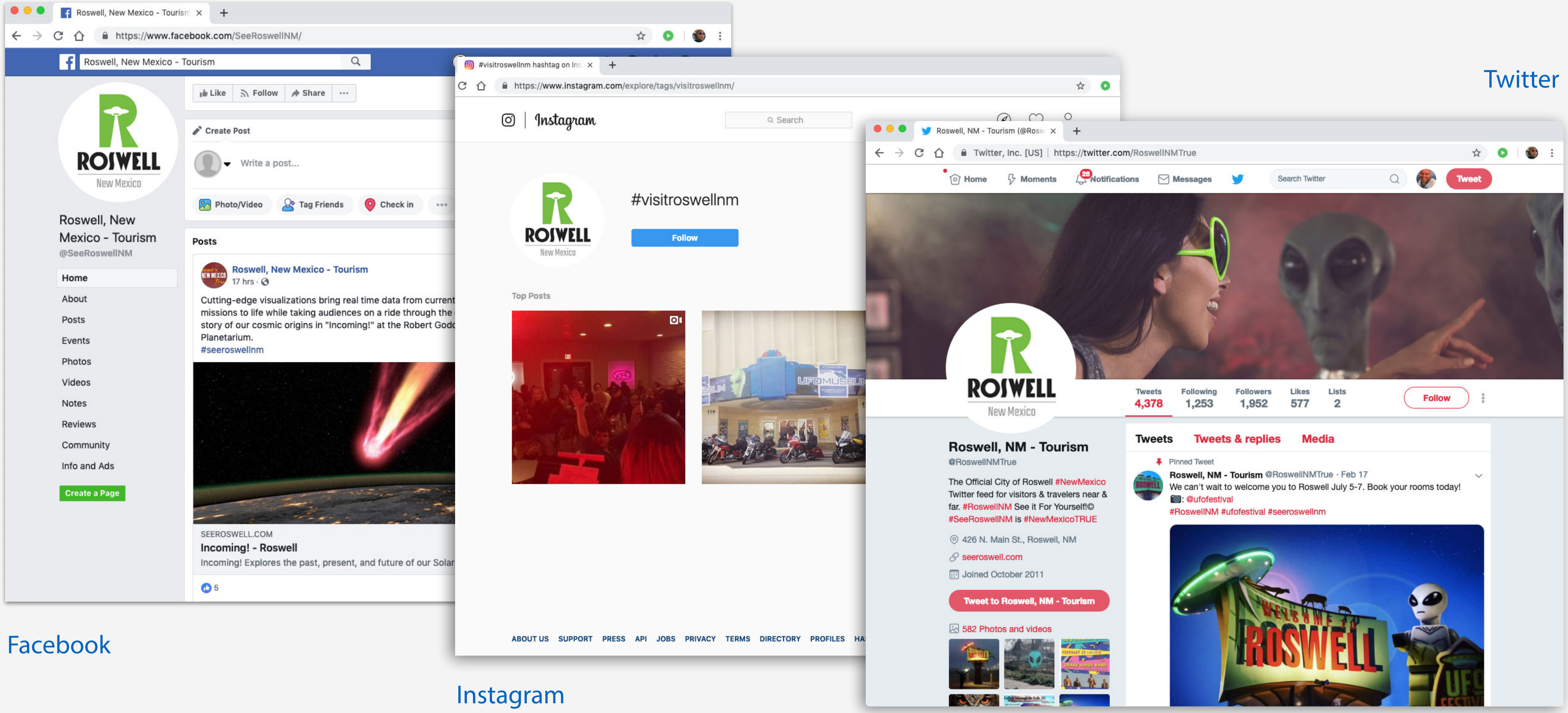
Click to add title

Click to add text

Click to add title

- Click to add text

Social Media Examples



Facebook

Instagram

Twitter

Black Polo Shirt



Green Polo Shirt



* Colors and style may vary due to ver

Black Trucker Hat



* Colors and style may vary due to ver





Sample Merchandise

* Colors and style may vary due to vendor selection and availability

For additional information please contact:

Public Affairs

Call: 575-637-6200

We Believe.

CITY OF ROSWELL INVOICE

Special Event Services 2026

$930.00

City of Roswell Public Affairs

425 N Richardson St
PO Box 1838
Roswell, NM 88202

Event Name: Sling It Fling It 2026
Event Dates: 5/22/2025-5/24/2025 **Location: Cielo Grande**
Street Closures: Lane Closure College- Traffic Control

QUANTITY	DETAILS	PRICE	LINE TOTAL
	Street Closure:		
	Barricades:	10.00	
40	Barrels	2.00	80.00
60	Sand Bags	5.00	300.00
200	Cones	2.00	400.00
6	Warning Signs	10.00	60.00
	Programmable Signs	300.00	
	Water- Spicket	10.00	
	Water- Hydrant Setup	75.00	
	City Personnel	30.00	
2	Streets	30.00	60.00
	Emergency	55.00	
30	Trash Cans (1trash Bag per can @ $1)	1.00	30.00
	Electrical (Per Day)	15.00	
	RECREATION FEES:		
	Field Maintenance	469.00	
	Bathroom Maintenance/1st stock	184.00	

Net Total	$930.00
Tax N/A	-
TOTAL DUE	$930.00

Reminder: Balance must be paid at least 14 days before your event.

Payments can be made to:
The City of Roswell
RE: Special Events
425 N. Richardson Roswell, NM 88201

CONTACT INFORMATION
TJ Conyers
575-315-5183
t.conyers@roswell-nm.gov

An account needs to be set up for any santitation needs. Sanitation- 575-624-6746

Regular City Council Meeting 22.
Meeting Date: 12/11/2025
COMMITTEE: N/A **CONTACT:** Amalia Martinez
CHAIR: Juliana Halvorson

Summary:
DRAFT CC Minutes November 13, 2025 (Halvorson/Martinez)

Attachments

DRAFT Minutes December 13, 2026

Regular Meeting of the Roswell City Council
Held in Commission Chambers
Chaves County Administrative Center
Commission Chambers #1 St. Mary's Place
Thursday, October 9, 2025, at 6:00 p.m.

Notice of this meeting was given to the public in compliance with Sections 10-15-1 through 10-15-4 NMSA 1978 and Resolution 25-28.

The meeting convened at 6:00 pm with Mayor Pro Tem Halvorson presiding and Mayor Jennings being absent.

ROLL CALL:	Cristina Arnold	Present
	Ed Heldenbrand	Present
	Carlos Marrujo, Jr.	Present
	Darrell Johnson	Present
	Will Cavin	Present
	Juan Oropesa	Present
	Christopher Cortez	Present
	Robert Corn	Present
	Angela Moore	Present
	Juliana Halvorson	Present
	Mayor Timothy Jennings	Absent

Councilor Johnson led in the Pledge of Allegiance, and Councilor Moore led in prayer.

APPROVAL OF THE AGENDA

1. Approval of agenda - approve the agenda for the November 13, 2025, Regular City Council Meeting.

Councilor Heldenbrand made a motion to approve the agenda for the November 13, 2025, Regular City Council agenda with the following changes:

- Move item #27, Ordinance 25-XX -An ordinance for the sale of Real Property, to the consent agenda, to be placed after # 14.
- Item # 27 should reflect that it was assigned Ordinance # 25-07
- Page 103, line 19, change the vote to "no"
- Page 107, line 27, add the word "Corn" between Councilor and made
- Page 108, line 43, remove the first "made a motion"

Councilor Cavin was the second.

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes

DRAFT

Darrell Johnson	Yes
Will Cavin	Yes
Juan Oropesa	Yes
Christopher Cortez	Yes
Robert Corn	Yes
Angela Moore	Yes
Juliana Halvorson	Yes

Motion passed 10-0.

2. Approval of consent agenda - approve the consent agenda for the November 13, 2025, Regular City Council Meeting.

Councilor Heldenbrand made a motion to approve the agenda as amended for the November 13, 2025, Regular City Council agenda. Councilor Marrujo was the second. The voice vote was unanimous, and the motion passed 10-0.

CONSENT ITEMS (items 3-14 will be approved at the time of the approval of the consent agenda)

3. Consider recommending approval of a lease agreement with First National Tower, Ltd for property located at 400 N. Pennsylvania Avenue, Roswell, NM 88201, inclusive of a ratification for November 1-30, 2025.

4. Approval of a budget adjustment to recognize an award from the New Mexico Board of Finance Emergency Operating Fund Grant in the amount of $970,000.00, and authorization to issue a purchase order to 411 Equipment, LLC in the amount of $960,055.12 for the acquisition of two (2) Mini Rescue Pumpers equipped with NFPA-compliant equipment and Amkus Rescue Tool.

5. Approval of a budget adjustment in the amount of $123,270 to fund the Paladin Drones software and equipment contract.

6. Approval for the Roswell Police Department's request to allocate $26,000 from School Resource Officer reimbursement funds received from the Roswell Independent School District (RISD) to provide thirteen (13) non-union civilian employees, each with more than one (1) year of service, a one-time retention incentive of $2,000.

7. Approval of award for ITB-26-003 - SWAT Warehouse Renovation and Covered Parking Structure to Hubbard & Sons, Inc., in the amount of $89,874.24, including Gross Receipts Tax.

8. Approval of award for ITB-25-009: Roswell Air Center Taxiway C Rehabilitation Project to Constructors, Inc. in the amount of $562,347.38, including GRT.

Resolution(s)

9. Resolution 25-53: Adoption of Resolution 25-53: approving a budget adjustment for the fiscal year ending June 30, 2026.

DRAFT

10. Resolution 25-54: Weeds - The Resolution shall mandate the cleanup of approximately twenty-nine (29) separate properties within the City.

11. Resolution 25-55: Condemnations - adoption of Resolution 25-55 the Resolution shall require the removal or demolition of two (2) dilapidated structures.

Minutes

12. Approval of the minutes from the Regular City Council meeting on October 9, 2025.

13. Approval of the minutes from the Special City Council meeting on October 13, 2025.

14. Approval of the minutes from the Special City Council meeting on October 30, 2025.

27. Ordinance 25-07: Authorize to advertise for a public hearing Ordinance 25-07: An Ordinance for the sale of Real Property.

NON-ACTION ITEMS (Information Items)

15. Airport Updates (Bobbi Thompson)

16. MainStreet Roswell UFO Festival 2025 Report (Barbara Gomez)

17. Catalina Muniz Award for the 2025 Project Excellence Awards to James MacCornack and Andrew Valadez (Chad Cole)

18. Employee Out-of-State Travel (Chief Lance Bateman and Chief Steve Chavez)

PUBLIC PARTICIPATION ON AGENDA ITEMS AND NON-AGENDA ITEMS
In order to speak, you must sign up prior to the Council Meeting.

- Nancy Fleming spoke on the Museum

PUBLIC HEARING(S)

19. Hold a public hearing and vote on a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption for Lemongrass Thai, LLC |DBA Lemon Grass Thai Cuisine located at 610 South Main Street, Roswell, NM 88203. Hess Yntema presented this item

BACKGROUND: Under NMSA 1978 § 60-6B-4, the governing body is required to conduct a public hearing on the application and must, by roll call vote, approve or disapprove the requested application. The hearing is quasi-judicial in nature and must be conducted accordingly. Lemongrass Thai Inc. d\b\a Lemon Grass Thai Cuisine, located at 610 South Main Street, Roswell, NM 88203, has applied for a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption. In considering whether to approve or disapprove the application, the governing body may only disapprove of the application if it finds substantial evidence to support one of the

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following: 1) The proposed location is within an area where the sale of alcoholic beverages is prohibited by the laws of New Mexico; or 2) The issuance or transfer would be in violation of the zoning or other ordinance of the governing body; or 3) The issuance or transfer of a license would be detrimental to the public health, safety, or morals of the residents of the local option district. The governing body is required to notify the Director of Alcohol and Gaming Division of the New Mexico Regulation and Licensing Department within thirty (30) days of the public hearing whether it has approved or disapproved the application. This is done by the City Clerk.

MOTION: Councilor Heldenbrand made a motion to Hold a public hearing and vote on a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption for Lemongrass Thai, LLC |DBA Lemon Grass Thai Cuisine, located at 610 South Main Street, Roswell, NM 88203

FOR THE RECORD: City Clerk, Amalia Martinez, swore in everyone for items numbers 19, 20, 21, and 22.

Councilor Arnold was the second.

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes
	Darrell Johnson	Yes
	Will Cavin	Yes
	Juan Oropesa	Yes
	Christopher Cortez	Yes
	Robert Corn	Yes
	Angela Moore	No
	Juliana Halvorson	Yes

Those in favor: none
Those opposed: none

Motion passed 9-1.

20. Hold a public hearing and vote on a Restaurant B -- Beer Wine and Spirits Liquor License with on-premises consumption only with patio service for Backdraft Barbeque, LLC located at 301 N. Railroad Avenue, Roswell, NM 88201. Hess Yntema presented this item.

BACKGROUND: Under NMSA 1978 § 60-6B-4, the governing body is required to conduct a public hearing on the application and must, by roll call vote, approve or disapprove the requested application. The hearing is quasi-judicial in nature and must be conducted accordingly. Backdraft BBQ, LLC located at 301 N. Railroad Ave, Roswell, NM 88201, has applied for a Restaurant B-Beer, Wine and Spirits Liquor License with on-premises consumption only with patio service. In considering whether to approve or disapprove the application, the governing body may only disapprove of the application if it finds substantial evidence to support one of the following: 1) The proposed location is within an area where the sale of alcoholic beverages is prohibited by the laws of New Mexico; or 2) The issuance or transfer would be in violation of the zoning or other ordinance of the governing body; or 3) The issuance or transfer of a license would be detrimental

DRAFT

to the public health, safety, or morals of the residents of the local option district. The governing body is required to notify the Director of Alcohol and Gaming Division of the New Mexico Regulation and Licensing Department within thirty (30) days of the public hearing whether it has approved or disapproved the application. This is done by the City Clerk.

MOTION: Councilor Heldenbrand made a motion to hold a public hearing and vote on a Restaurant B -- Beer Wine and Spirits Liquor License with on-premises consumption only with patio service for Backdraft Barbeque, LLC located at 301 N. Railroad Avenue, Roswell, NM 88201. Councilor Arnold was the second.

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes
	Darrell Johnson	Yes
	Will Cavin	Yes
	Juan Oropesa	Yes
	Christopher Cortez	Yes
	Robert Corn	Yes
	Angela Moore	No
	Juliana Halvorson	Yes

Those in favor: none
Those opposed: none

Motion passed 9-1.

21. Hold a public hearing and vote on a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption for JASAL, LLC | DBA Los Cerritos Mexican Kitchen located at 2103 N. Main Street, Roswell, NM 88201. Hess Yntema presented this item.

BACKGROUND: Under NMSA 1978 § 60-6B-4, the governing body is required to conduct a public hearing on the application and must, by roll call vote, approve or disapprove the requested application. The hearing is quasi-judicial in nature and must be conducted accordingly. JASAL, LLC | DBA Los Cerritos Mexican Kitchen, located at 2103 N. Main Street, Roswell NM 88201, has applied for a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption. In considering whether to approve or disapprove the application, the governing body may only disapprove of the application if it finds substantial evidence to support one of the following: 1) The proposed location is within an area where the sale of alcoholic beverages is prohibited by the laws of New Mexico; or 2) The issuance or transfer would be in violation of the zoning or other ordinance of the governing body; or 3) The issuance or transfer of a license would be detrimental to the public health, safety, or morals of the residents of the local option district. The governing body is required to notify the Director of Alcohol and Gaming Division of the New Mexico Regulation and Licensing Department within thirty (30) days of the public hearing whether it has approved or disapproved the application. This is done by the City Clerk.

MOTION: Councilor Heldenbrand made a motion to hold a public hearing and vote on a Restaurant B (Beer, Wine and Spirits) License with on-premise consumption for JASAL, LLC |

DRAFT

DBA Los Cerritos Mexican Kitchen located at 2103 N. Main Street, Roswell, NM 88201. Councilor Marrujo was the second.

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes
	Darrell Johnson	Yes
	Will Cavin	Yes
	Juan Oropesa	Yes
	Christopher Cortez	Yes
	Robert Corn	Yes
	Angela Moore	No
	Juliana Halvorson	Yes

Those in favor: none
Those opposed: none

Motion passed 9-1.

22. Ordinance 25-06: Hold a public hearing to consider adopting proposed Ordinance 25-06: Amending Chapter 11 of the Roswell City Code Regarding Flood Damage Protection. James MacCornack presented this item.

MOTION: Councilor Heldenbrand made a motion to hold a public hearing adopting Ordinance 25-06: Amending Chapter 11 of the Roswell City Code Regarding Flood Damage Protection. Councilor Cavin was the second.

BACKGROUND: The City of Roswell had a Community Assistance Visit from FEMA personnel. During this visit, required updates were identified to the City Flood Damage Prevention Ordinance to enable the City to remain compliant with National Flood Insurance Program regulations. The proposed changes are directly from the language in the Code of Federal Regulations Title 44 and FEMA guidance documents. Proposed changes will not affect the current process or procedures in floodplain administration

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes
	Darrell Johnson	Yes
	Will Cavin	Yes
	Juan Oropesa	Yes
	Christopher Cortez	Yes
	Robert Corn	Yes
	Angela Moore	Yes
	Juliana Halvorson	Yes

Those in favor: none
Those opposed: none

DRAFT

Ordinance 25-06 was enacted 10-0.

NEW BUSINESS / REGULAR ITEMS

23. Approval to advertise RFP 26-002 for Design Professional Services for flood-related projects (DR-4843NM). Mac Rogers presented the item.

BACKGROUND: This request is for approval to advertise RFP 26-002 for Design Professional Services for flood-related projects (DR-4843NM). The city is requesting architecture and engineering firms to submit proposals for the purposes of developing plans to repair city-wide flood damages and incorporate hazard mitigation measures where necessary as a result of the October 19th, 2024, flood event that required a FEMA public assistance claim.

MOTION: Councilor Heldenbrand made a motion to approve to advertise RFP 26-002 for Design Professional Services for flood-related projects (DR-4843NM). Councilor Arnold was the second.

The voice vote was unanimous, and the motion passed 10-0.

24. Approval for Ramon Zapata (Engineering Technician) to exceed $1,500 in travel reimbursements this current fiscal year, per Resolution 24-55.

BACKGROUND: Mr. Zapata has been attending certification courses through the Associated Contractors of New Mexico (ACNM) in Albuquerque to obtain the necessary certifications for the City of Roswell materials testing laboratory. These certifications are essential for maintaining compliance and allowing the City to continue performing in-house testing for construction materials. To date, Mr. Zapata has participated in several sessions under this program and will be attending six additional training classes to complete certifications in Concrete, Asphalt, and Densometer Testing. These trainings are critical to ensure that the City maintains qualified personnel for materials testing and minimizes the need for outsourced services. The total travel reimbursements for Mr. Zapata are expected to exceed the $1,500 per fiscal year limit; therefore, this request is being submitted for City Council review and approval in compliance with Resolution 24-55.

MOTION: Councilor Heldenbrand made a motion to approve Ramon Zapata (Engineering Technician) to exceed $1,500 in travel reimbursements this current fiscal year, per Resolution 24-55. Councilor Marrujo was the second.

The voice vote was unanimous, and the motion passed 10-0.

25. Approve Sergeant Trong Nguyen to exceed the $1,500 limit in travel reimbursements for the current fiscal year, in accordance with Resolution 24-55.

MOTION: Councilor Heldenbrand made a motion to approve Sergeant Trong Nguyen to exceed the $1,500 limit in travel reimbursements for the current fiscal year, in accordance with Resolution 24-55. Councilor Cavin was the second.

DRAFT

The voice vote was unanimous, and the motion passed 10-0.

Resolution(s)

26. Resolution 25-56: adoption of Resolution 25-56: Creating the Roswell Flood Recovery Taskforce.

BACKGROUND: The City of Roswell, New Mexico, suffered massive flooding on October 19 and 20, 2024, that was well outside the 100-year floodplain, and the Mayor and Governor declared a disaster. The City of Roswell passed an emergency ordinance on March 30, 2025, to increase the Gross Receipts Tax (GRT) for flood damage repairs starting on July 1, 2025. The City has the authority to generally protect the property of its municipality and its inhabitants, regulate flood and mudslide-hazard areas, regulate and conduct municipal flood control activities, and create a task force by resolution.

MOTION: Councilor Corn made a motion to approve Resolution 25-56: Creating the Roswell Flood Recovery Taskforce. Councilor Marrujo was the second.

FOR THE RECORD: Councilor Heldenbrand called for the question. The voice vote was unanimous.

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes
	Darrell Johnson	Yes
	Will Cavin	Yes
	Juan Oropesa	Yes
	Christopher Cortez	Yes
	Robert Corn	Yes
	Angela Moore	Yes
	Juliana Halvorson	Yes

Closed Session

28. Hold Closed Session: Pursuant to NMSA 1978 §§ 10-15-1H (5) and (8) for the discussion of collective bargaining strategy preliminary to collective bargaining negotiations and for the discussion of the purchase, acquisition or disposal of real property.

Councilor Heldenbrand made a motion to hold a Hold Closed Session: Pursuant to NMSA 1978 §§ 10-15-1H (5) and (8) for the discussion of collective bargaining strategy preliminary to collective bargaining negotiations and for the discussion of the purchase, acquisition or disposal of real property. Councilor Arnold was the second,

ROLL CALL VOTE:	Cristina Arnold	Yes
	Ed Heldenbrand	Yes
	Carlos Marrujo, Jr.	Yes

DRAFT

Darrell Johnson	Yes
Will Cavin	Yes
Juan Oropesa	Yes
Christopher Cortez	Yes
Robert Corn	Yes
Angela Moore	Yes
Juliana Halvorson	Yes

FOR THE RECORD: Council went into closed session at 7:54 p.m.
FOR THE RECORD: Council came back into open session at 8:05 pm. No action was taken, and no votes were made.

CITY MANAGER REPORTS/ANNOUNCEMENTS
(Information Only)

Fire Department
Successful training at the fire training center, including the use of their ARFF (Aircraft Rescue and Firefighting) truck on a real fire for the first time. A new ARFF truck is awaiting required chemicals before it can be used.

Fleet Maintenance / Solid Waste Department
Abraham Chaparro and Debbie Reyer have taken over fleet maintenance and are doing excellent work. The city successfully recruited a highly qualified Emergency Vehicle Technician—the only one in New Mexico certified to work on ARFF trucks. This will drastically reduce service costs (previously $4,000 per fire truck oil change), eliminate reliance on a monopoly provider, and may allow the city to service vehicles for surrounding communities, generating revenue. The new hire begins January.

Police Department
Recently hired five new officers, leaving only two existing vacancies (not counting 10 unfilled new positions). The city obtained a "Pitbull" SWAT breaching vehicle through the municipal league, replacing an unreliable surplus vehicle. The new vehicle has already proven valuable during a recent critical incident.

ADJOURNMENT

Meeting adjourned at 8:12p.m.

PASSED, ADOPTED, SIGNED, and APPROVED on this 11th day of December 2025.

(City Seal)

_____
Timothy Z. Jennings, Mayor

DRAFT

_____

Amalia Martinez, City Clerk

DRAFT

Regular City Council Meeting **23.**
Meeting Date: 12/11/2025
COMMITTEE: N/A **CONTACT:** Amalia Martinez
CHAIR: Juliana Halvorson

Summary:
DRAFT Special CC Minutes November 18, 2025 (Halvorson/Martinez)

Attachments

Draft Special CC Minutes November 18, 2025

Special Meeting of the Roswell City Council
Held at City Hall, Large Conference Room
425 N. Richardson Ave., Roswell, NM 88201
Tuesday, November 18, 2025, at 5:00 p.m.

Notice of this meeting was given to the public in compliance with Sections 10-15-1 through 10-15-4 NMSA 1978 and Resolution 25-28.

The meeting convened at 5:18 pm with Mayor Jennings presiding.

ROLL CALL:	Darrell Johnson	Present
	Chris Cortez	Present
	Will Cavin	Present
	Ed Heldenbrand	Present
	Angela Moore	Present
	Carols Marrujo	Present
	Cristina Arnold	Present
	Robert Corn	Present
	Juan Oropesa	Present
	Juliana Halvorson	Present

APPROVAL OF THE AGENDA
1. Approval of agenda - approve the agenda for the November 18, 2025, Special City Council Meeting.

Councilor Halvorson made a motion to approve the agenda for Special City Council Meeting for November 18, 2025. Councilor Moore was the second.

ROLL CALL VOTE:	Darrell Johnson	Yes
	Chris Cortez	Yes
	Will Cavin	Yes
	Ed Heldenbrand	Yes
	Angela Moore	Yes
	Carlos Marrujo	Yes
	Cristina Arnold	Yes
	Robert Corn	Yes
	Juan Oropesa	Yes
	Juliana Halvorson	Yes

Motion passed 10-0.

PUBLIC PARTICIPATION ON AGENDA ITEMS
None

DRAFT

REGULAR ITEMS

2. Approval of RFP-26-0020 Professional Legal Services for Special PFAS Litigation Counsel to NM Local Government Law, LLC. Hess Yntema presented this item.

BACKGROUND: The City of Roswell issued RFP-26002 seeking proposals from qualified law firms to provide professional legal services as Special PFAS Litigation Counsel. The selected firm will assist the City in pursuing legal remedies and recovering costs associated with PFAS an AFFF contamination affecting the City's drinking water and wastewater systems.

Three proposals were received and evaluated by the City's Evaluation Committee in accordance with the RFP criteria.

Final scores were as follows:

- NM Local Government Law, LLC -- 87.12
- Nachawati Law Group -- 78.67
- Stag Liuzza, LLC -- 74.88

Based on qualifications, municipal experience, and understanding of PFAS litigation, the Evaluation Committee recommends award to NM Local Government Law, LLC as the most advantageous proposer for the City

MOTION: Councilor Heldenbrand made a motion to approve RFP-26-0020 Professional Legal Services for Special PFAS Litigation Counsel to NM Local Government Law, LLC. Councilor Corn was the second.

Voice vote was 9-0, with Councilor Cortez being excused because of his work.

3. Approval of Union Collective Bargaining Agreement. Hess Yntema presented this item.

BACKGROUND: Ratifying the Roswell Police Officers Association Union Contract.

MOTION: Councilor Heldenbrand made a motion to approve the Union Collective Bargaining Agreement. Councilor Marrujo was the second.

Voice vote was 9-0, with Councilor Cavin being excused because his son is a RPD office.

4. Approval of City of Roswell Police Department to enter into a 5-year lease beginning December 1, 2025, ending November 30, 2030, for Building No. 500 at the Roswell Air Center.

BACKGROUND: City of Roswell Police Department requests to enter into a 5-year lease for Building No. 500, consisting of 23,000 square feet and adjacent area of land consisting of 5 acres, more or less, located at the Roswell Air Center, commencing on December 1, 2025, and ending November 30, 2030.

DRAFT

MOTION: Councilor Heldenbrand made a motion to approve the request from the City of Roswell Police Department to enter into a five-year lease for Building No. 500, consisting of approximately 23,000 square feet and an adjacent area of land consisting of approximately five acres, located at the Roswell Air Center, with the lease term commencing on December 1, 2025, and ending on November 30, 2030, as amended in the Legal Committee. With the following changes:

- Page 41 last sentence should read …2025, for 1 year lease and shall terminate on November 30, 2026 collectively known as the …
- Page 43 remove paragraph b and continue with the lettering.

Councilor Halvorson was the second.

AMENDED MOTION: Councilor Heldenbrand made a motion to strike section "a" on page 43 under 6.03 Maintenance. Councilor Halvorson was the second.

ROLL CALL VOTE ON AMENDMENT:

Darrell Johnson	Yes
Chris Cortez	Yes
Will Cavin	No
Ed Heldenbrand	Yes
Angela Moore	No
Carlos Marrujo	Yes
Cristina Arnold	Yes
Robert Corn	Yes
Juan Oropesa	No
Juliana Halvorson	Yes

Motion passed 7-3.

ROLL CALL VOTE:

Darrell Johnson	Yes
Chris Cortez	Yes
Will Cavin	Yes
Ed Heldenbrand	Yes
Angela Moore	Yes
Carlos Marrujo	Yes
Cristina Arnold	Yes
Robert Corn	Yes
Juan Oropesa	Yes
Juliana Halvorson	Yes

Motion passed 10-0.

5. Approval of City of Roswell Museum Lease to enter into a 5-year lease beginning December 1, 2025, and ending November 30, 2030, for Building No. 1081 at the Roswell Air Center.

BACKGROUND: City of Roswell Museum requests to enter into a 5-year lease of Building No. 1081, consisting of 8,152 feet, more or less, located at the Roswell Air Center, commencing on

DRAFT

December 1, 2025, and ending November 30, 2030.

MOTION: Councilor Heldenbrand made a motion approve the City of Roswell Museum Lease to enter into a 5-year lease beginning December 1, 2025, and ending November 30, 2030, for Building No. 1081 at the Roswell Air Center. Councilor Johnson was the second.

After discussion it was decided to make the following changes: on page 67, under 6.03 Maintenance to re move paragraph “a” and “b” and re letter the document.

ROLL CALL VOTE:	Darrell Johnson	Yes
	Chris Cortez	Yes
	Will Cavin	Yes
	Ed Heldenbrand	Yes
	Angela Moore	No
	Carlos Marrujo	Yes
	Cristina Arnold	Yes
	Robert Corn	Yes
	Juan Oropesa	Yes
	Juliana Halvorson	Yes

Motion passed 9-1.

ADJOURNMENT

Meeting adjourned at 6:13 p.m.

PASSED, ADOPTED, SIGNED, and APPROVED on this 11th day of December 2025.

(City Seal)

_____
Timothy Z. Jennings, Mayor

_____
Amalia Martinez, City Clerk

DRAFT

Regular City Council Meeting 31.
Meeting Date: 12/11/2025
COMMITTEE: N/A **CONTACT:** Hessel Yntema
CHAIR: Mayor Pro Tem

Summary:
Employee Out-of-State Travel

Attachments

RPD Out of State Travel
Air Center (ROW) Out of State Travel
Fire Department Travel

Roswell Police Department

CHIEF LANCE BATEMAN

MEMORANDUM
To: City Council Members
From: Chief Lance Bateman
Date: December 1st, 2025
Subject: Notification of Out-of-State Training for Department Personnel

Dear Council Members,

The following personnel are scheduled for out-of-state training.

1. **Michael Fry and Alberto Aldana**
   - **Rank/Position:** Lieutenant and Deputy Chief
   - **Training Program:** Axon CEO Leadership Technology Summit
   - **Location:** Scottsdale, Arizona
   - **Dates:** December 16th, 2025 – December 17th, 2025
   - **Purpose/Objective:** To learn more about Fusus for the real-time crime center. Learn more about how other agencies use Fusus and their real-time crime center. Networking with other real-time crime centers.
2. **Ashley Hunter**
   - **Rank/Position:** Officer
   - **Training Program:** Women in Command
   - **Location:** Amarillo, Texas
   - **Dates:** January 12th, 2026 – January 13th, 2026
   - **Purpose/Objective:** To learn and obtain the tools of effective leadership in women policing.
3. **Adrian Jimenez and Annalicia Gallegos**
   - **Rank/Position:** Officers
   - **Training Program:** Swift Water Rescue Technician
   - **Location:** San Marcos, Texas
   - **Dates:** January 19th, 2026 – January 22, 2026
   - **Purpose/Objective:** To get certified as a part of the Swiftwater Rescue team for the city.
4. **Luis Cardiel and Nathan Alvidrez**
   - **Rank/Position:** Officers
   - **Training Program:** Swift Water Rescue Technician
   - **Location:** San Marcos, Texas
   - **Dates:** February 9th, 2026 – February 12th, 2026
   - **Purpose/Objective:** To get certified as a part of the Swiftwater Rescue team for the city.

This memo is intended for informational purposes. Should you require any additional information, please do not hesitate to contact me.

Sincerely,
Chief Lance Bateman

MEMORANDUM
City of Roswell

To: CITY COUNCIL MEMBERS

From: Amalia Martinez, City Clerk

Date: 12/3/2025

Subject: Out-of-State travel for Roswell Air Center

Employee Name: Omar Gonzalez

Dates: Jan 15,2026

Location: **429 L'Enfant Plaza, SW**
Washington, DC 20024

Purpose: This course will provide a brief overview of the NTSB, our mission and legislated mandates, interagency coordination efforts between the NTSB, various airport response agencies and local jurisdictional stakeholders, and family assistance operations.

MEMORANDUM
City of Roswell

To: CITY COUNCIL MEMBERS

From: Fernando Garcia, Fire Department Training Division Chief

Date: November 13, 2025

Subject: Out-of-State travel for Fire Department

Employees:

Justin Dorrance
Santos Gamboa
Jordan Barwick
Jose Munoz
Lawrence Boyd
Jarrett Vaz
Brand Sturza
Jerid Huggins
Kent Campbell
Erick Villafana
Richard Bell
Jimmy Loudermilk

Dates: January 18, 2026 - January 23, 2026
February 9, 2026 – February 13, 2026

Location: San Antonio, Texas 78226

Purpose: TEEX Swiftwater Rescue Team Training

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 32.
Meeting Date: 12/11/2025
COMMITTEE: Planning & Zoning
CONTACT: Merideth Hildreth **CHAIR:** Saul Aguilar

ACTION REQUESTED:
Approval of Final Plat to replat 5 lots into 8 lots for 8 single-family residential lots in the 800 Block W College Blvd and the 1500 Blocks of North Michigan Avenue and North Kansas Avenue. (Halvorson/Hildreth)

BACKGROUND:
Prepared by: Merideth Hildreth, AICP, Planning & Zoning Administrator, and Esperanza DeLeon, Planner II, per application submitted by the applicant.

FINANCIAL CONSIDERATION
There are no additional costs associated with this request.

LEGAL REVIEW:
The proposed Final Plat requires Planning & Zoning Commission review and final decision by City Council on December 11, 2025.

BOARD AND COMMITTEE ACTION:
At the December 9, 2025, public hearing, based upon the Land Use and Zoning Considerations, Findings of Fact, Staff Recommendation, and materials provided, the Planning & Zoning Commission is requested to review, introduce a motion, and vote on a recommendation to City Council regarding Zoning Case MPLAT-25-0180Request Planning & Zoning Commission review, discuss, and vote on Zoning Case MPLAT-25-0180.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments
MPLAT-25-0180 BLACK DIAMOND MAYWOOD SUBDIVSION PACKET
LEGAL AD PROOF FOR P&Z

EXHIBIT A MPLAT-25-0180 BLACK DIAMOND MAYWOOD SUBDIVISION

ROSWELL
Community Development

CITY OF ROSWELL
FINAL PLAT APPLICATION

PO Box 1838 · Roswell, NM 88202-1838
Phone: (575) 637-6280 · ROSWELL-NM.GOV

Property Owner's Name: Black Diamond Construction LLC **Email:** bdiamondconstruction20@gmail.com
Phone: 575.637.8141 **Address:** 210 E McGaffey St, Roswell NM 88203

Agent's Name: Arturo Alvarado **Email:** bdiamondconstruction20@gmail.com
Phone: 575.637.8141 **Address:** 210 E McGaffey St, Roswell NM 88203

Legal Description of Proposed Zone Change Area (Lot/Block/Subdivision, Tract, Section-Township/Range):
Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A DOC# 202506739 WD 4-135-060-206-517-000000
Subd: MAYWOOD Block: 3 Lot: 15 E2 AND:- Lot: 16 E2 , Lot: 15 W2 AND:- Lot: 16 W2, Lot 17, Lot: 18 AND:- Lot: 19

Reason for the Request: (Please attach extra sheet if necessary) 5 Lots 800 Block W College Blvd east & west sides of alley. Replat 5 lots into 8 lots for 8 single-family residential lots

Original Subdivision Name: MAYWOOD

of Lots: 5 **Blocks:** 3 **Subdivision filed date:**

Proposed Subdivision Name: BLACK DIAMOND MAYWOOD SUBDIVISION

of Lots: 8 **Blocks:** N/A **Area of Proposed Subdivision:** **Acres:** 1.72 **Sq. Ft:** 75,000

By signing this document, I acknowledge that I have been informed of the dates, times, and locations of the meetings for the Planning and Zoning Commission and City Council and that I and/or my agent shall attend the meetings in order to fulfill the requirements of this application.

Property Owner Signature — Date: 11/7/25

Agent's Signature — Date: 11/7/25

FOR OFFICIAL USE ONLY

P & Z Case #: MPLAT-25-0180 (~~XXXXXX~~) **Date:** 12.9.2025 **Located in Historic District:** ☐ Yes ☑ No

Flood Zone: X **Current Zoning District:** R-3 **Current Use:** VACANT LAND

Required Yard Setbacks: Front Ft: 20' Side Ft: 5' 1 FLO Rear Ft: 20' Side Ft: 25' STRE

Comprehensive Master Plan General Development Plan: ☑ Residential ☐ Commercial ☐ Industrial ☐ Park & Open Space ☐ RS Overflight

Quadrant of the city: ☑ NW ☐ NE ☐ SW ☐ SE

All documentation and fees shall be required at the time this application is submitted, unless otherwise noted by Planning and Zoning staff. **Application fees are NON-REFUNDABLE.**

Revised 11/4/24

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

Roswell Planning & Zoning Commission
Tuesday, December 9, 2025
Roswell City Hall Large Conference Room
425 N Richardson Avenue
Roswell, NM 88201

APPLICATION: CASE MPLAT-25-0180: Request for a Final Minor Plat in the R-3 Residential Zoning District to develop eight (8) lots for single family homes on the 800 Block W College Blvd

I. Property Under Consideration:

Property Address: 800 Block W College Blvd on North side of College Blvd and 1500 Blocks on North Kansas Ave and North Michigan Ave.

Legal Description: W College Blvd 800 Block, 1500 Block east side of N Kansas Ave & west side of N Michigan Ave. Legal Summaries (properties on Kansas Ave & west of alley) Subd: MAYWOOD Block: 3 Lot: 15 W2 AND:- Lot: 16 W2 , Lot: 15 E2 AND:- Lot: 16 E2 (807 W College Blvd) , Lot: 17 (1505 N Kansas Ave), Lot: 18 AND:- Lot: 19 , Quarter: SW S: 29 T: 10S R: 24E DOC# 202506739 WD; (property on Michigan Ave & east of alley) Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A S: 29 T: 10S R: 24E DOC# 202506739 WD.

Property Owner: Black Diamond Construction LLC

II. Site Data:

Site Area: 74,985 sq feet 1.72 acres

UPC(s): 4-135-060-206-517-000000, 4-135-060-190-509-000000, 4-135-060-189-517-000000, 4-135-060-193-524-000000, 4-135-060-186-524-000000,

Existing Land Use: Vacant

Proposed Land Use: Develop eight new single-family homes

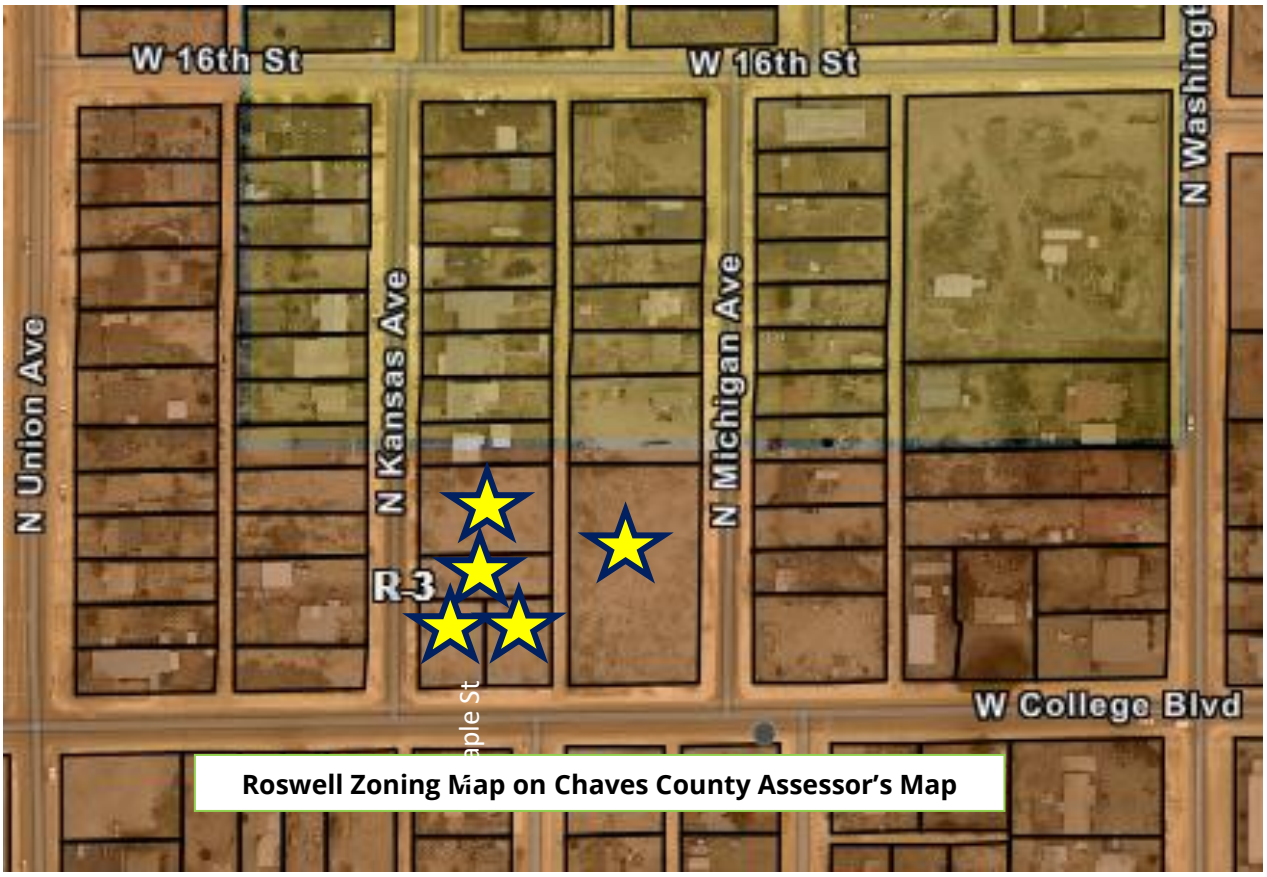
Existing Zoning: R-3 Residential District

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

Table 1: Adjacent Existing Land Use and Zoning to the property under consideration		
Direction:	**Land Use:**	**Zoning:**
North	Residential	R-2
South	Residential	R-3
West	Residential	R-3
East	Residential	R-3

Maps for MPLAT-25-0180



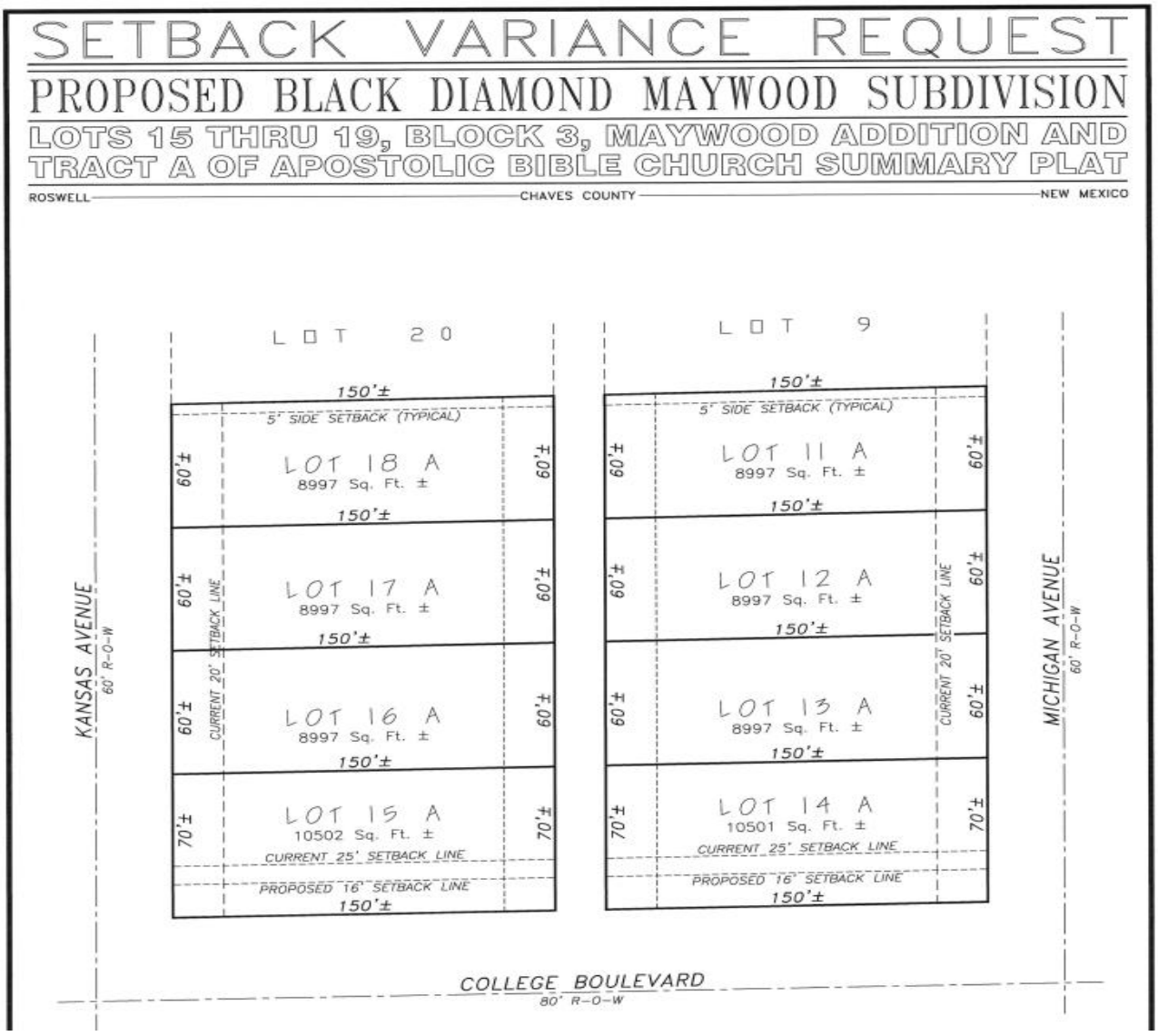
Roswell Zoning Map on Chaves County Assessor's Map

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

III. Intent of Petition:

The applicant for Zoning Case MPLAT-25-0180 is requesting a Final Plat of the Black Diamond Maywood Subdivision to create eight (8) lots for single-family homes.



Excerpt from Proposed Black Diamond Maywood Subdivision plat by Rains Surveying.

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

IV. Planning & Zoning Commission Considerations from Staff Review:

1. The property under consideration is in the R-3 Residential Zoning District.

2. The property is served by Kansas Avenue and Michigan Avenue, both classified as Local Streets. The two corner lots will have street side yards on College Boulevard classified as a Minor Arterial on the *2016 Comprehensive Master Plan Functional Street Classification Plan.*

3. The lot has approximately 300' frontage parallel with W College Blvd and approximately 250' frontage parallel with N Michigan Avenue and N Kansas Ave.



Google Earth Street View of Property looking west from W College

4. Minimum lot size requirement for single-family home in the R-3 Zoning District is 4,500 sq ft. The plat shows 8,997 square feet for each of the six interior lots, and 10,502 square feet for the two corner lots. Refer to Exhibit F for proposed lot dimensions and layout.

5. Water, sanitary sewer, and utilities area available to serve this proposed development project.

6. The Final Plat to create the 8 residential lot subdivision meets the *2016 Comprehensive Master Plan* Goal 8.9 Neighborhoods and Housing Goals, Objectives, and Implementation Strategies and specifically "Neighborhoods and Housing Goal 1: Promote a variety of housing types, sizes, and price ranges to accommodate housing needs of existing and future residents." This infill housing development also meets the master plan Chapter 4 Section 4.9 "Land Use Goal 1: Promote quality infill development and redevelopment within existing neighborhoods or areas that are already served by City Infrastructure."

7. The Planning & Zoning Commission's recommendation on Zoning Case MPLAT-25-0180 will be forwarded to City Council to render a final decision.

8. This residential infill development is compatible with the surrounding residential land uses.

V. Findings of Fact (Conclusions of Law):

1. A notice of the time and place of the public hearing for this case was published in the Roswell Daily Record at least fifteen (15) days prior to the date of this hearing.

2. Notifications of the public hearing were mailed via certified mail with return receipt requested to property owners of record, as shown by the Chaves County Assessor Map, with lots or land within one-hundred (100) feet of the area under consideration, excluding public rights-of-way.

3. This agenda, which includes this case, has been posted at City Hall and on the City of Roswell's website for over seventy-two (72) hours as required by State of New Mexico law for a public hearing.

4. As of the time of this writing, the Planning & Zoning Office has received zero (0) written protests, zero (0) verbal protests, and one (1) inquiry.

5. The property under consideration is currently within the jurisdiction of the City of Roswell, New Mexico.

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

6. City of Roswell Subdivision Code Article 4: Subdivision Application Procedure and Approval Process Section 2: Application and Review Procedures regulates final plats.

7. The *2016 Comprehensive Master Plan* Preferred Land Use Scenario Map (excerpt below) indicates the lots under consideration as high density residential. High density in Roswell is considered approximately 15 dwelling units per net acre.

8. Based upon review of the 2016 Comprehensive Master Plan and 2016 Affordable Housing Plan and need for all types of housing, staff has determined that approval of Zoning MPLAT-25-0180 is in the interest of the community, will have a positive impact as residential infill development on currently undeveloped land, and will provide housing options by adding new housing to the aging housing stock (85.8% built prior to 1990).



Excerpt from *2016 Comprehensive Master Plan* Preferred Land Use Scenario Map

EXHIBIT B

STAFF SUMMARY FOR CASE: MPLAT-25-0180
REQUEST FOR FINAL PLAT OF BLACK DIAMOND MAYWOOD SUBDIVISION IN THE R-3 RESIDENTIAL DISTRICT

VI. Action by the Planning & Zoning Commission:

Unless evidence to the contrary is introduced in the public hearing, based on the Land Use and Zoning Considerations, Findings of Fact, and materials provided, it is recommended that the **Planning and Zoning Commission introduce a motion and vote a recommendation to City Council regarding Zoning Case MPLAT-25-0180.**

EXHIBIT C.1: MPLAT-25-0180, VAR-25-0181, VAR-25-0182
LETTER NOTIFYING SURROUNDING PROPERTY OWNERS
(Page 1 of 2)
LETTER SENT VIA CERTIFIED MAIL ON November 25, 2025 TO SURROUNDING PROPERTY OWNERS

ROSWELL
Community Development

COMMUNITY DEVELOPMENT DEPARTMENT
400 W Second Street
Roswell, NM 88201
Telephone: (575) 637.6294

RE: PUBLIC HEARING NOTICE for ZONING CASES
MPLAT-25-0180, VAR-25-0181, VAR-25-0182

Dear Property Owner:
You have received this notice via certified mail because Chaves County Assessor information indicates you are a property owner of record within 100 feet of **City of Roswell Planning & Zoning Cases MPLAT-25-0180, VAR-25-0181, VAR-25-0182.** This notice informs you of an upcoming public hearing before the City of Roswell Planning and Zoning Commission regarding a Zoning Case for the following property.

DESCRIPTION OF ZONING APPLICATION REQUESTS:
CASE MPLAT-25-0180
Request a Final Minor Plat to replat 5 lots into 8 lots on the north side of West College Blvd in the 800 Block to build 8 single-family homes in the R-3 Residential Zoning District.

CASE VAR-25-0181
(Proposed BLACK DIAMOND MAYWOOD SUBDIVISION LOT: 15A)
Request a 16’ setback Variance from south property line to house on future lot to be addressed as 1501 N Kansas Ave.

EXHIBIT D: CASE VAR-25-0182
(Proposed BLACK DIAMOND MAYWOOD SUBDIVISION LOT: 14A)
Request a 16’ setback Variance from south property line to house on future lot to be addressed as 1500 N Michigan.

PROPERTY OWNER: Black Diamond Construction LLC
PROPERTY LOCATION: 5 Lots on the North Side of College Blvd in the 800 Block on both sides of the Alley in the 1500 Blocks of N Michigan Avenue and N Kansas Avenue.

LEGAL SUMMARIES: Properties on Kansas Ave & west of alley - Subd: MAYWOOD Block: 3 Lot: 15 W2 AND:- Lot: 16 W2 , Lot: 15 E2 AND:- Lot: 16 E2 (807 W College Blvd) , Lot: 17 (1505 N Kansas Ave), Lot: 18 AND:- Lot: 19 , Quarter: SW S: 29 T: 10S R: 24E DOC# 202506739 WD. Property on Michigan Ave & east of alley - Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A S: 29 T: 10S R: 24E DOC# 202506739 WD.

EXHIBIT C.1: MPLAT-25-0180, VAR-25-0181, VAR-25-0182 LETTER NOTIFYING SURROUNDING PROPERTY OWNERS
(Page 2 of 2)

The City of Roswell Planning and Zoning Commission will hear public comments on the above zoning cases on Date: TUESDAY, DECEMBER 9, 2025 at 10:00 a.m. in the City of Roswell City Hall Large Conference Room located at 425 N Richardson. You are entitled, although not obligated, to comment either in writing to our office, or in person or online at the hearing.

To be considered, written protests must be submitted to and received by the Planning and Zoning Division no later than noon on the working day prior to the Planning and Zoning Commission meeting. Written comments may be delivered to the Planning & Zoning Division Community Development Department in the Roswell Development Services Office at 400 W Second Street, or sent to: *City of Roswell, Planning & Zoning Administrator, PO BOX 1838, Roswell, NM 88202-1838 or via email to m.hildreth@roswell-nm.gov*.

The **information packet** for these zoning cases will be available no later than 5:00 p.m., on **Friday, December 5, 2025,** and may be viewed at https://www.roswell-nm.gov/489/Planning-Zoning-Commission. You may inspect the information packet in detail by calling 575.637.6294 for an appointment at the Planning & Zoning Division in the Roswell Development Services Office at 400 W Second Street. You may obtain copies of the information packet at a cost of 35 cents per sheet. The City's Zoning Ordinance is available online at:
https://library.municode.com/nm/roswell/codes/code_of_ordinances?nodeId=COOR_APXAZO

If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact Human Resources at 575-624-6700 at least one week prior to the meeting or as soon as possible. Public documents including the agenda and minutes can be provided in various accessible formats. Please contact the City Clerk at 575-624-6700 if a summary or other type of accessible format is needed.

Respectfully,

Merideth Hildreth

Merideth Hildreth, AICP
Planning & Zoning Administrator

Esperanza DeLeon

Esperanza DeLeon
Planner II

(Area of Notification Map attached)

ANEXO C.2: MPLAT-25-0180, VAR-25-0181, VAR-25-0182
CARTA DEL VAR EN LA QUE SE NOTIFICA A LOS PROPIETARIOS DE LAS PROPIEDADES CIRCUNDANTES
(Página 1 de 2)
CARTA ENVIADA POR CORREO CERTIFICADO EL 25 DE NOVIEMBRE DE 2025 A LOS PROPIETARIOS DE LAS PROPIEDADES CIRCUNDANTES

DEPARTAMENTO DE DESARROLLO COMUNITARIO
400 W 2nd Street
Roswell, NM 88201
Teléfono: (575) 637.6280

RE: AVISO DE AUDIENCIA PÚBLICA para el CASO DE ZONIFICACIÓN MPLAT-25-0180, VAR-25-0181, VAR-25-0182

Estimado propietario:
Usted ha recibido este aviso por correo certificado porque la información del Tasador del Condado de Chaves indica que usted es un propietario registrado dentro de los 100 pies del **Caso de Planificación y Zonificación de la Ciudad de Roswell MPLAT-25-0180, VAR-25-0181, VAR-25-0182.** Este aviso le informa de una próxima audiencia pública ante la Comisión de Planificación y Zonificación de la Ciudad de Roswell con respecto a un caso de zonificación para la siguiente propiedad.

DESCRIPCIÓN DE LA SOLICITUD DE ZONIFICACIÓN:
CASE MPLAT-25-0180
Solicito un plano final de parcela menor para reparcelar 5 parcelas en 8 parcelas en el lado norte de West College Blvd, en el bloque 800, para construir 8 viviendas unifamiliares en el distrito residencial R-3.

CASE VAR-25-0181
(Proposed BLACK DIAMOND MAYWOOD SUBDIVISION LOT: 15A)
Solicito una variación de retroceso de 16 pies desde la línea sur de la propiedad hasta la casa en el futuro solar que se dirigirá como 1501 N Kansas Ave.

EXHIBIT D: CASE VAR-25-0182
(Proposed BLACK DIAMOND MAYWOOD SUBDIVISION LOT: 14A)
Solicito una variación de 16' de retraso desde la línea sur de la propiedad hasta la casa en el futuro lote, que se tratará como 1500 N Michigan.

PROPIETARIO: Black Diamond Construction LLC
UBICACIÓN DE LA PROPIEDAD: 5 parcelas en el lado norte de College Blvd, en la cuadra 800, a ambos lados del callejón, en las cuadras 1500 de N Michigan Avenue y N Kansas Avenue.

ANEXO C.2: MPLAT-25-0180, VAR-25-0181, VAR-25-0182
CARTA DEL VAR EN LA QUE SE NOTIFICA A LOS PROPIETARIOS DE LAS PROPIEDADES CIRCUNDANTES
(Página 2 de 2)

RESÚMENES LEGAL: Propiedades en Kansas Ave y al oeste de Alley - Subd: MAYWOOD Block: 3 Lot: 15 W2 AND:- Lot: 16 W2 , Lot: 15 E2 AND:- Lot: 16 E2 (807 W College Blvd) , Lot: 17 (1505 N Kansas Ave), Lot: 18 AND:- Lot: 19 , Quarter: SW S: 29 T: 10S R: 24E DOC# 202506739 WD. Propiedad en Michigan Ave y al este de Alley - Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A S: 29 T: 10S R: 24E DOC# 202506739 WD.

La Comisión de Planificación y Zonificación de la Ciudad de Roswell escuchará los comentarios públicos sobre los casos de zonificación anteriores del la Fecha: MARTES 9 DE DICIEMBRE DE 2025 a las 10:00 a.m. en la sala de conferencias grande del ayuntamiento, situado en 425 N Richardson. Usted tiene derecho, aunque no está obligado, a comentar ya sea por escrito a nuestra oficina, o en persona o en línea en la audiencia.

Para ser consideradas, las protestas por escrito deben ser presentadas y recibidas por la División de Planificación y Zonificación a más tardar al mediodía del día hábil anterior a la reunión de la Comisión de Planificación y Zonificación. Los comentarios por escrito pueden entregarse al Departamento de Desarrollo Comunitario de la División de Planificación y Zonificación en la Oficina de Servicios de Desarrollo de Roswell en 400 W Second Street, o enviarse a: *City of Roswell, Planning & Zoning Administrator, PO BOX 1838, Roswell, NM 88202-1838 o por correo electrónico a m.hildreth@roswell-nm.gov*.

El **paquete** de información para estos casos de zonificación estará disponible a más tardar a las 5:00 p.m., el **viernes 5 de diciembre de 2025,** y se puede ver en https://www.roswell-nm.gov/489/Planning-Zoning-Commission. Puede inspeccionar el paquete de información en detalle llamando al 575.637.6294 para una cita en la División de Planificación y Zonificación en la Oficina de Servicios de Desarrollo de Roswell en 400 W Second Street. Puede obtener copias del paquete de información a un costo de 35 centavos por hoja. La Ordenanza de Zonificación de la Ciudad está disponible en línea en: https://library.municode.com/nm/roswell/codes/code_of_ordinances?nodeId=COOR_APXAZO

Si usted es una persona con una discapacidad que necesita un lector, amplificador, intérprete calificado de lenguaje de señas o cualquier otra forma de ayuda o servicio auxiliar para asistir o participar en la audiencia o reunión, comuníquese con Recursos Humanos al 575-624-6700 al menos una semana antes de la reunión o lo antes posible. Los documentos públicos, incluidos el orden del día y las actas, pueden proporcionarse en varios formatos accesibles. Comuníquese con el Secretario de la Ciudad al 575-624-6700 si necesita un resumen u otro tipo de formato accesible.

Respetuosamente

Merideth Hildreth

Merideth Hildreth, AICP
Administrador de Planificación y Zonificación

Esperanza DeLeon

Esperanza DeLeon
Planificador II

(Mapa del Área de Notificación adjunto)

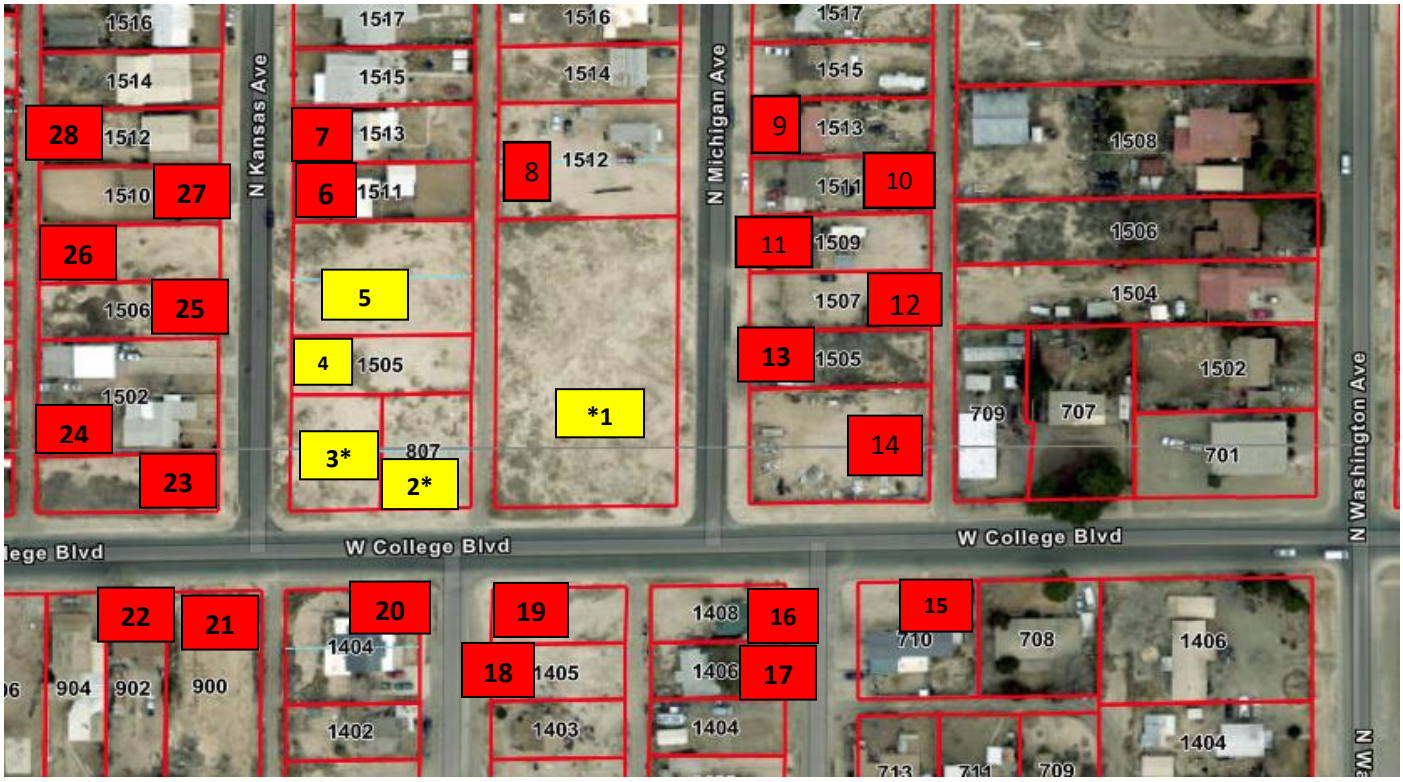
EXHIBIT D: CASE MPLAT-25-0180
EXHIBIT D: CASE VAR-25-0181
EXHIBIT D: CASE VAR-25-0182

Request a Final Minor Plat to replat 5 lots into 8 lots on the north side of West College Blvd in the 800 Block; a setback Variance to future 1501 N Kansas Ave, a setback Variance to future 1500 N Michigan Avenue in the R-3 Residential Zoning District to build 8 single-family homes.

Solicitar un plano final de menor para reparcelar 5 lotes en 8 lotes en el lado norte de West College Blvd en el bloque 800; una variación de retroceso para la futura 1501 N Kansas Ave, una variación para la futura 1500 N Michigan Avenue en el Distrito de Zonificación Residencial R-3 para construir 8 viviendas unifamiliares.

CHAVES COUNTY ASSESSOR'S MAP IDENTIFYING PROPERTY UNDER CONSIDERATION AND PROPERTIES WITHIN ZONING CASE NOTIFICATION AREA

EL MAPA DEL TASADOR DEL CONDADO DE CHAVES QUE IDENTIFICA LA PROPIEDAD BAJO CONSIDERACIÓN Y LAS PROPIEDADES DENTRO DEL ÁREA DE NOTIFICACIÓN DE CASOS DE ZONIFICACIÓN



PROPERTIES UNDER CONSIDERATION / PROPIEDAD BAJO CONSIDERACIÓN

NOTIFICATION LETTERS SENT TO PROPERTY OWNERS IN NOTIFICATION CARTAS DE NOTIFICACIÓN ENVIADAS A LOS PROPIETARIOS EN EL ÁREA DE NOTIFICACIÓN AREA

EXHIBIT E: MPLAT-25-0180, VAR-25-0181, VAR-25-0182 – NOTIFICATION AREA ADDRESSES

1,2,3,4,5 (Vacant Lots)
Black Diamond Construction LLC
210 E McGaffey St
Roswell, NM 88203

6,
Rodriguez, Evelyn
OR CURRENT PROPERTY OWNER
1511 N KANSAS AVE
ROSWELL, NM 88201

Rodriguez, Evelyn
1571E Thiesen
Holtville, CA 92250

7
Morales, Maria
1513 N Kansas Ave
Roswell, NM 88201

8
Campos, Phillip
OR CURRENT OWNER
1512 N Michigan Ave
Roswell, NM 88201

Campos, Phillip
417 Saucedo Ave
Roswell, NM 88203

9
Saenz, Juana M; (AKA Juana M Torres)
OR CURRENT PROPERTY OWNER
1513 N Michigan Ave
Roswell, NM 88201

Saenz, Juana M; (AKA Juana M Torres)
8 W Orchard Park Rd
Dexter, NM 88230

10
Luevano, Angie E
OR CURRENT PROPERTY OWNER
1511 N Michigan Ave
Roswell, NM 88201

Luevano, Angie E
1962 Garfield Ave
Kansas City, KS 66104

11
Lujan, Jessica; Lujan, Eucevio R
OR CURRENT PROPERTY OWNER
1509 N Michigan Ave
Roswell, NM 88201

Lujan, Jessica; Lujan, Eucevio R
1608 N Michigan Ave
Roswell, NM 88201

12
Lujan, Jessica; Lujan, Eucevio R
OR CURRENT PROPERTY OWNER
1507 N Michigan Ave
Roswell, NM 88201

Lujan, Jessica; Lujan, Eucevio R
1608 N Michigan Ave
Roswell, NM 88201

13
Jaffe, Victoria
1505 N Michigan Ave
Roswell, NM 88201

14 (Vacant Lot)
Orozco, Luis; Orozco, Viridiana
711 W College Blvd
Roswell, NM 88201

Orozco, Luis; Orozco, Viridiana
2008 N Mississippi Ave
Roswell, NM 88201

EXHIBIT E: MPLAT-25-0180, VAR-25-0181, VAR-25-0182 – NOTIFICATION AREA ADDRESSES

15
Oaxaca, Víctor; Oaxaca, Martha
OR CURRENT PROPERTY OWNER
710 W College Blvd
Roswell, NM 88201

Oaxaca, Víctor; Oaxaca, Martha
701 S Kansas Ave
Roswell, NM 88203

16
Lujan, Dora Jeanie
OR CURRENT PROPERTY OWNER
1408 N Michigan Ave
Roswell, NM 88201

Lujan, Dora Jeanie
8204 Bret PL NE
Albuquerque, NM 87109

17
Rodríguez, Jesse; Rodríguez Marlene
1406 N Michigan Ave
Roswell, NM 88201

18 (Vacant Lot)
Arnold Estate, Clara L
1405 N Maple Ave
Roswell, NM 88201

Arnold Estate, Clara L
205 W Mountain View Rd
Roswell, NM 88203

19 (Vacant Lot)
Madrid, Jose Lupe
806 W College Blvd
Roswell, NM 88201

Madrid, Jose Lupe
403 S Kansas Ave
Roswell, NM 88203

20
Johnson, Matthew A; Johnson, Rachel D
1404 N Maple Ave
Roswell, NM 88201

21 (Vacant Lot)
Kauslick, Albert A
900 W College Blvd
Roswell, NM 88201

Kauslick, Albert A
PO BOX 1148
Roswell, NM 88202

22
Osuna, Jose; Osuna, Viridiana
OR CURRENT PROPERTY OWNER
902 W College Blvd
Roswell, NM 88201

Osuna, Jose; Osuna Viridiana
1511 S Pennsylvania
Roswell, NM 88203

23 (Vacant Lot)
Monafo, John
1500 N Kansas
Roswell, NM 88203

Monafo, John
605 S Missouri Ave
Roswell, NM 88203

24
Garcia, Estela; Castillo, Victor
1502 N Kansas Ave
Roswell, NM 88201

25, 26 (Vacant Lot)
Lozano, Jose; Villegas, Anna
1506 N Kansas Ave
Roswell, NM 88201

EXHIBIT E: MPLAT-25-0180, VAR-25-0181, VAR-25-0182 – NOTIFICATION AREA ADDRESSES

25, 26 Continued
Lozano, Jose; Villegas, Anna
4302 Calumet Rd
Roswell, NM 88201

27
Pena, Oralia S
OR CURRENT PROPERTY OWNER
1510 N Kansas Ave
Roswell, NM 88201

Pena, Oralia S
1104 W 11th St
Roswell, NM 88201

28
Velos, Fred; Velos, Olivia
OR CURRENT PROPERTY OWNER
1512 N Kansas Ave,
Roswell, NM 88201

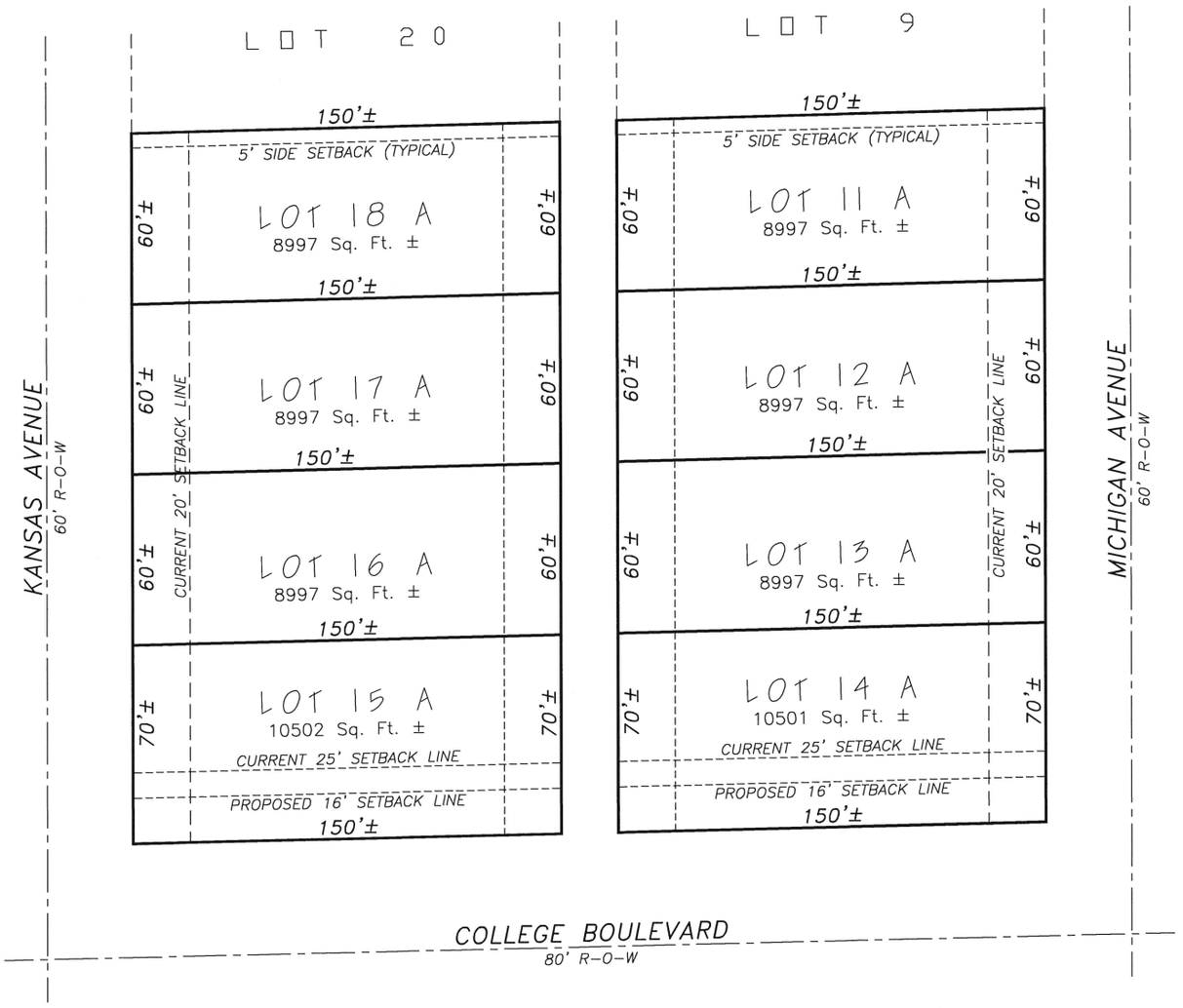
Velos, Fred; Velos, Olivia
405 Swinging Spear Rd
Roswell, NM 88201

SETBACK VARIANCE REQUEST

PROPOSED BLACK DIAMOND MAYWOOD SUBDIVISION

LOTS 15 THRU 19, BLOCK 3, MAYWOOD ADDITION AND TRACT A OF APOSTOLIC BIBLE CHURCH SUMMARY PLAT

ROSWELL — CHAVES COUNTY — NEW MEXICO



NOTES:

THE PURPOSE OF THIS VARIANCE REQUEST IS TO REDUCE THE MINIMUM STREET SIDE YARD SETBACK ALONG COLLEGE BOULEVARD FROM 25 FEET TO 10 FEET IN ORDER TO ACCOMMODATE ADEQUATELY SIZED DWELLINGS ON LOTS 14A AND 15A.

THE SUBJECT PROPERTIES ARE ZONED R-3 (RESIDENTIAL DISTRICT) PER THE CITY OF ROSWELL, NEW MEXICO PARCEL MAP REVISED MARCH 29, 2022.

THE LAYOUT OF THE PROPOSED BLACK DIAMOND MAYWOOD SUBDIVISION IS CONTINGENT ON THE APPROVAL OF THIS VARIANCE.

THE OWNER OF RECORD FOR THE SUBJECT PROPERTIES IS:

BLACK DIAMOND CONSTRUCTION, LLC.
210 EAST McGAFFEY STREET
ROSWELL, NM 88203
(575) 840-5327



SCALE: 1" = 60'

60 0 60 120

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P.O. BOX 1474 · ROSWELL · NEW MEXICO · (575)622-8411

10/31/2025

Publish November 22, 2025

NOTICE OF PUBLIC MEETING & HEARING
CITY OF ROSWELL
PLANNING & ZONING COMMISSION
TUESDAY, DECEMBER 9, 2025, AT 10:00 AM
Roswell CITY HALL LARGE CONFERENCE ROOM
425 N Richardson Ave, Roswell, NM

PURPOSE OF PUBLIC HEARING: To consider the following items:

CASE MPLAT-25-0180 Request Minor Plat approval for Black Diamond Maywood Subdivision to replat 5 lots into eight residential lots in R-3 Zoning District on north side of W College Blvd 800 Block, 1500 Block east side of N Kansas Ave & west side of N Michigan Ave. Legal Summaries (properties on Kansas Ave & west of alley) Subd: MAYWOOD Block: 3 Lot: 15 W2 AND:- Lot: 16 W2 , Lot: 15 E2 AND:- Lot: 16 E2 (807 W College Blvd) , Lot: 17 (1505 N Kansas Ave), Lot: 18 AND:- Lot: 19 , Quarter: SW S: 29 T: 10S R: 24E DOC# 202506739 WD; (property on Michigan Ave & east of alley) Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A S: 29 T: 10S R: 24E DOC# 202506739 WD. (Property Owner: BLACK DIAMOND CONSTRUCTION LLC). City Council will consider this item at the December 11, 2025, City Council meeting.

CASE VAR-25-0181 Request a Variance to Street Side Yard Setback in proposed Black Diamond Maywood Subdivision Lot 15A in R-3 Zoning District to build a residential dwelling. Legal Summaries Subd: MAYWOOD Block: 3 Lot: 15 W2 AND:- Lot: 16 W2 , & Lot: 15 E2 AND:- Lot: 16 E2 Quarter: SW S: 29 T: 10S R: 24E DOC# 202506739 WD. Location: 807 W College Blvd & adjacent property to the west; Future lot address: 1501 N Kansas Ave. (Property Owner: BLACK DIAMOND CONSTRUCTION LLC).

CASE VAR-25-0182 Request a Variance to Street Side Yard Setback in Proposed Black Diamond Maywood Subdivision Lot 14A in R-3 Zoning District to build a residential dwelling. Subd: APOSTOLIC BIBLE CHURCH SUMMARY PLAT Tract: A S: 29 T: 10S R: 24E DOC# 202506739 WD. Location: North side of W College Blvd 800 Block east of the alley; Future lot address: 1500 N Michigan Ave. (Property Owner: BLACK DIAMOND CONSTRUCTION LLC).

CASE SUP-25-0183 Request a Special Use Permit to establish a barbershop in an accessory building on the property owner's R-3 residential property. Subd: JEFF LISTON Block: 1 Lot: 3 AND:- Lot: 4 , Quarter: SE S: 33 T: 10S R: 24E DOC# 202502926 QCD. Location: 712 & 714 N Atkinson (Property Owner: ARTHUR LUNA III).

Detailed descriptions of zoning cases are available for review at the City of Roswell Community Development Department - Planning & Zoning Division, at 400 W 2nd St. Meeting packets prepared by staff and provided to the P&Z Commission will be available for interested parties to review by 5 PM on Friday, December 5, 2025, online at https://www.roswell-nm.gov/489/Planning-Zoning-Commission or by contacting the Planning & Zoning Division at 575.637.6294.

DATED: November 19, 2025
/S/ Merideth Hildreth
Merideth Hildreth, Planning & Zoning Administrator

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **33.**
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Approval of the award for ITB-26-004: Diagnostic, Service, and Replacement of Heating, Air Conditioning, and Dehumidification Systems at the Aquatic Facility to Advanced Airflow Technology. (Johnson/Burress)

BACKGROUND:
Initiated by: James Burress

The City of Roswell issued ITB-26-004 to secure a qualified contractor for the diagnostic, maintenance, repair, and replacement of specialized HVAC and dehumidification systems at the Roswell Recreation and Aquatic Center. The facility is equipped with Seresco dehumidification units and Daikin VRV heating and air conditioning systems, which require manufacturer-certified technicians for proper servicing.

The solicitation was publicly advertised. One bid was received from Advanced Airflow Technology, a Roswell-based contractor. The firm met all qualification requirements and is recommended for award.

FINANCIAL CONSIDERATION
This contract will be issued as an on-call service agreement. Actual expenditures will vary based on service requests and will be funded through the department's operating budget.

LEGAL REVIEW:
Contracts to be reviewed by the Legal Department upon award.

BOARD AND COMMITTEE ACTION:
Finance Committee voted (5-0) to refer to Legal Committee at their meeting on November 6, 2025. Legal Committee voted (5-0) to refer to City Council at their meeting on December 11, 2025.

STAFF RECOMMENDATION:
Staff recommends to proceed as presented.

Attachments

ITB-26-004 Bid Tabulation

BID TABULATION
ITB No. ITB-26-004
Diagnostic, Service, and Replacement of Aquatic Facility Heating, Air Conditioning, and Dehumidification Systems

SUBMISSION DEADLINE: October 7, 2025, at 2:00 pm

PRICING TABLE - SERVICES & LABOR

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Diagnostic service visit	1	Per Visit	$170.00	$170.00
2	Technician labor	1	Per Hour	$170.00	$170.00
3	Preventive maintenance service (cleaning, inspection, calibration)	1	Per Visit	$170.00	$170.00
4	Refrigerant recharge (R-410A or equivalent)	1	Per Pound	$65.00	$65.00
5	Leak detection / nitrogen pressure test	1	Per Test	$5,000.00	$5,000.00
6	Crane or special equipment (if required)	1	Per Use/Day	$1,000.00	$1,000.00

PRICING TABLE - REPLACEMENT PARTS

Line Item	Description	Unit of Measure	Percentage
1	Replacement parts	% Over Cost	45%

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting **34.**
Meeting Date: 12/11/2025
COMMITTEE: N/A
CONTACT: Amalia Martinez **CHAIR:** Juliana Halvorson

ACTION REQUESTED:
Approval of Mayor Jennings' recommendations for appointments to the Chaves County Joy Center is as follows: (Halvorson/Martinez)

- Jan Melton -- Representative for the Seniors of Roswell, and
- Maribel Thompson -- Representative for the Community of Roswell

BACKGROUND:
Initiated by: Term Renewals

The Chaves County Joy Center provides services to senior citizens in Chaves County who are ages 60 and over. They promote independence and improve the quality of life for the elderly in our community.

FINANCIAL CONSIDERATION
There are no financial costs.

LEGAL REVIEW:
Vacancies on Boards are filled under Roswell City Code Sec. 2-97(b)(1). The mayor, with the advice and consent of the city council, shall appoint all board members.

BOARD AND COMMITTEE ACTION:
This item was not brought to a board or committee.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Memo Maribel Thompson and Janice Melton

ROSWELL
New Mexico

City of Roswell
Office of the Mayor

MEMORANDUM
City of Roswell

To: CITY COUNCIL MEMBERS

From: Timothy Z. Jennings, Mayor

Date: December 3, 2025

Subject: Recommended Appointments to be made at the December 11, 2025 City Council Meeting.

Hello all,

I recommend that the appointments listed below be scheduled for the City Council meeting on December 11, 2025. I will present this recommendation and ask for your approval that evening.

Chavez County Joy Centers Inc.

- Representative for the Seniors of Roswell: Jan Melton (term December 12, 2025 – August 31, 2027)
- Representative for the Community of Roswell: Maribel Thompson (term December 12, 2025 – August 31, 2027)

Sincerely,

Timothy Z. Jennings
Mayor, City of Roswell, NM

/ag

PO Box 1838
Roswell, NM 88202-1838
TEL: 575.624.6700
FAX: 575.624.6709
roswell-nm.gov

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 35.
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Approval of the Drought Contingency Plan 2025. (Heldenbrand/Longway)

BACKGROUND:
Initiated by: Chantel Longway

The Roswell Drought Contingency Plan is to provide the City of Roswell with an updated approach to address drought as well as support and promote water conservation to protect the population, cultural and natural resources through:

a) synthesizing previous drought plan efforts and streamlining the content;
b) making strategic adjustments to the previous conservation efforts; and
c) laying a foundation for future collaborative improvements.

FINANCIAL CONSIDERATION
No financial impact.

LEGAL REVIEW:
N/A

BOARD AND COMMITTEE ACTION:
The Legal Committee recommended approval by a 4-0 vote at its meeting on November 18, 2025.

STAFF RECOMMENDATION:
Proceed as presented.

Attachments

Final Drought Plan

Drought Contingency Plan 2025

Prepared by the City of Roswell

ROSWELL

New Mexico

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DRAFT

LIST OF ABBREVIATIONS

BOR	Bureau of Reclamation
COR	City of Roswell
DRAP	Drought Response Action Plan
DCTF	Drought Continuingly Task Force
ERP	Emergency Response Plan
GPCD	Gallons Per Capita Per Day
M	Mitigation
NDMC	National Drought Mitigation Center
NOAA	National Oceanic and Atmospheric Administration
NM	New Mexico
OMP	Operation and Maintenance Plan
PMDI	Palmer Drought Severity Index
PWS	Public Water Systems
RCC	Roswell City Council
RDCP	Roswell Drought Contingency Plan
USDM	U.S. Drought Monitor
USDA	U.S. Department of Agriculture
WCS	Water Conservation Specialist

DRAFT

I. EXECUTIVE SUMMARY (Quoted text from *New Mexico Drought Plan: 2018* p 1)

"Drought is a common occurrence and has had acute impacts on New Mexico communities, industry, agriculture, and ecosystems." Developing a "drought response system that is adaptive to changing needs and conditions and is capable of being continually upgraded and enhanced through the incorporation of new information" is essential to the sustainability of the community. "The plan specifies that subsequent updates should be made every five years or as warrant."

The purpose of the Roswell Drought Contingency Plan is as follows:

- To conserve the available water supply
- To maintain supplies for domestic water use, sanitation, and fire protection
- To protect and preserve public health, welfare, and safety
- To minimize the adverse impacts of water supply shortages
- To minimize the adverse impacts of emergency water supply conditions
- To maintain and protect fresh water sources

"The Operational Framework (Section IV) develops a decision support system and communication plan by defining the organizational structure, roles, and individuals responsible for implementing the Drought Contingency Plan. The Drought Contingency Task Force (DCTF) is reaffirmed as the sole official point of contact between the drought plan development and implementation process and the Roswell City Council (RCC)."

The Operational Framework (Section IV) develops a decision support system and communication plan by defining the organizational structure, roles, and individuals responsible for implementing the Drought Contingency Plan. The DCTF is reaffirmed as the sole official point of contact between the drought plan development and implementation process and the RCC.

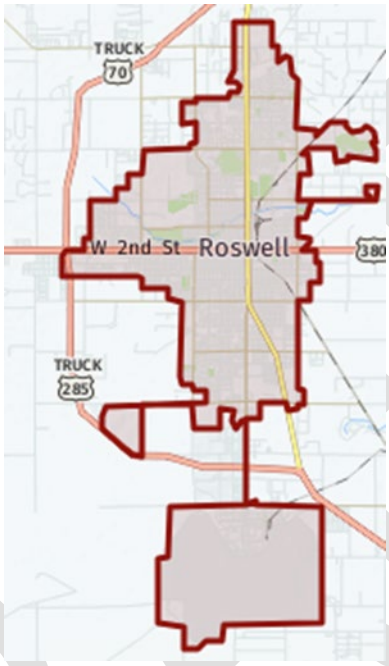
The plan coincides and is consistent with the framework and drought stages established in the New Mexico Drought Plan: 2018. "The three drought stages are: Drought Watch Stage, Emergency Drought Stage, and Exceptional Drought Stage. These triggers will be constantly evaluated based on the analysis of current drought conditions.

"Section VIII title describes recommended mitigation actions for drought impacts within the Roswell Municipal use of water. (Section XI) -Future Work, discusses steps and strategies that can be explored to further refine (the City of Roswell's) drought response system. These include communication and collaboration with stakeholders, improvements to impact and vulnerability assessments, and evaluating/developing additional data for use as drought triggers."

The City of Roswell, located in Chaves County, New Mexico, provides water and wastewater services to approximately 48,422 residents within Roswell and the surrounding county shown in **Figure 1**. The area is entirely reliant on groundwater and has experienced multi-year drought

DRAFT

conditions. At the time of adoption of this plan, Roswell has experienced exceptional drought conditions since 2018-2024. This has resulted in a slight increased in groundwater pumping. Roswell will use the Roswell Drought Contingency Plan (RDCP) to increase water reliability and improve water management through conservation, expanded technologies, and improved modeling capabilities. This planning effort will work in tandem with Roswell's 2021 Water Conservation Plan.



City Limits, Highway, **Figure 1**

II. HISTORY AND PURPOSE **(Quoted text from *New Mexico Drought Plan: 2018* p 2)**

"Drought is a common occurrence in New Mexico, having impacted the Land of Enchantment since prehistoric times. During the more recent historical period, drought has had particularly acute impacts during the years 1900-1910, 1932-1937, 1945-1956, 1974-1977, 2002-2004, and 2011-2013 shown in **Figure 2** (Palmer Drought Index). Since 1998, New Mexico governors have issued seven emergency drought declarations in the form of executive orders. Drawing on work done by various state agencies and other southwestern states, the first New Mexico Drought Plan was introduced and implemented in 2002. Since then, the state drought plan has been updated five times in conjunction with drought declarations. On July 11, 2018, Governor Susana Martinez signed Executive Order 2018-031, ordering another update of the existing (New Mexico Drought Plan). The New Mexico Drought Task Force met on September 24, 2018, and approved an expedited process to update the drought plan."

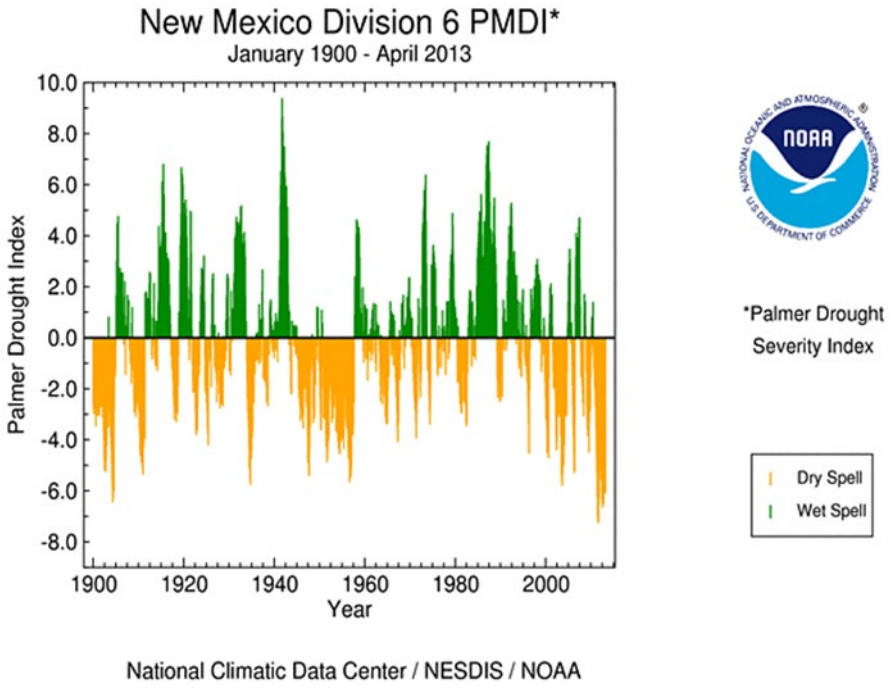


Figure 2

Summaries of Executive Orders Related to Drought (Excerpts in quotes from *New Mexico Drought Plan: 2018* pages 3-4)

"Term of Governor Gary Johnson (1995-2002)

Executive Order 1998-041

In October 1998, Governor Gary Johnson directed New Mexico to create a drought plan. The Governor described the behavior of drought in New Mexico as normal and periodic, triggering natural disturbances that negatively impact agricultural production and quality of the land, air, biomass, and water. These issues are difficult to respond to as drought evolves slowly, which presents challenges for efficient response.

This Order declared New Mexico to be in a state of drought whenever the continuation of rising temperatures and decreasing amounts of precipitation and snowpack prolong the dry conditions and harm surface water availability. The DCTF was established to review and edit the drought plan that had been drafted by the New Mexico Office of the State Engineer (NMOSE). State agencies were directed to identify specific vulnerabilities within their jurisdictions to provide mitigation strategies to the DCTF. Agencies were also asked to make recommendations to the Governor on how to respond efficiently to drought. Governor Johnson encouraged

individuals to identify drought vulnerabilities within their communities and take conservation actions when possible.

Executive Order 2002-019

In April 2002, an Executive Order was issued by Governor Johnson in response to a drought that intensified during the dry winter of 2001-2002. At that time, reservoirs were at their lowest points in two decades, and the snowmelt runoff forecast was one of the five lowest in the previous five decades. Drought conditions were expected to worsen, increasing fire danger and reducing stream runoff levels, potentially impacting compliance with the Endangered Species Act (ESA) and interstate compact deliveries.

Term of Governor Bill Richardson (2003-2010)

Executive Order 2003-019

In May 2003, Governor Bill Richardson declared an emergency drought condition for the state. Per Executive Order 2003-019, the extremely dry winters during the preceding seven years contributed to altered ecological regimes in which snowpack, runoff, streamflow, reservoir storage, and soil moisture were at their lowest levels since 1978.

The Order stated that the restoration of surface and subsurface flow to streams and reservoirs would take years of high precipitation. The Order outlined the purpose, tasks, and membership of the DCTF. Additionally, the Order identified the need for funding assistance to alleviate the deterioration of natural resources and environmental conditions, and stated that the funds would be released by the Office of the Governor upon the recommendation of the DCTF.

The Order directed the DCTF to continuously examine and monitor statewide drought conditions and recommend appropriate response measures to be implemented to mitigate drought impacts. The DCTF was chaired by the State Engineer and included cabinet secretaries from various state agencies.

Executive Order 2006-012

In March 2006, Governor Richardson once again declared a state of drought emergency in New Mexico, and directed state agencies to implement water-savings strategies and begin preparations to assist in drought relief efforts across the state. The Governor instructed the DCTF to prepare recommendations on additional water conservation and drought mitigation strategies that could be implemented. He also ordered all executive branches of state government to apply for emergency funds to carry out the existing drought plan.

Executive Order 2009-025

In June 2009, Governor Richardson issued a disaster declaration for the state due to drought. The Order directed the New Mexico Department of Finance and Administration (NMDFA) to make emergency financial resources available, the New Mexico Department of Homeland

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Security and Emergency Management (NMDHSEM) to coordinate all drought responses and requests for assistance, and the New Mexico National Guard to provide military support to civil authorities as needed.

Term of Governor Susana Martinez (2011-2018)

Executive Order 2012-006

In May 2012, Governor Martinez declared New Mexico to be in an emergency state of drought and called for additional resources for mitigation due to its severity. This drought was compared to those of 1955 and 2011, then the driest years on record. The DCTF was directed to continue to convene quarterly for two years to assess the impacts of drought severity on the state's resources and economy, and make recommendations to the governor of intermediate actions and long-term mitigation strategies that could help stabilize environmental and economic conditions. The Governor also ordered a review of the existing drought plan, and revision as necessary.

Executive Order 2018-031

In July 2018, Governor Martinez ordered the DCTF to review and revise the drought plan with a focus on drought planning, mitigation, and response. Executive Order 2018-031 stated that as of July 11, 2018, New Mexico had received less than half of the average precipitation for the water year, resulting in record low snowpack and spring runoff. Drought impacts are described as being beyond the response capability of local communities."

Term of Governor Michelle Grisham (2019-Present)

Executive order 2025-210

New Mexico Governor Michelle Lujan Grisham has issued Executive Order 2025-210, declaring a drought and severe fire conditions emergency, directing the Drought Task Force to coordinate state agencies for water conservation, recommend actions, and find funding to address critical water shortages, low reservoir levels, and wildfire risk, urging local governments to implement restrictions and fire bans as part of a larger effort outlined in the state's long-term water plan.

Drought in the City of Roswell, NM

The City of Roswell serves a community of approximately 48,422 people. The City of Roswell (COR) Utilities Department serves an area of approximately 29.9 square miles. The system serves at total of 20,347 accounts, of which 18,049 are residential connections and 2,298 are commercial connections. The COR system is supplied by 24 wells used for domestic demands and 11 wells available for providing irrigation water to the golf course and some park lands. The city also owns several farms that are leased for agricultural purposes. The municipal wells can provide between 800 and 2650 gpm according to current well statistics

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Roswell's DCTF was created on May 12, 2023 and held its first meeting on May 18, 2023.

Purpose of the Roswell Drought Contingency Plan **(Based on the *New Mexico Drought Plan: 2018* p 1)**

The purpose of this document, *Roswell Drought Contingency Plan: 2025*, is to provide the City of Roswell with an updated approach to address drought as well as support and promote water conservation to protect the population, cultural and natural resources through: a) synthesizing previous drought plan efforts and streamlining the content; b) making strategic adjustments to the previous conservation efforts; and c) laying a foundation for future collaborative improvements. To accomplish these objectives the RDCP:

- defines an updated drought operational framework to be followed in addressing drought and drought-related activities (Section IV)
- explains monitoring activities to identify drought status and triggers for the different stages of drought (Section V)
- describes impact and vulnerability assessment (Section VI)
- outlines the responses to drought based on triggers and impact conditions, identifies long- and short-term mitigation activities that can be implemented to cope with drought and to minimize the impacts of future droughts (Section VII)
- identifies actions that can be taken during a drought including communication with the public (Section VIII)
- acts as a catalyst for the creation and implementation of local drought planning and response efforts, including the drought plan update process (Section IX)
- includes a future work section describing potential work that is outside of the scope of this plan (Section X)

In designing the content of the RDCP, every effort was made to use existing partnerships and the input of various stakeholders from local entities to provide feedback on the effectiveness of planned or implemented responses and mitigation measures.

The RDCP is intended to complement the ongoing water resource planning efforts of Strategic Water Supply Program. The Strategic Water Supply Program Guidelines and the New Mexico Water Plan clearly identify drought planning as an important item of discussion in any water planning effort. It is anticipated that the measures and actions outlined in the RDCP will be incorporated into existing and future water planning efforts.

Summaries and web links have been used to streamline the contents of the plan. To allow access to The RDCP by the largest possible audience without the need for high document publication costs, the entire online document has been uploaded to the City or Roswell's website. In addition to hosting the RDCP, the website includes links to current drought conditions and updates by the Drought Monitoring Work Group (DMWG).

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The RDCP should be considered a living document to which continual review, evaluation, and revision must be made to enhance successes, failures, and changes.

Value of Drought Planning **(Quoted text from *New Mexico Drought Plan: 2018* pages 5 & 6)**

"Drought planning develops an integrated drought response system identifying vulnerabilities, impacts, and responses. Documenting initiatives and programs in a drought plan can improve the potential to obtain public financing and public participation.

In 1998, New Mexico initiated planning efforts to be more proactive and anticipate drought impacts. Those efforts resulted in a comprehensive drought plan that addresses drought response and potential vulnerabilities in advance of drought.

New Mexico drought impacts can be severe and recovery can be challenging. Historically impacts have included:

- early and severe wildfire seasons
- adverse effects on agriculture
- loss of tourism resulting from reduced snowpack, streamflow's, and recreational opportunities
- low reservoir levels
- shortages in municipal water supplies
- reduce rangeland and forest health
- potential health problems for humans
- other meteorological, agricultural, hydrological, socioeconomic, and ecological consequences

This plan benefits drought assessment and response efforts in the city by developing an adaptive organizational infrastructure that improves systems monitoring as needs and impacts change, supporting collaboration among stakeholders, and integrating these efforts with policy experts and decision-makers. These components are further described in the subsequent sections."

III. DEFINITION OF DROUGHT **(Quoted text from *New Mexico Drought Plan: 2018* pages 6 & 7)**

"Drought is a normal characteristic of the climate in New Mexico, and unlike most natural disasters, occurs slowly and persistently. Due to this phenomenon, government response to drought has typically been slow and fragmented, with little focus on preparedness and mitigation.

Drought is a complex time-dependent physical process that can adversely impact regions on both the macro and micro scales. Drought is difficult to define succinctly, and there is no universally accepted definition. Drought has the following characteristics:

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- unlike floods and other natural disasters, it is not a discrete event
- it is often the result of many complex factors, and may not have a well-defined beginning or end, and
- its impacts vary by geographic location and/or economic sector, making the definition of drought specific to each affected group or location.

Definitions of Drought

The most commonly used drought definitions are based on meteorological, agricultural, hydrological, socioeconomic, and ecological impacts.

Meteorological

Meteorological drought is a period of substantially reduced precipitation. It is commonly defined as an interval of time, generally on the order of months or years, during which the actual moisture supply at a given place consistently falls below the climatic average moisture supply.

Agricultural

Agricultural drought occurs when there is inadequate soil moisture to meet the needs of a particular crop at a particular time. Agricultural drought commonly occurs after or during meteorological drought, but before hydrological drought. Agricultural drought can also adversely impact livestock and other dry-land agricultural operations.

Hydrological

Hydrological drought occurs when there are deficiencies in surface and subsurface water supplies. It is measured as reduced streamflow, snowpack, reservoir, and groundwater levels. A delay usually occurs between the lack of precipitation and later deficits observed in water measurements. Due to this, hydrological response tends to lag behind other drought indicators.

Socioeconomic

Socioeconomic drought occurs when physical water shortages affect the health, well-being, and quality of life of people, or when the water shortages adversely impact economic activity.

Ecological

Ecological drought occurs when there is a prolonged and widespread deficit in naturally available water supplies, creating stresses across ecosystems."

IV. OPERATIONAL FRAMEWORK **(Quoted text from *New Mexico Drought Plan: 2018* p 7)**

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"This section documents the operational framework of the RDCP. It designates the individuals tasked with implementing the plan and includes steps to communicate the drought response actions to the public.

The operational framework, based on National Drought Mitigation Center (NDMC) planning guidelines, outlines the organizational structures and membership necessary to carry out the various aspects of the drought plan including:

- conducting drought monitoring
- developing an adaptive drought response system
- initiating mitigation actions
- updating the drought plan
- encourage water conservation

City of Roswell's City Council **(Text based on *New Mexico Drought Plan: 2018* p 9)**

The City of Roswell's City Council calls upon the DCTF to provide drought updates and recommendations as needed. The RCC has the final authority in declaring drought emergencies. The DCFT shall, as needed, update Roswell City Council on drought conditions, status, and recommended actions.

Utility Director **(Text based on *New Mexico Drought Plan: 2018* p 9)**

The Utility Director or their designee will be the centralized point of contact for drought planning, coordination, and response efforts in the City. The primary role of the Utility Director will be to facilitate information sharing to RCC and the general public. This position will have the following responsibilities:

- provide regular updates to the DCTF
- serve as a community liaison and information facilitator
- facilitate agency work groups and other community partnerships
- establish priorities and meeting schedules for the DCTF
- engage with agencies and community drought groups to compile impacts and actions as needed
- maintain RDCP continuity by serving as the point of contact for plan activity and updates

Drought Contingency Task Force **(Quoted text from *New Mexico Drought Plan: 2018* p 9)**

"The DCTF oversees the implementation of drought-preparedness activities in the City of Roswell. Additionally, the DCTF plays major roles in intergovernmental drought preparedness, response coordination, agency collaboration, and media information releases. The DCTF is the singular official channel to the (RCC) for drought plan activities in the city. The DCTF has

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submitted reports that review current and ongoing drought mitigation activities. This plan maintains the DCTF's roles, and schedules future meetings based on drought severity as needed within the city."

The Drought Task Force (DCTF) maintains, updates, and communicates the drought plan to support the planning process. The DCTF will work with the Utility Director to summarize impact assessments from various agencies, compile lists of drought impact specific to each agency, communicate drought plan activities to different audiences, and conduct other activities as directed. The DCTF meets as needed in response to elevated drought stages and to address specific issues that require targeted action

DCTF Members in 2023

Judy Stubbs	Residential Customer
Thomas E Jennings	Residential Customer
Rose Duran	Commercial Customer
Cameron Grimm	Commercial Customer
Aron Balok	Pecos Valley Artesian Conservancy District
Sean Benedict	Roswell Independent School District
Jonathan McGary	Supervising Ranger, Bottomless Lakes State Park (Ex Officio Member)
Cristina Arnold	City Councilor
Chantel Longway	Water Conservation Specialist (Staff Liaison)

DCTF Member in 2024 and Final

Judy Stubbs	Residential Customer
Thomas E Jennings	Residential Customer
Todd DeKay	Commercial Customer (Vacant as of August of 2025)
Nathan Cobb	Commercial Customer
Aron Balok	Pecos Valley Artesian Conservancy District
Sean Benedict	Roswell Independent School District
Jonathan McGary	Supervising Ranger, Bottomless Lakes State Park (Ex Officio Member)
Darrell Johnson	City Councilor
Chantel Longway	Meter Reader Supervisor (Staff Liaison)

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Merideth Hildreth AICP Planning & Zoning Administrator (Staff in Advisory Capacity)

Drought Related Funding

A number of drought-related funding sources exist including, but not limited to:

- City of Roswell
- Bureau of Reclamation (BOR)

V. COORDINATED DROUGHT MONITORING **(Quoted text from *New Mexico Drought Plan: 2018* p 12 - 14)**

"Drought monitoring, assessing current conditions, and predicting future drought development are key to implementing and updating the (RDCP). The U.S. Drought Monitor (USDM) is used by the (DCTF) to monitor drought in the city. The USDM analyzes and maps current drought conditions using five drought intensity categories. It is produced weekly through the joint efforts of the National Drought Mitigation Center (NDMC), the National Oceanic and Atmospheric Administration (NOAA), and the U.S. Department of Agriculture (USDA)."

In the City of Roswell, the Utility Director and or their designees shall review current drought conditions on as needed basis (**Figure V.1 and V.2**). The Utility Director and or their designees shall also track rainfall and snow amounts using local weather stations, to predict such water accumulation in the aquifers.

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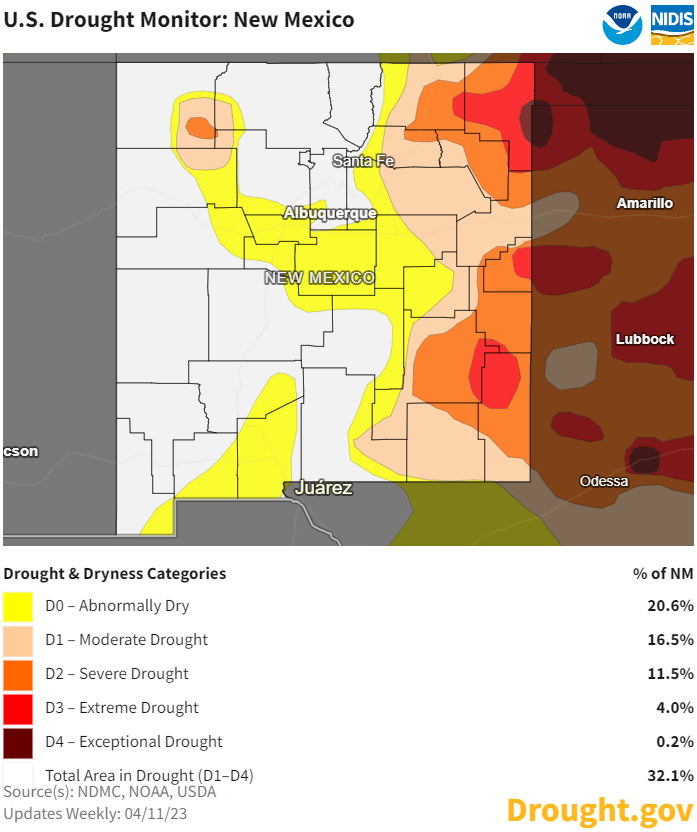


Figure V.1

(Source - New *Mexico Drought Plan: 2018* p 13)

Week	Date	None	D0-D4	D1-D4	D2-D4	D3-D4	D4
Current	4/25/2023	0	100	87.87	58.05	8.58	0
Last Week	4/18/2023	0	100	87.87	58.05	8.58	0
3 Months Ago	1/24/2023	0	100	93.84	58.17	8.58	0
Start of Calendar Year	12/27/2022	0	100	84.8	58.17	8.58	0
Start of Water Year	9/27/2022	0	100	100	61.97	9.63	0
One Year Ago	4/26/2022	0	100	100	100	94.16	58.25

Figure V.2

"A network of data gathering sites, operated by various state and federal agencies, provide the most current climate, streamflow, and reservoir information for review by the Utility Director and or their designees. Data from water levels are reviewed as either raw data or more refined indicators of drought-related conditions. Any changes to the current city drought classifications are then recommended to the RCC. The USDM is an analysis of drought conditions and does not include any forecast information."

The City of Roswell purchased and installed three well monitors throughout the city. Below is a graph showing the observed water level of Well 18 over time (Figure V.3).

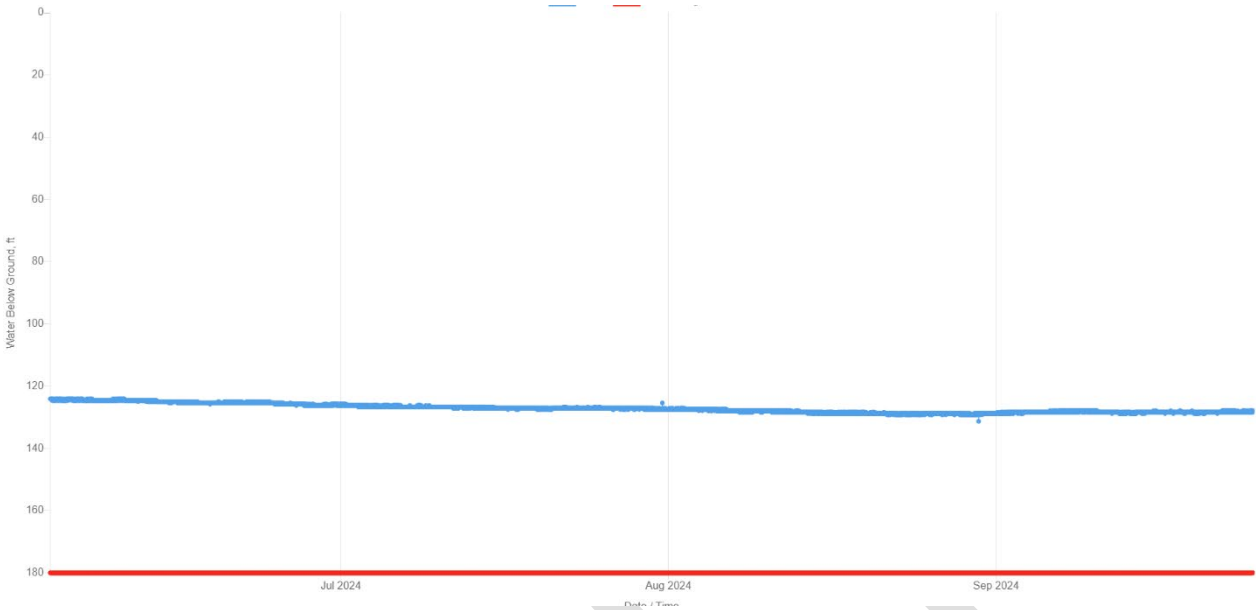


Figure V.3

To further understand the effect of drought on the city of Roswell Municipal well field, the DCTF through an RFP process, contracted Daniel B Stevens and Associates (DBS&A) of Albuquerque, NM to provide a hydrogeologic assessment. DBS&A produced a technical memorandum (memo) dated October 13, 2025 *Impacts of Drought on City of Roswell Groundwater Water Levels and Pumping* which is attached in appendix A.

VI. IMPACT AND VULNERABILITY ASSESSMENT (Quoted text from ***New Mexico Drought Plan: 2018*** pages 14-15)

"Vulnerabilities are increased susceptibilities to drought impacts, and are understood by identifying and assessing impacts (UNCCD, 2016). Drought impacts are the consequences of physical drought, including but not limited to crop yield losses, reservoir depletions, and loss of vegetation in rangelands.

The first step in assessing vulnerability is an identification of the impact, which is a measure of the effects that have already occurred. The assessment of vulnerability determines the structure of underlying systems and identifies how the systems will be impacted by drought. Impact and vulnerability assessments provide the basis for drought response and mitigation planning."

The DCTF identified the following potential vulnerabilities for the City of Roswell:

- Drought contributes to lower water table level that can impact the agricultural economy surrounding Roswell.
- Drought stresses the urban forest causing distressed trees to die or become diseased throughout the municipal area. A distressed urban forest has an aesthetic and an economic impact. Mature trees store carbon and provide shade thereby reducing the

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heat island affect in urban environments. Removal of mature tree canopy increases heat captured and released in the urban environment and therefore increases ambient temperature.

- Increased fire risk due to accumulation of dry grass, weeds, and vegetation, possibly enhanced by dead and/or dying trees, which presents a danger to residence.
- Increased risk of negative wildlife encounters in the city due to lack of forage.
- Excess stress on athletic facilities, parks, school grounds, and private facilities, resulting in economic loss and reduced opportunity for children and adults to exercise and compete.
- Disadvantageous to the local economy in competition for tourist dollars, new move-ins, and economic development.
- The overall rising temperatures in this area contribute to public and animal health and well-being concerns such as dehydration. With record-breaking high nighttime temperatures, houses and bodies are unable to cool off at night. Source: Duke University Nicholas Institute for Energy, Environment & Sustainability (Heat Policy Innovation Hub).
- Drought conditions contribute to habitat degradation and loss for fish and wildlife. Roswell is surrounded by state and federal public lands which harbor threatened and endangered species.
- Increased expenditures for energy and air conditioning across the board for public and private entities and potential impacts to the energy grid.
- Increased use of water to produce energy for cooling. In 2012, The Department of Energy has initiated policy and established a Water-Energy Tech Team that published *The Water-Energy Nexus: Challenges and Opportunities*. Source: 2014 U.S. Department of Energy The Water-Energy Nexus: Challenges and Opportunities Overview and Summary.

The DBS&A Memo identified the following conclusions for the City of Roswell:

- A one-unit decrease in Palmer Drought Severity Index (PDMI) corresponds to a decline of approximately 0.45 feet in groundwater elevation in the following month.
- The aquifer at Well #18 has an estimated saturated thickness of about 539 feet, and the predicted decline during a severe drought (PDSI -3) of 1.35 feet represents less than one percent of the aquifer saturated thickness.
- Statistical analysis indicates an increase of City pumping of about 576 acre-feet per year due to a 3-point drop in PDMI, which represents a change from normal drought to severe drought. This increase in pumping is about 4.5 percent of the recent average annual City pumping amount of 12,672 acre-feet per year.

VII. TRIGGERS AND RESPONSE **(Text based on *New Mexico Drought Plan: 2018* pages 16 & 17)**

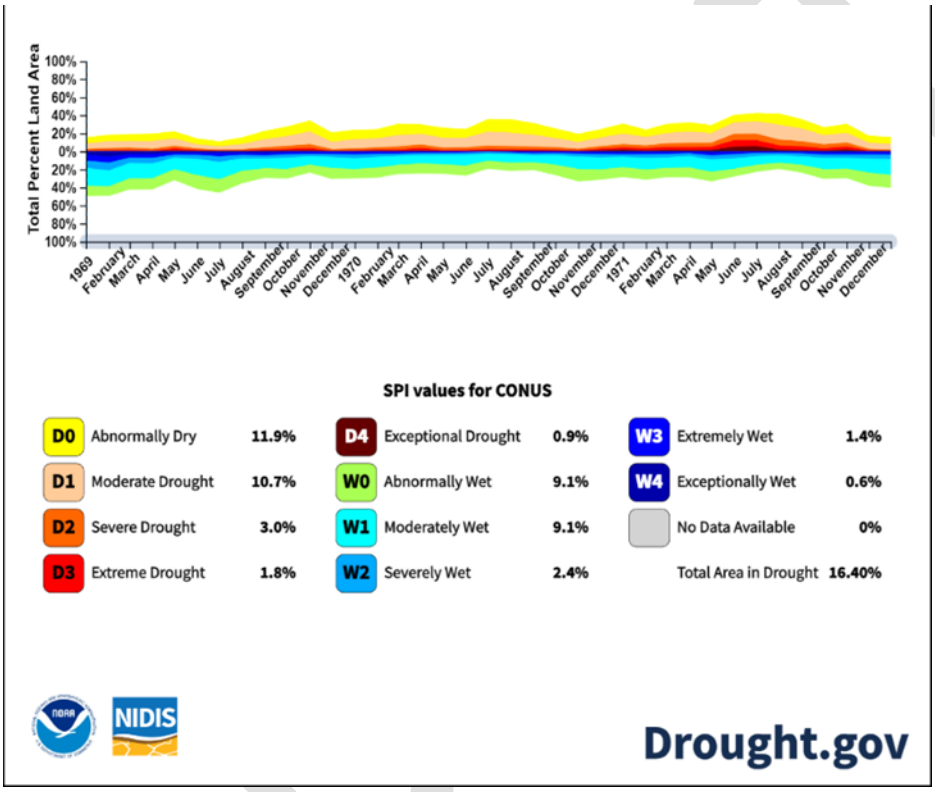
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Triggers

The city of Roswell will use three drought phases: Drought Watch Stage, Emergency Drought Stage, and Exceptional Drought Stage. The city of Roswell will use a combination of Well Monitors via the Pecos Valley Artesian Conservancy District, Roswell Well Bubblers and the U.S Drought Monitor (PDMI).

Figure VII.1, the USDM graph shows the drought conditions in New Mexico from 1969 to 1971, which was part of the 1931-1979 major drought in New Mexico that occurred in intervals throughout the years.

Figure VII.1



The triggers and restrictions are shown in **Figure VII.2.**

Figure VII.2 Three Triggers for Drought Response

(Framework for Table information based on *New Mexico Drought Plan: 2018* p 17)

Pre-Drought	**Initiation**	Pre-Stage D0-D1 is the continued observation of drought and water conscious behavior to promote water saving activities.
	Conditions	A stage where the city of Roswell is constantly in.
	Termination	This stage is not entered into or out of; instead, it is a constant reminder to remain vigilant about water usage

		and conduct public education and water conservation activities.
	Restrictions	Enforce the rules and restrictions in current City of Roswell Municipal Code.

Drought Watch	**Initiation**	D2 drought severity via the U.S Drought Monitor
	Conditions	Ask all Roswell Water users to reduce consumption through voluntary measures described in this stage.
	Termination	When drought severity is below D2, the City of Roswell will return into the Pre-Drought Stage.
	Restrictions	**Target**: Minimize the increased drought stage pumping. **Water Utility Measures**: • Increase public education and outreach regarding water use reduction • Reduce water consumption at all city facilities. **Voluntary Water Use Restrictions:** • Encourage customers to reduce water consumption

Emergency Drought	**Initiation**	D3 drought severity via the U.S Drought Monitor
	Conditions	Ask all Roswell Water users to reduce consumption through voluntary measures described in this stage.
	Termination	When drought severity is below D3, the City of Roswell will return into the Drought Watch Stage.
	Restrictions	**Target**: Minimize the increased drought stage pumping. **Water Utility Measures**: • Increase public education and outreach regarding water use reduction • Decrease routine line flushing and testing • Decrease routine fire hydrant flushing and testing **Voluntary Water Use Restrictions**: • Request all Industrial, Commercial, and Institutional customers reduce consumption

Exceptional Drought	**Initiation**	D4 drought severity via the U.S Drought Monitor
	Conditions	Ask all Roswell Water users to reduce consumption through voluntary measures described in this stage.
	Termination	When drought severity is below D4, the City of Roswell will return into the Emergency Drought.
	Restrictions	**Target:** Minimize the increased drought stage pumping.

		Voluntary Water Use Restrictions: • Increase targeted outreach to high consumption customers to urge water use reduction • Encourage no outside watering between 10 am – 6 pm during the summer (April 1 to August 31st) for all customers. • Increase code enforcement of Waste of Water Municipal City Ordinance.

The City of Roswell may declare the drought stage, upon being notified of conditions from the Utility Director of their designee. After such declaration, the conditions will continue to be monitored weekly to ensure descending into the lowest drought stage in an efficient and quick manner. The mayor may declare an emergency, implement a drought stage, or enhance any drought stage restrictions, after which the RCC shall meet within five days to vote on the matter. **Legal Review**

Notification

Notification of the Public:

The Public Affairs Office or designee shall notify the public with voluntary actions requested according to given drought stages by using any combination of the following:

- public service announcements
- social media announcements
- news media (online/print)
- digital public service messages on public and private digital billboards, digital signs, and electronic message centers
- Continuous bill inserts showing the current water restriction until the water system is at a Pre-Drought Stage condition.
- Customer notification via mail and/or email

This notification shall take place within forty-eight (48) hours. This will allow customers to be informed of the drought stage via a broad range of notification systems. The notifications will be made in English and Spanish to ensure to notification for the mass majority in Roswell, NM.

Additional Notification:

The Utilities Director or designee shall directly notify the following individuals and entities:

- City Manager
- Mayor
- City and/or County Emergency Management Coordinator(s)
- Wholesale Customers
- Critical water users, i.e. hospitals

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- Parks/street superintendents & public facilities managers

This notification shall take place within twenty-four (24) hours. This will allow customers to be informed of the drought stage via a broad range of notification systems.

Mitigation **(Quoted text from *New Mexico Drought Plan: 2018* pages 20)**

"In addition to planning for triggering emergency responses, mitigation planning helps communities and agencies proactively prepare for the next drought. For example, a mitigation strategy for the City of Roswell would be enhancing supply through aquifer recharge. Other mitigation strategy examples include demand management through reducing losses, reducing use, and employing economic incentives. The goal of mitigation planning is often defined as supporting communities to become resilient in the face of drought by reducing vulnerabilities to impacts in the underlying social, economic, and environmental systems. (Wilhite et al., 2014)."

The overall mitigation actions for drought management in Roswell are as follows:

Turf Management Education

Water Step Cost Education and Evaluation of a Person Using More than Average

Reduce Water Use

Turf Removal Education

Abstract of Water Rights

Outreach education on water and energy conservation through a coordinated public information and public service announcement communication guide and policy

Hold local and regional water conservation summits

Replace failing infrastructure

Encourage water reuse and recycling with water harvesting

Hold Fix a Leak Weeks (EPA)

Hold my water pledge in April annually (Awareness)

Plan for, design, and fund water reclamation infrastructure such as "purple pipe" technologies to water public, institutional, and private vegetation, turf, golf courses, cemeteries, and recreational facilities

Draft and adopt Water wise vegetation and landscaping policies and ordinances

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Use of Hydro Delta to detect water leaks in both public and private infrastructure through a satellite imagery system. Source: New Mexico Environment Department.

Use of tools and technologies such as N0-DES™ to filter water that would otherwise be wasted when flushing fire hydrants.

VIII. ENFORCEMENT ACTIONS

Enforcement actions are possible if ordinances exist to support them. Currently the City of Roswell has one ordinance regarding waste of water. Ordinance could be modified to increase water conservation measures. Attached in Appendix B are example ordinances that could be added by the city council in the future.

IX. DROUGHT PLAN UPDATE PROCESS **(Quoted text from *New Mexico Drought Plan: 2018* p 29)**

"There are not any previously established guidelines for drought contingency plan content and updates. Moving forward, the drought contingency plan should be updated every five years for the purpose of keeping the document current." After drought emergencies, the Utility Director or their designee evaluate the current plan and make proposed modifications to the RCC.

X. FUTURE WORK

Water Conservation

The City of Roswell has adopted the following goals for the water conservation program:

- Reduce nonrevenue water to below 10%
- Track billed vs. produced water more closely
- Reduce outdoor water use
- Reduce water waste
- Reduce peak summer demands for more efficient system operation and reduced energy use
- Reduce pumping and treatment costs
- Educate the public about water conservation
- Increase the water audit data validity score from 67 to a minimum of 80

To see the full City of Roswell Water Conservation Plan, go to the provided link https://www.roswell-nm.gov/DocumentCenter/View/20084/Water-Conservation-Plan---Dec-2021?bidId=.

The Water Conservation Plan is to be used with the Communication and Outreach Plan developed by the DCTF to educate the community stakeholders in conserving water and fixing unchecked leaks.

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Performance Measures

Ensure the RDCP is effective, performance metrics should be used to track positive change. The following is a list of performance metrics:

- A survey can be submitted to customers to gauge their perception of current drought conditions
- Track monthly GPCD in relation to how many active connects are currently used. This will give the average GPCD for consumers. This can be breaking down by commercial, city, and residential use.
- Quarterly track the number of leaks the city repairs, to ensure the line replacement plan is effective at reducing water loss.

XI. REFERENCES

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DRAFT

XII. APPENDICES

DRAFT

DBS&A
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Memorandum

To: Roswell Drought Task Force **Date:** October 13, 2025

From: Todd Umstot, Lily Rich, and Neil Blandford

Subject: Impacts of Drought on City of Roswell Groundwater Water Levels and Pumping

Daniel B. Stephens & Associates, Inc. (DBS&A) conducted an analysis to evaluate the effects of drought on the City of Roswell (City) supply wells in terms of groundwater levels, aquifer saturated thickness, and pumping required to meet the City's water demand. This evaluation was undertaken to quantify the relationship between regional drought conditions and the hydrologic response of the aquifer system that is the source of supply the City's wells.

The analysis integrates multiple data sources, including automated and manual groundwater-level measurements collected by the Pecos Valley Artesian Conservancy District (PVACD), groundwater levels collected using "bubblers" at City Well #18, Palmer Drought Severity Index (PDSI) records, and monthly City pumping amounts. These datasets were used to (1) assess the correlation between drought severity and water-level fluctuations in the Roswell Basin, (2) estimate the potential magnitude of water-level declines during drought conditions, and (3) evaluate whether drought influences the City's overall groundwater pumping requirements.

Water Level Data and Correlation Between Wells

Water level data from PVACD were obtained from New Mexico Water Data (https://newmexicowaterdata.org/) for 10 wells in the Roswell Basin (Figure 1). These data include automated depth-to-water measurements, which generally begin in December 2021 and extend through June 24, 2025, and manual measurements that span several decades and continue until September 2024. Automated measurements are recorded at 2-hour intervals, while manual measurements are typically collected every 10 days. Figure 2 shows time series plots of the groundwater elevations for PVACD wells Transwestern, Berrendo-Smith, and LFD. These three wells are the closest monitored PVACD wells to City Well #18.

The City installed a bubbler in Well #18 on June 3, 2024. Data from this bubbler were retrieved through September 29, 2025, with depth-to-water levels recorded at 15-minute intervals. Figure 3 shows a time series for the available water level data converted to elevation based on a land

surface elevation of 3,650 ft, msl. The average groundwater elevation from the data is about 3,526 ft msl.

Figure 4 shows a plot of the change in water levels at Well #18 and the three nearby PVACD wells starting in June 2024. Visual inspection of the the plot shows that the Well #18 water level mostly closely corresponds with the PVACD Berrendo-Smith well. This observation is supported by time-series analysis of the groundwater level data. Time-series analysis encompasses a variety of mathematical methods developed to statistically analyze sequential data points to identify patterns, trends, and correlations.

Time-series analysis was conducted to compare daily observed water levels in Well 18 with those from the three nearest PVACD monitor wells. Data were aggregated to daily means, and cross-correlations were evaluated across ±30-day lags (Figure 5). The strongest correlations were found for the Berrendo-Smith and Transwestern wells, both showing close agreement with Well 18 after accounting for slight time lags (Table 1). Although the Transwestern well produced marginally lower error metrics, the Berrendo-Smith well has a slope closer to one, indicating more similar water-level fluctuations to Well 18. Therefore, the long-term Berrendo-Smith record was selected for evaluating drought effects on City Well 18.

Table 1 Summary of cross-correlation and regression results for Well 18 and nearby PVACD monitor wells

Well Name	Lag (Days)	Peak Correlation at Lag (R)	Slope	Intercept (ft)	Squared Correlation of Regression (R^2)	Root Mean Squared Error (ft)	Samples (n)
Berrendo-Smith	+4	0.9810	0.887	73.93	0.9586	0.686	307
Transwestern	-5	0.9809	1.459	1.54	0.9621	0.669	331

Palmer Drought Severity Index and Correlation with Water Levels

The Palmer Drought Severity Index (PDSI) is widely used for assessing long-term drought and wetness conditions in the United States. Developed by Wayne Palmer in the 1960s, the index

was designed to measure cumulative departures in the surface water balance by incorporating both current and antecedent conditions of moisture supply (precipitation) and demand (potential evapotranspiration). The index is calculated using a hydrological accounting system that includes a two-layer soil moisture "bucket" model, with inputs such as weekly precipitation, average temperature, soil water-holding capacity, and the previous index values. The PDSI provides a standardized measure of moisture anomalies, ranging from about -10 (extreme drought) to +10 (extreme wetness), although values between -4 and +4 are most common. Values below -2 indicate moderate to severe drought, while values above +2 indicate unusually wet conditions (Table 2). To account for the duration of events, the index combines the current moisture anomaly with a portion of the previous index, which allows it to reflect not only the severity but also the persistence of droughts or wet spells.

Table 2 Palmer Drought Severity Index Categories

Category	PDSI Range
Extreme Drought	-4.0 or less
Severe Drought	-3.0 to -3.9
Moderate Drought	-2.0 to -2.9
Near Normal	-1.9 to +1.9
Unusual Moist Spell	+2.0 to +2.9
Very Moist Spell	+3.0 to +3.9
Extremely Moist	+4.0 or above

The PDSI is published by the National Oceanic and Atmospheric Administration for each climate division in the United States. The Roswell Basin lies within New Mexico Climate Division 7 (the Southeastern Plains), which generally follows the Pecos River watershed from upstream of Santa Rosa Reservoir to the Texas–New Mexico state line, and also extends east beyond the watershed to include areas such as Lovington and Hobbs. Monthly PDSI data are available for this division from 1895 to the present (NCEI, 2025).

Time-series analysis was performed on the groundwater level data from the Berrendo-Smith well and the PDSI to evaluate the effect of drought on water levels in the Roswell Basin. Figure 6 shows the manual water level measurements at the Berrendo-Smith well compared to the PDSI for January 1946 through June 2025. The Berrendo-Smith water levels have a long-term trend over the decades and an inter-annual variation due to irrigation pumping in the region. The time series analysis accounts for spikes, outliers, and seasonal effects. First, the water-level series was

"cleaned" by removing abrupt jumps greater than 10 feet and interpolating across the removed points. The 10-day daily series was then used to calculate monthly averages, and a rolling z-score filter was applied to flag and interpolate statistical outliers. Both the water-level and PDSI series were converted to average monthly values, aligned over their common time period, and passed through a Fast Fourier Transform (FFT) filter that removed the very long-term trends and seasonal cycles at annual and semiannual frequencies. The resulting de-seasonalized and detrended changes are standardized into z-scores, allowing direct comparison of variability between the two series (Figure 7).

Next, the lag correlations were computed between the standardized water-level changes and PDSI changes over a ±24-month window. A positive lag of 1 month was determined to have the highest correlation (R = 0.589; R^2 = 35%) meaning that 35% of the variation in the water level changes (after removing seasonal pumping effects and long-term trends) can be explained by corresponding changes in the drought index with a 1-month lag.

The correlation analysis can be used to calculate the effect of a change in the PDSI on the water level from the following equation:

$$\Delta WL = R * \sigma_{WL} * \frac{\Delta PDI}{\sigma_{PDI}}$$

where

ΔWL is the change in water level (feet)
R is the correlation coefficient (0.589)
σ_{wl} is the standard deviation of the water-level change (1.24 feet)
σ_{pdi} is the standard deviation of the PDSI change (1.63)
Δ_{pdi} is the change in the PDSI

So, for each 1-point change in the PDSI, there is a corresponding change of 0.45 feet in the water level at the Berrendo-Smith well. For example, if there was a change from normal conditions (PDSI = 0) to a severe drought (PDSI = -3), a month later, the water level in the Berrendo-Smith well would drop 1.35 feet.

Aquifer Saturated Thickness

The Roswell Basin contains two principal aquifer units. The shallow aquifer occurs in valley-fill alluvial deposits and the upper portions of the Artesia Group, and the underlying carbonate

aquifer, which consists primarily of the San Andres Formation. These aquifers are separated by a semiconfining unit on the east side of the basin, but this semiconfining unit is absent in the west side of the basin. Where the semiconfining unit is present, water in the underlying carbonate aquifer occurs under pressure, or "confined" conditions. Where the semiconfining unit is absent, water in the carbonate aquifer occurs under "unconfined" conditions and the top of the aquifer is equivalent to the water table. The carbonate aquifer is unconfined in the western part of the basin, where it receives recharge in what is known as the intake area.

Well #18 is located in the intake (unconfined) portion of the carbonate aquifer just west of the confined aquifer area. In this region the top of the aquifer is equivalent to the water table elevation, which is the same as the water level measured in Well #18. The top of the carbonate aquifer was mapped by Welder (1983), but the base of the aquifer remains uncertain. In the vicinity of Well #18, Welder (1983) mapped the carbonate aquifer as being approximately 260 feet thick, with the water table occurring above an elevation of 3,500 ft msl. This mapped elevation is similar to, but about 35 feet higher than, the elevation recorded in the Well #18 log, which shows the contact between the alluvium and limestone at approximately 3,465 ft msl.

According to the well log, the principal water-bearing zone screened at the well is 61 feet thick. The saturated thickness of aquifer above this zone averages about 478 feet, and the total saturated thickness (water column) in the well averages approximately 539 feet (Figure 8). The predicted water-level decline during a severe drought of 1.35 feet is less than one percent of the total water column in the well, indicating that the well's yield would remain essentially unaffected by drought conditions.

Pumping Data

Monthly groundwater pumping records for the City from 2015 through July 2025 were compared to the monthly PDSI to evaluate the effect of drought on City pumping. For the period 2015 through 2024, City pumping averaged 12,672 acre-feet per year, with a range from 11,770 acre-feet in 2015 to 13,628 acre-feet in 2020.

As was done with the water level data, the monthly pumping data were de-seasonalized and then a cross-correlation was performed between the total pumping and the PDSI. This analysis indicated the highest correlation at a lag of zero, meaning that there is no delay between the occurrence of drought or wet conditions and the resulting change in City pumping amounts. A regression on the de-seasonalized pumping data and the PDSI was performed and a statistically significant but weak correspondence was found between drought and City pumping. The slope

of the regression was -16 acre-feet per month per PDSI unit, indicating that in the case of a decrease of 3 PDSI units from normal to severe drought conditions, the City pumps 48 acre-feet more per month or 576 acre-feet more per year. this increase in annual pumping due to drought equates to an increase of about 4.5 percent of the average annual City pumping.

Conclusions

Water levels, drought, and pumping data were analyzed to evaluate the relationship between drought severity and groundwater conditions in the vicinity of Roswell, with a particular focus on City Well #18. The analysis demonstrated that water levels in Well #18 are highly correlated with those at the nearby PVACD Berrendo-Smith well assuming a short 4-day lag between the two wells. Consequently, the Berrendo-Smith well provides a reliable analog for evaluating long-term drought effects on Well #18. Analysis of the Berrendo-Smith well water-level record for the period 1946 to 2025 shows a moderate but statistically significant relationship between groundwater level changes and drought severity as measured by the PDSI. A one-unit decrease in PDSI corresponds to a decline of approximately 0.45 feet in groundwater elevation in the following month.

The magnitude of drought-related changes in water levels is small compared to the available saturated thickness of the carbonate aquifer at Well #18. The aquifer at Well #18 has an estimated saturated thickness of about 539 feet, and the predicted decline during a severe drought of 1.35 feet represents less than one percent of the aquifer saturated thickness. Consequently, the yield and operational reliability of Well #18 are not expected to be materially affected by drought conditions.

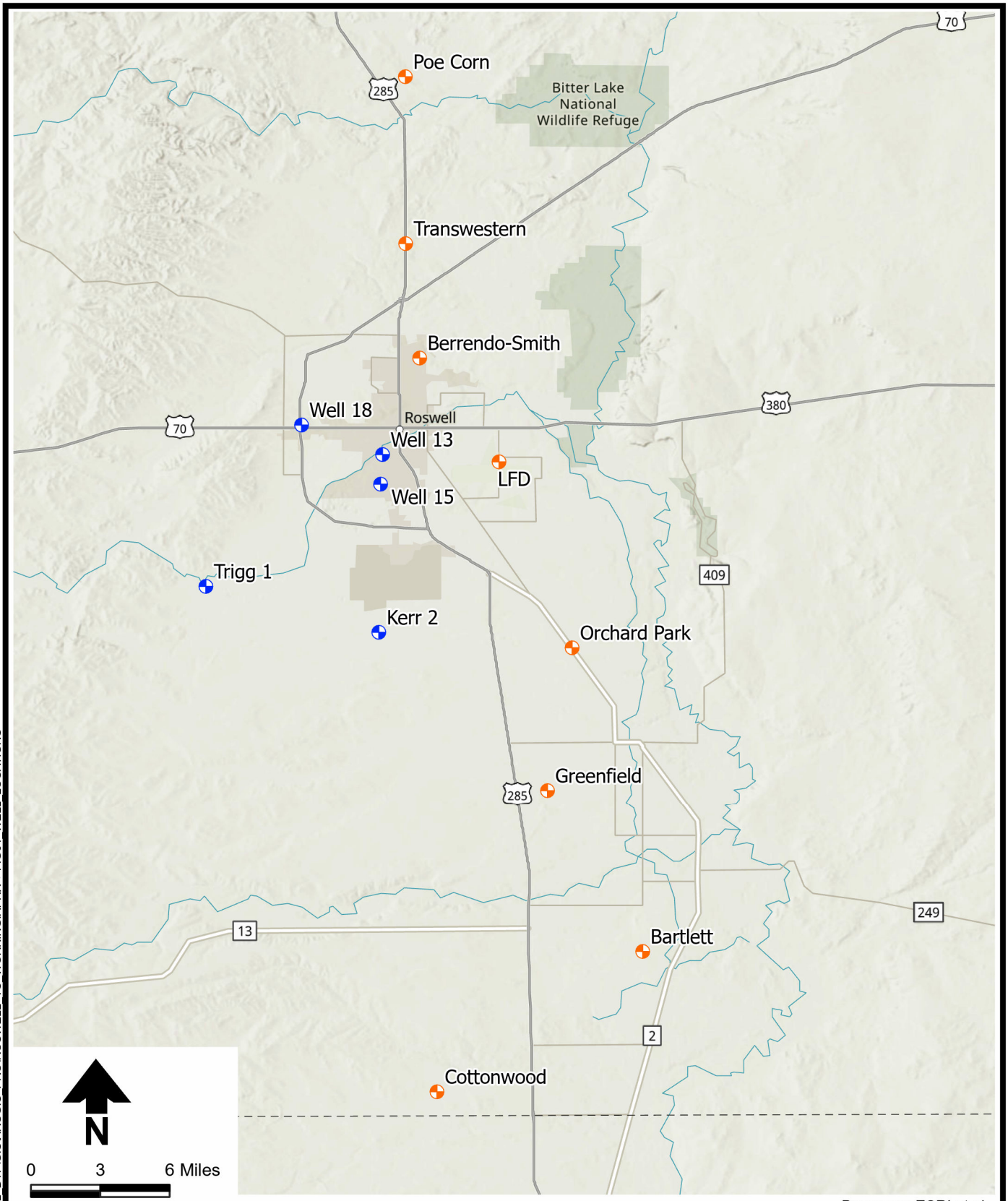
Analysis of City pumping data from 2015 through 2024 also indicates a statistically significant but relatively weak relationship between the occurrence of drought and total City pumping. Statistical analysis indicates an increase of City pumping of about 576 acre-feet per year due to a 3-point drop in PDSI, which represents a change from normal drought to severe drought. This increase in pumping is about 4.5 percent of the recent average annual City pumping amount of 12,672 acre-feet per year.

Overall, while groundwater levels and City pumping both respond to drought conditions, the magnitude of the responses is small relative to the aquifer's storage capacity and its ability to provide water to City wells. The carbonate aquifer has sufficient saturated thickness to comfortably buffer against short-term drought effects on the City's water supply.

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Basemap: ESRI et al.

Explanation

- City of Roswell well
- PVACD well

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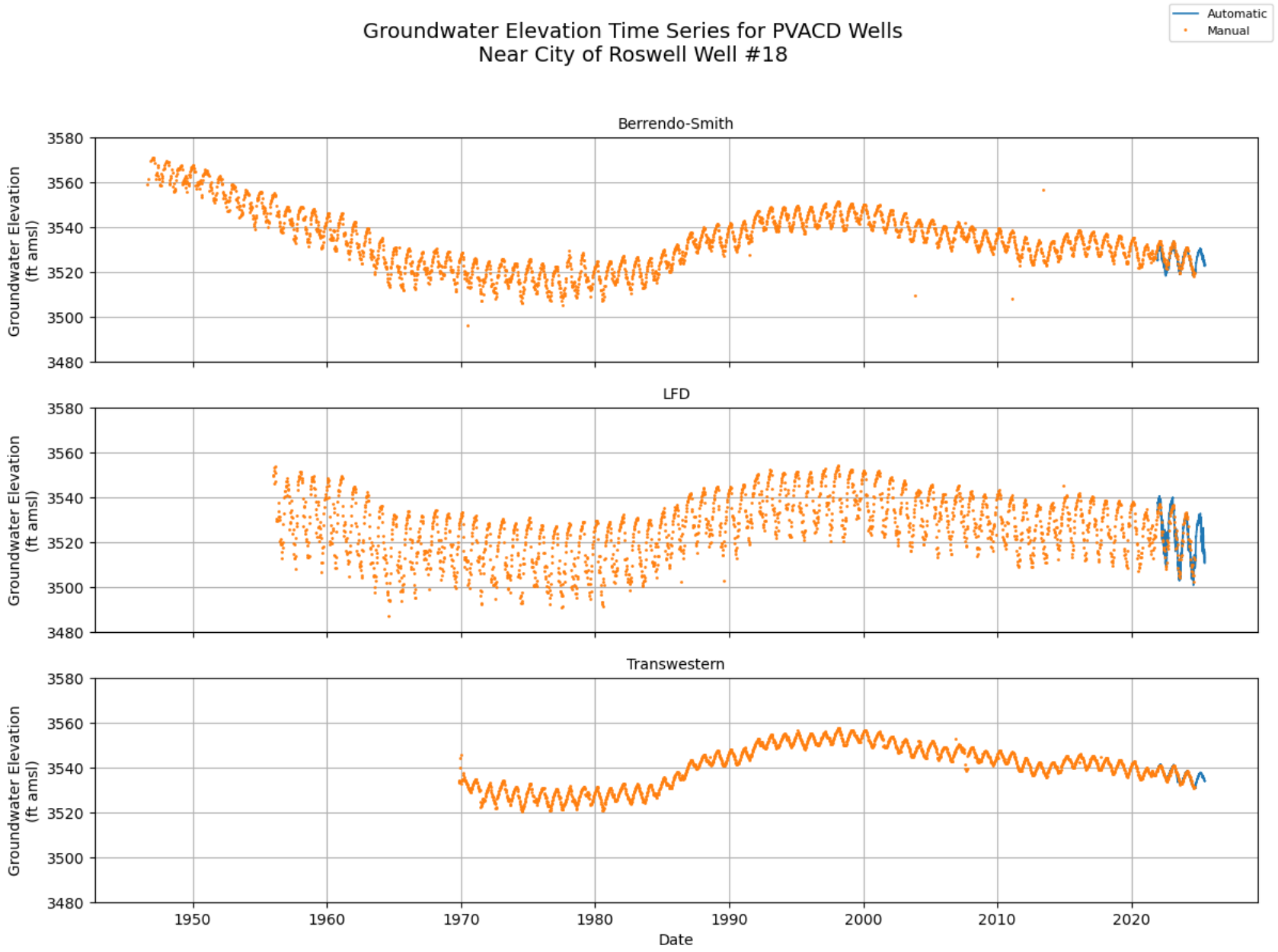
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ROSWELL DROUGHT TASK FORCE

Well Locations

Figure 1



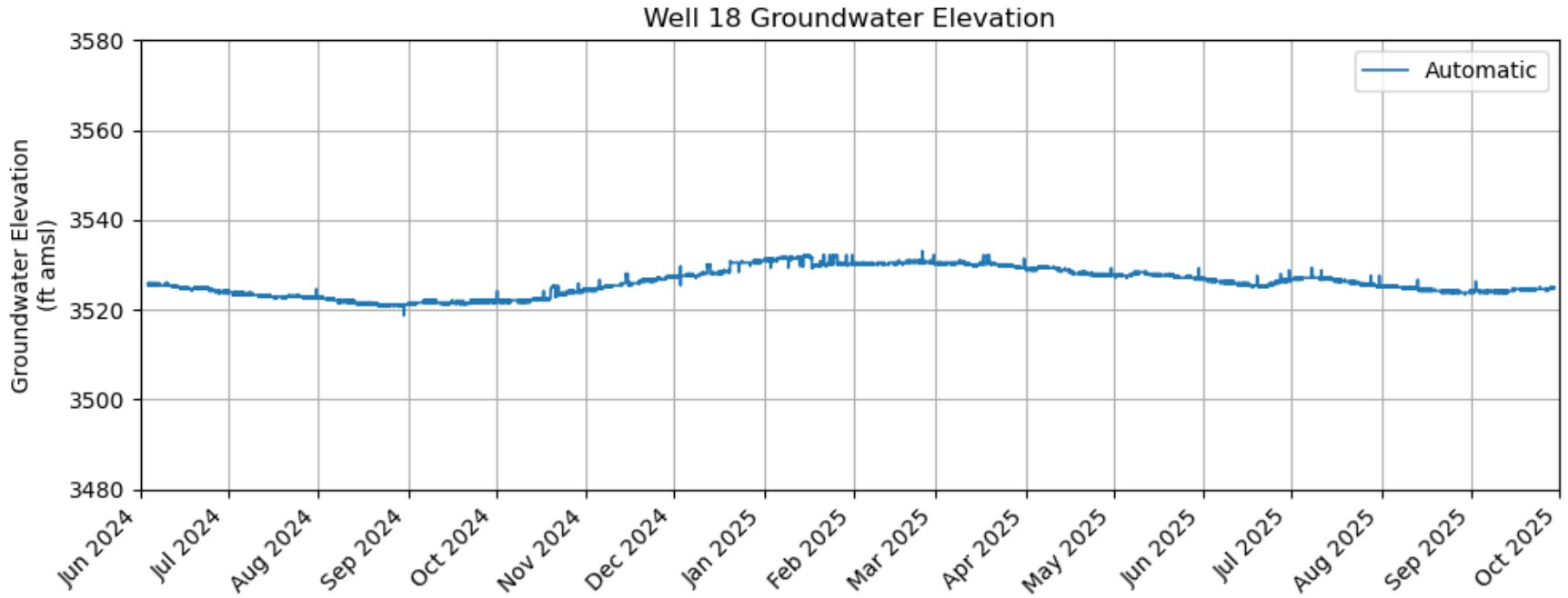
ROSWELL DROUGHT TASK FORCE

PVACD Well Groundwater Elevations

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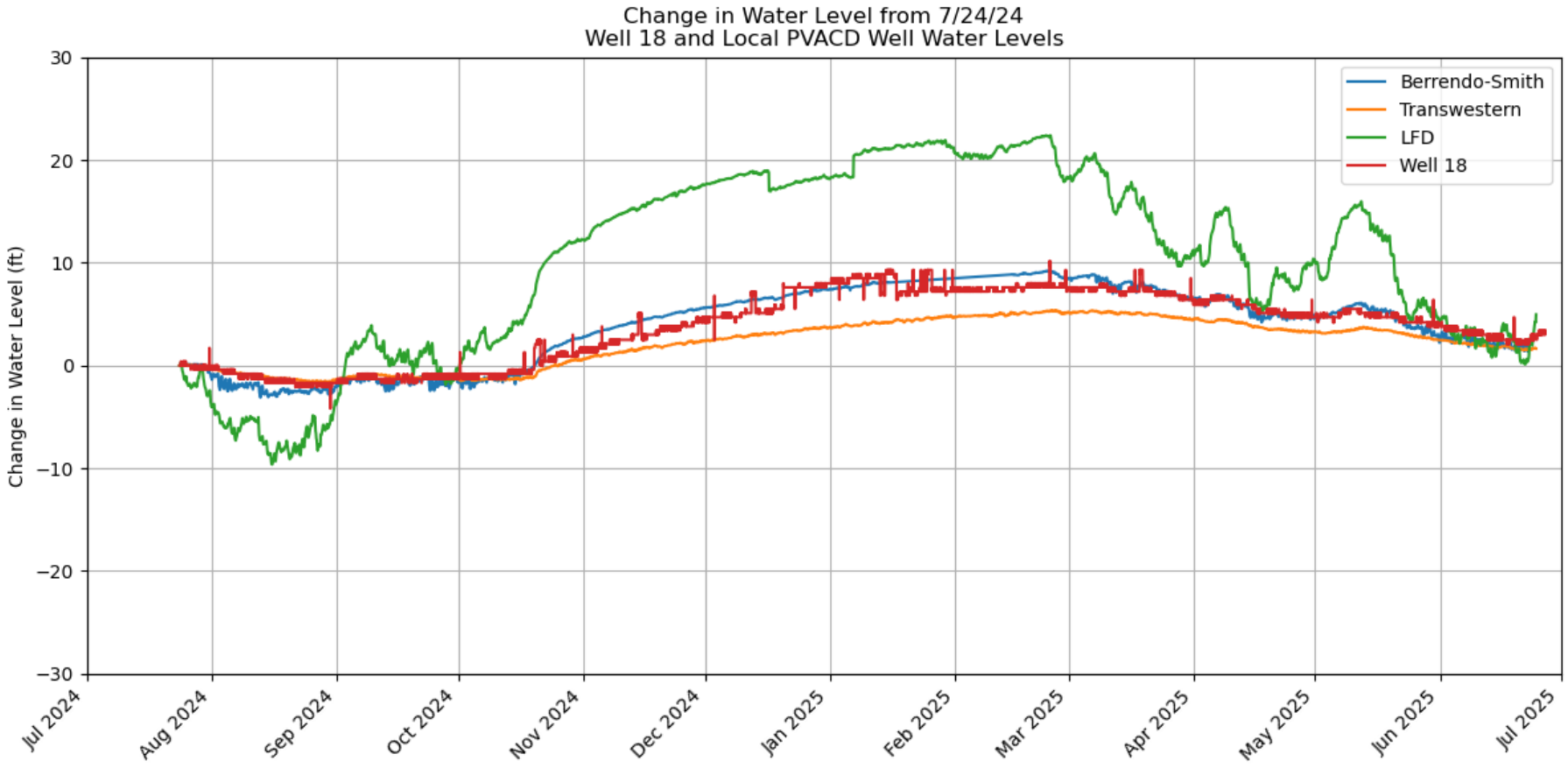
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Figure 2



ROSWELL DROUGHT TASK FORCE

City of Roswell Well #18 Groundwater Elevations



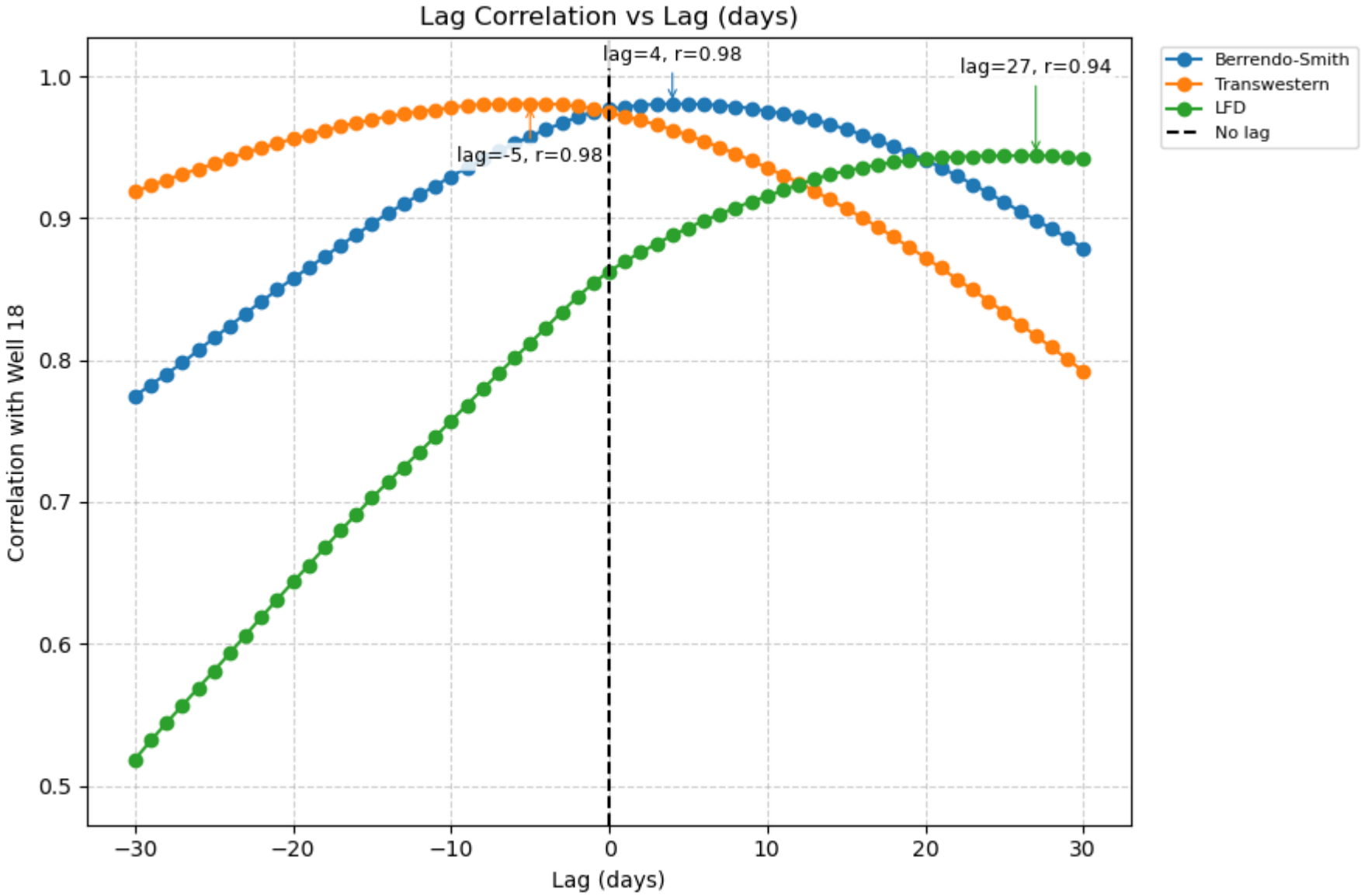
ROSWELL DROUGHT TASK FORCE

Change in Water Level at Well #18 and Nearby PVACD Wells from July 2024

DBS&A
a Geo-Logic Company

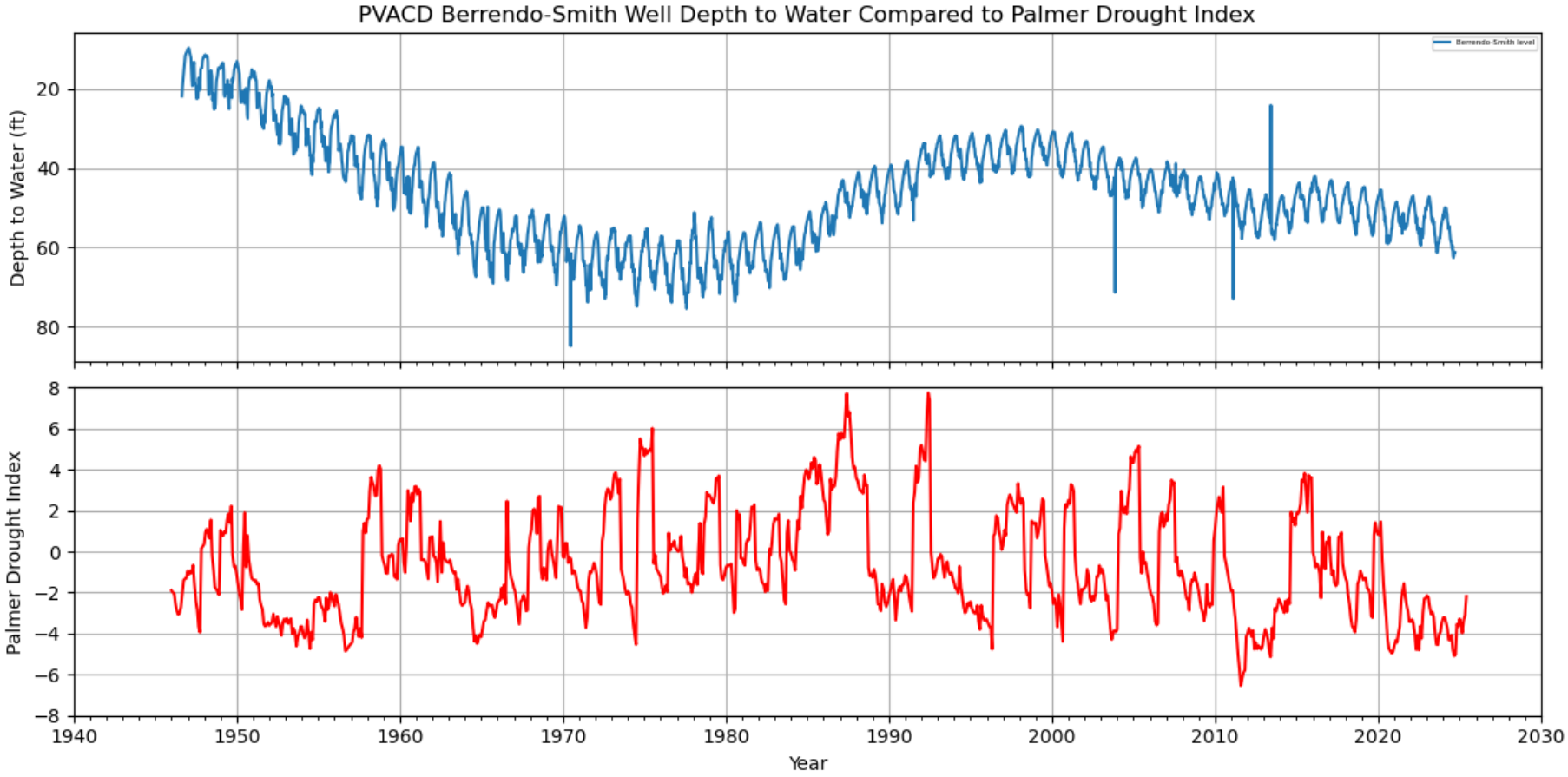
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Figure 4



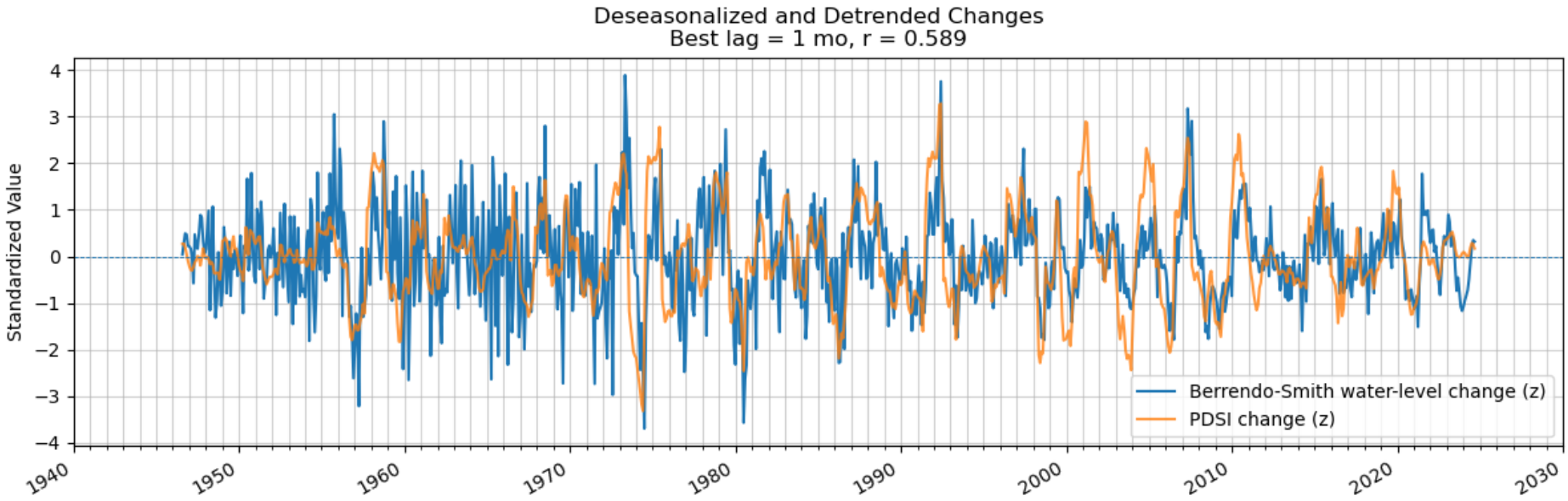
ROSWELL DROUGHT TASK FORCE

Cross-Correlation of Water Levels for Well #18 and Closest PVACD Wells



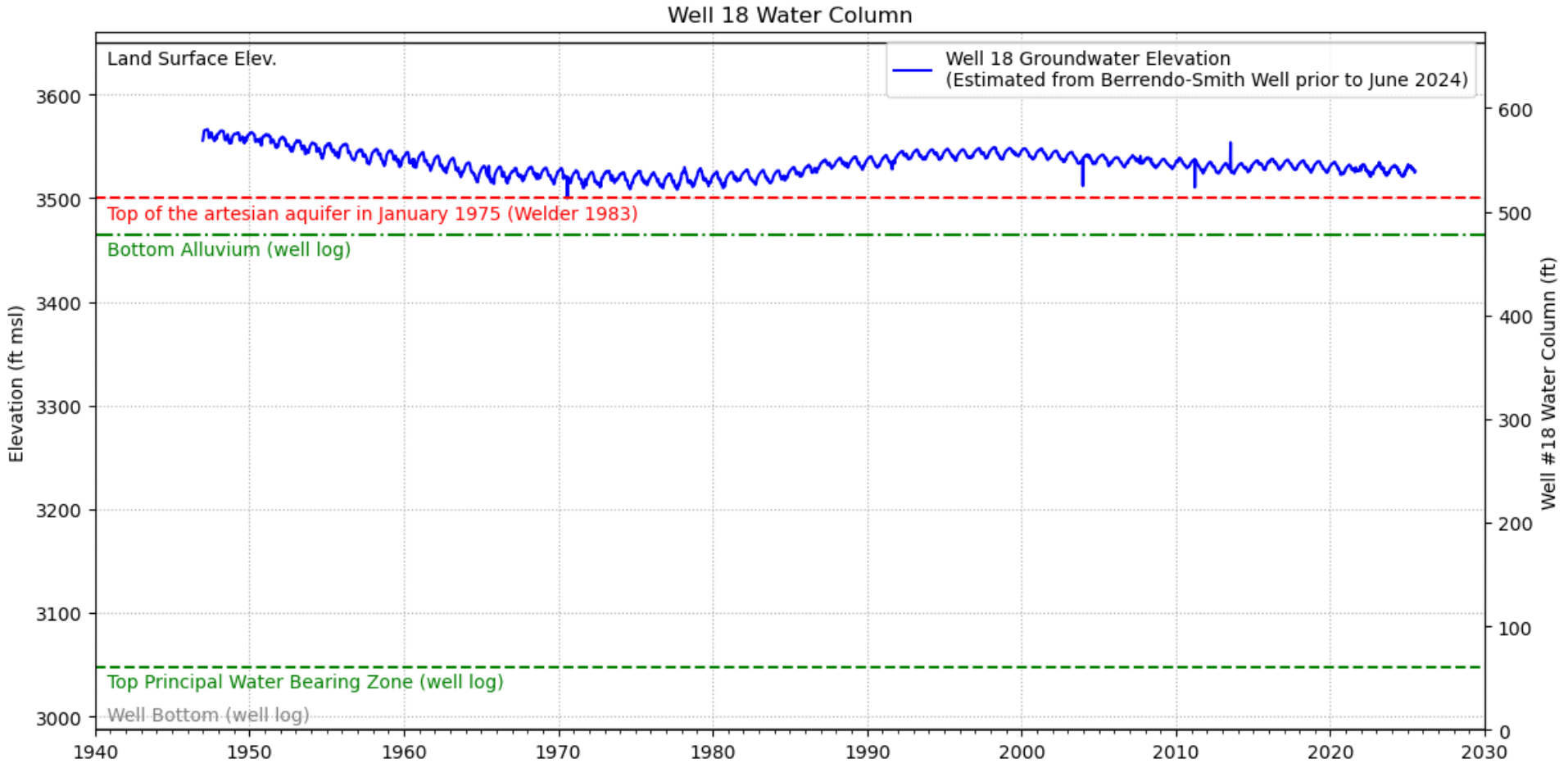
ROSWELL DROUGHT TASK FORCE

Berrendo-Smith Water Levels Compared to Palmer Drought Index



ROSWELL DROUGHT TASK FORCE

Standardized Berrendo-Smith Water Level and Palmer Drought Severity Index Changes



ROSWELL DROUGHT TASK FORCE

Well #18 Water Column

Appendix B

Division IV – Service: Water Conservation

Sec. 26-230 - Definitions.

All definitions contained in Section 26, Definitions, of Chapter 26 "Roswell Utility Ordnance" are incorporated into this chapter by reference.

Sec. 26-231 Purpose and Scope of Ordinances

This ordinance is intended to set forth the rules under which the City of Roswell provides services to the City's property owners and ratepayers with conservation efforts in mind.

A. The governing body finds and determines that encouraging and requiring the adoption of water conservation strategies is an effective and low cost means to provide water conscious behavior. The governing body further recognizes that as a consequence of implementing water conservation regulations, reduction in water use provides the following benefits to the city and its citizens:
   - Potential for reduction of individual residential and commercial customers' water and sewer bills.
   - Serves as a critical interim source of supply while additional supply sources are being brought on line.
   - Reduces peak summer demands thereby reducing short and long-term system costs.
   - Enhances the local environment by minimizing transport of fertilizer, pesticide, and other contaminants from runoff to deep percolation to ground waters. Enhances the global environment by reducing energy consumption associated with water production, treatment, and distribution.
B. It is hereby declared, because of the overall benefits of water conservation, that the city promotes and require water use efficiency strategies for the public health, safety, and general welfare of its citizens.

Sec 26-232 - Water conservation compliance.

No person who uses water from the city water supply system, shall make, cause, use or permit the use of water received from Roswell Utilities for residential, commercial, industrial, agricultural, governmental or any other purposes in a manner contrary to any provisions of this chapter. Provided further, that no person shall make, cause, use or permit the use of water in a manner contrary to Chapter 26 of the city code.

Sec. 26-233 - Mandatory compliance—Lawn and landscape watering.

The following mandatory restrictions shall apply to all customers of, or persons who use or receive water from Roswell Utilities:

A. Outdoor irrigation of grass, trees, plants or other vegetation on City of Roswell parks (with such meter/account under the control and management of the City of Roswell Parks and Recreation Department) must submit an annual Conservation Plan. The City of Roswell Parks and Recreation Department will submit the annual conservation plan to the City Manager by end-of-January each year. The plan will consist of:

- Conservation goals and targets; total annual water consumption, volume per developed acre, and any other agreed upon metric;
- Conservation improvements implemented in prior year; improvements planned for year ahead,
- Policy statement that any new city parks have been designed to irrigation efficiently; and
- Special variances needed for the year (watering days, new parks, turf renovation, seeding, etc.).

The plan will be considered and approved on an annual basis with previous year compliance taken into account as part of the approval process. All outdoor irrigation shall be subject to the water master plan and conservation plan adopted by City of Roswell.

Sec. 26-234 - Nonessential water use restrictions.

The following restrictions shall apply to all customers of or persons who use or receive water from the City of Roswell:

A. The washing of vehicles
   1. Automobiles, trucks, trailers, boats, airplanes and other types of mobile equipment shall be done only with a hand-held bucket or a hand-held hose equipped with a shut-off nozzle that completely shuts off the flow of water, even if left unattended. This restriction does not apply to the washing of the above-listed vehicles or mobile equipment when conducted on the premises of a commercial car wash or a commercial service station. When used in this chapter, "bucket" means a bucket or other container.

B. The following uses of water are defined as "wasting water" and are absolutely prohibited:
   1. Irrigating any turf grass, tree, plant, or other vegetation, or otherwise utilizing the city water supply system to permit or cause water to pond, or to flow, spray or otherwise move or be discharged from the premises of any person responsible for any property within the corporate limits of the city, or which receives water from Roswell Utilities to or upon any street, alley, gutter or ditch, or other public right-of-way, or into a storm water drainage system or facility;
   2. Failing to repair a leak to be used in conjunction with **Sec. 26-162 Notification**.

C. When referred to in this subsection, "swimming pool" shall mean any portable or permanent structure containing a body of water twenty-four (24) inches or more in depth and containing one thousand one hundred twenty-two (1,122) gallons or more of water and intended for recreational purposes, including a wading pool. All swimming pools, which are constructed after the effective date of the ordinance codified in this chapter.

1. It is unlawful to drain swimming pools into the street, alley, gutter or other public right-of-way, ditch, or storm water drainage system or facility. Swimming pools may be drained into the sanitary sewer system only in coordination with the Roswell Water Utilities' Wastewater System Division.

Sec. 26-235 - Declaring of nuisance of exist.

The flow of produced water from property into streets, alleys, gutters, and other public rights-of-way, ditches, or into a stormwater drainage system or facility is contrary to the public health, safety and welfare of the citizens of Roswell and is therefore declared to be a nuisance. This authorization to seek relief, or other legal action to abate such a nuisance shall not preclude prosecution for a violation of this chapter.

Sec. 26-236 - Penalty.

Any person who violates any of the provisions of this chapter shall be deemed guilty and a fine imposed of the following:

- $0, warning first offence in 30 days
- $75, second offence in 30 days
- $150, third offence in 30 days
- $250, fourth offence in 30 days
- Termination of water service, fifth offence in 30 days

The customer will receive a copy. The enforcement will be tracked by the Water Conservation Specialist, who keep a copy and submit the original to Water billing. Water billing will retain the original infraction and make a note in the billing system.

Sec. 26-237- Appeal

A. Any person who is issued a water conservation citation under section 26-236 who applies for a permit or variance under Section 26-237, may appeal the decision. Any person(s) filing an intention to appeal in writing with the City Manager within five working days of the review board's decision. If a proper appeal is timely filed, the public service board will hear the appeal within thirty days of the time the appeal is filed with the City Manager. The public service board may take any action it deems necessary with regard to the appeal. The decision of the review board shall be final and binding if there is no timely filing of an appeal in accordance with this section.

B. Any person, whose appeal to the public service board is denied, may appeal the decision of the public service board by filing an intention to appeal in writing with the city clerk within five working days of the public service board's decision. If a proper appeal is timely filed, the city council will hear the appeal within thirty days of the time the appeal is filed with the city clerk. The city council may take any action it deems necessary with regard to the appeal. The decision of the city council shall be final and binding. The decision of the public service board shall be final and binding if there is no timely filing of an appeal in accordance with this section.

Sec. 26-238 - Exceptions to enforcement.

The following shall constitute exceptions from compliance with the provisions of this chapter:

A. The water is a result of natural events such as rain or snow;
B. The flow is a result of temporary failures or malfunctions of the water supply system;
C. The flow is a result of water used for firefighting purposes including the inspection and pressure testing of fire hydrants or the use of water for firefighting training activities;
D. The use of water is required for the control of dust or the compaction of soil;
E. The water is used to wash down areas where flammable or otherwise hazardous material has been spilled and creates a dangerous condition;
F. The water is used to prevent or abate public health, safety or accident hazards when alternate methods are not available;
G. The water is used for routine inspection or maintenance of the water supply system;
H. The water is used to facilitate construction within public right-of-way in accordance with the requirements of the city and good construction practices;
I. The water that is used for street sweeping, sewer maintenance or other established utility and public works practices;

Sec. 26-238

The above ordinance shall not be enforced without the attempt to educate the customers of the city utilities. Education on water conscious behavior shall be in the forefront of all activities. Enforceable action is only deemed appropriate when the issue becomes a public nuisance or has a damaging effect to public property ie damaging the public roads or surrounding neighbor’s property. As per sec. 26-236, a warning shall always come before any monetary fine.

ROSWELL NEW MEXICO
AGENDA ITEM ABSTRACT

Regular City Council Meeting 36.
Meeting Date: 12/11/2025
COMMITTEE: Legal
CONTACT: Hessel Yntema **CHAIR:** Ed Heldenbrand

ACTION REQUESTED:
Ordinance 25-07: Hold a public hearing to consider adopting proposed Ordinance 25-07: An Ordinance for the Sale of Real Property. (Heldenbrand/Verciglio)

BACKGROUND:
Initiated by: Todd Verciglio

The property is located at 212 E 12th Street, Roswell, Chaves County, New Mexico. This property was used in the past by the Parks Department.

FINANCIAL CONSIDERATION
The total purchase price for the property shall be $36,000. This property was independently appraised at $36,000 for 1.25 Acres.

LEGAL REVIEW:
The City Attorney prepared the Purchase and Sale Contract, and this item was submitted to Legal for review at the October 23rd meeting.

BOARD AND COMMITTEE ACTION:
At the October 23rd Legal Committee meeting, this item had one revision added to the sales contract and was passed to the Consent Agenda 5-0, and was sent to City Council for the Right to Advertise the Public Hearing on November 13th. The document: Edits from Legal-DRAFT-Purchase and Sale Agreement 212 E 12th Street are also attached.

STAFF RECOMMENDATION:
Approve Ordinance 25-07: An Ordinance for the sale of Real Property, located at 212 E 12th Street, and approve the sale contract with Jeffery Miller to purchase the property.

Attachments

Ordinance 25-07 An Ordinance for the Sale of Real Property
Ordinance 25-07 Exhibit 1 - Purchase and Sale Agreement 212 E 12th Street
SIGNED PREDETERMINATION LETTER-212 E 12TH STREET
Edits from Legal-DRAFT-Purchase and Sale Agreement 212 E 12th Street
McClelland 212 E 12th Appraisal
Offer Letter to Purchase-212 E 12th Street $36K

ORDINANCE 25-07
AN ORDINANCE FOR THE SALE OF REAL PROPERTY

WHEREAS, Seller, the City of Roswell, is the owner of a certain tract of real property which is described in more detail shown on Exhibit 1 attached hereto and made part hereof (the "Property"). The Property has no current or future municipal use.

WHEREAS, Buyer, Mr. Jeffrey Miller desires to purchase the Property upon the terms, provisions and conditions hereinafter set forth, together with all right, title and interest, if any, of Seller in and to any land lying in the bed of any street, road, alley or way, whether opened to, in front of or adjacent to the Property, and together with all appurtenances, improvements, easement and/or hereditaments thereunto belonging; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL AS THE GOVERNING BODY OF THE CITY OF ROSWELL, NEW MEXICO, that:

SECTION 1. **LOCATION:**

Lots 1-7, Block 16, N Spring River Addition to the City of Roswell, Chaves County, New Mexico, as filed for record on May 23, 1889, excluding portions of Lots 4, 5, 6, and 7 that have been vacated or otherwise dedicated for the North Spring River Channel and the Roswell Hike and Bike Path ("Property").

SECTION 2. **PURCHASE PRICE-** The total purchase price for the Property shall be Thirty-Six Thousand Dollars ($36,000.00). The Purchase Price, shall be paid to Seller at closing as hereinafter defined (the "Closing"). This property was independently appraised at $36,000.00, Exhibit 1.

SECTION 3. **PURPOSE AND INTENT** This ordinance is adopted for the purpose of selling real property owned by the City of Roswell that has no beneficial municipal purpose and places this property back on the tax rolls with a beneficial use to the community.

SECTION 4 **TERMS:** This property is sold in Fee Simple. All other conditions are as provided in Exhibit 1, Purchase and Sale Contract.

Section 5. **REPEALER:** All ordinances or parts of ordinances in conflict or inconsistent herewith are hereby repealed to the extent of such inconsistency. This repealer shall not be construed to revive any ordinance or part of any ordinance heretofore repealed.

Section 6. **SEVERANCE:** If any section, paragraph, clause or provisions of this ordinance for any reason shall be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any other part of this ordinance.

Section 7. **EFFECTIVE DATE:** This ordinance shall be effective Forty-Five (45) days after its adoption, unless a referendum election is held pursuant to NMSA 1978 Section 3-54-1 (E).

DRAFT

A petition calling for a referendum election on the sale of this real property must be filed no later than thirty (30) days after the adoption of the ordinance and must comply with the requirements of NMSA 1978 Section 3-54-1 (E). In the event that a referendum election is held, the effective date shall be as prescribed by statute.

PASSED, ADOPTED, SIGNED and APPROVED _____,

CITY SEAL

_____
Timothy Z. Jennings, Mayor

ATTEST

_____

Amalia Martinez, City Clerk

DRAFT

Purchase and Sale Agreement

This Purchase and Sale Agreement ("Agreement") is made and entered into as of October 2, 2025, by and between Mr. Jeffrey Miller, whose address is 7103 Forsteview Dr, Arlington, TX 76016 ("Seller"), and the City of Roswell, whose address is 425 N Richardson Ave, Roswell, NM 88201 ("Buyer").

1. Property Description

The property subject to this Agreement is described as follows: Lots 1-7, Block 16, N Spring River Addition to the City of Roswell, Chaves County, New Mexico, as filed for record on May 23, 1889, excluding portions of Lots 4, 5, 6, and 7 that have been vacated or otherwise dedicated for the North Spring River Channel and the Roswell Hike and Bike Path ("Property").

2. Purchase Price

The purchase price for the Property shall be Thirty-Six Thousand Dollars ($36,000.00) ("Purchase Price"), payable in full at closing.

3. "As Is" Condition

3.1 **Acknowledgment of Condition**: Buyer acknowledges that Buyer has had the opportunity to inspect the Property and agrees to accept the Property in its current "as is" condition, with all faults and defects, whether known or unknown, without any representations or warranties, express or implied, by Seller.

3.2 **No Representations or Warranties**: Seller makes no representations or warranties regarding the condition, suitability, or fitness of the Property for any particular purpose. Buyer acknowledges that Buyer is relying solely on Buyer's own inspection and investigation of the Property.

4. Closing

4.1 **Closing Date**: The closing of the transaction contemplated by this Agreement ("Closing") shall occur 45 days following the effective date of the municipal ordinance required for sale of real property under NMSA 1978, §3-54-2 and Roswell Code §2-203 at a time and place mutually agreed upon by the parties.

4.2 **Closing Deliverables**: At Closing, Seller shall deliver to Buyer a duly executed and acknowledged quitclaim deed conveying the Property to Buyer, subject to a reversionary interest for flood control mitigation at property cost and subject to all matters of record. Buyer shall deliver to the City a money order for the purchase price.

5. Title

5.1 **Title Examination**: Buyer shall have the right to examine the title to the Property. If any title defects are discovered, Buyer shall notify Seller in writing, and Seller shall have 30 days to cure such defects.

5.2 **Title Insurance**: Buyer will obtain a title insurance policy insuring Buyer's title to the Property at Buyers expense.

6. Risk of Loss

Risk of loss or damage to the Property shall remain with Seller until Closing. In the event of any material loss or damage to the Property prior to Closing, Buyer may elect to terminate this Agreement and receive a refund of any deposits made.

7. Default

7.1 **Seller's Default**: If Seller fails to perform any obligation under this Agreement, Buyer may terminate this Agreement and recover any deposits made, or seek specific performance.

7.2 **Buyer's Default**: If Buyer fails to perform any obligation under this Agreement, Seller may terminate this Agreement and retain any deposits made as liquidated damages.

8. Miscellaneous

8.1 **Governing Law**: This Agreement shall be governed by and construed in accordance with the laws of the State of New Mexico.

8.2 **Entire Agreement**: This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements and understandings, whether oral or written, relating to the subject matter hereof.

8.3 **Amendments**: This Agreement may be amended only by a written instrument executed by both parties.

8.4 **Counterparts**: This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

[Signatures to Follow]



IN WITNESS WHEREOF, each of Seller and Purchaser here to has caused this Agreement to be duly executed as of the day and year first above written.

SELLER: THE CITY OF ROSWELL, NEW MEXICO

By: _____
Name: _____
Title: _____
Date: _____

Address for Notices to Seller:
425 N. Richardson
Roswell, NM 88201

PURCHASER: Jeffrey Miller

By: _____
Name: _____
Title: _____
Date: _____

Address for Notices to Purchaser:
7103 Forestview Dr.
Arlington, TX 76016

ROSWELL believe.

City of Roswell

Office of the Mayor

PREDETERMINATION COMMUNICATION

From: 6-12-25

Timothy Z. Jennings, Mayor Chad Cole, City Manager

RE: Subd: NORTH SPRING RIVER Block: 16 Lot: S 1 THRU 7 LESS RIVER Quarter: NW S: 33 T: 10S R: 24E BK: 406 PG: 592 QCD. Commonly Known as 212 E 12th Street-Old Parks & Recreation Building.

Esteemed Members of the Legal Committee & City Council,

This communication is sent to your pursuant Ordinance 24-03, and New Mexico Statutes Chapter 3 - Municipalities Article 54 - Sale or Lease of Property Section 3-54-1 Authority to sell or lease municipal utility facilities or real property; notice; referendum.

The Mayor and City Manager determined and concur that the land subject to sale regarding approximately 1.25 acres located at 212 E 12th Street Roswell, NM 88201, has no existing or future municipal purpose. We believe that sale of such land is in the interest of the City financially and economically, and will lead to better use than the currently vacant plot. Please feel free to contact either of us with any questions.

Timothy Z. Jennings, Mayor

Chad Cole, City Manager

6/12/2025

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[Signatures to Follow]

IN WITNESS WHEREOF, each of Seller and Purchaser here to has caused this Agreement to be duly executed as of the day and year first above written.

SELLER: THE CITY OF ROSWELL, NEW MEXICO

By: _____
Name: _____
Title: _____
Date: _____

Address for Notices to Seller:
425 N. Richardson
Roswell, NM 88201

PURCHASER: Jeffrey Miller

By: _____
Name: _____
Title: _____
Date: _____

Address for Notices to Purchaser:
7103 Forestview Dr.
Arlington, TX 76016

A Summary Appraisal

Of A

Commercial Property

Located at

212 East Twelfth

In

Roswell, New Mexico

For

The City of Roswell

By

Ed McClelland, Appraiser
General Certificate NM 171-G
701 South Cedar Avenue
Roswell, New Mexico 88203
Voice (575) 624-2828
Email mcclelland@zianet.com

Ed McClelland & Co.

P.O. Box 896
Roswell, NM 88202-0896
Phone (575) 624-2828
Mobile (575) 420-2546
mcclelland@zianet.com

March 12, 2025

Mr. Todd Verciglio
City of Roswell
500 North Main, Suite 100
Roswell, NM 88201

RE: City of Roswell Property at 212 East Twelfth

Dear Mr. Verciglio

Pursuant to your request, I have inspected and appraised the former City of Roswell Parks and Recreation Department Shop Building and land located at 212 East Twelfth Street in Roswell.

This specific property is located at the single most flood prone site in town per observations from the recent flooding. The raised railroad track bed and trestle proved to act as a dam in the subject neighborhood whose primary outlet to the east was the opening and trestle located next to the southeast corner of the subject site. Several vehicles that washed downstream from the Convention Center and Roswell Ford wound up in the Hondo Riverbed on the south edge of the subject site.

The subject property is obviously in the local flood hazard zone and is directly affected by the FEMA 50% rebuild rule. National laws would prevent an owner from repairing or rebuilding subject unless it were rebuilt to withstand flooding and meet any applicable building codes. As a practical matter, lenders would not be allowed to loan on the property unless it was rebuilt to flood hazard prevention requirements and an owner could not get a building permit to rebuild the property without meeting new codes even if he could do so with cash out of pocket. One could argue that the value of the subject land is less than a bare site value because existing "improvements" must be demolished and removed from the site in the near term.

Land values seldom go down, however, the emerging truth from our recent flood is that our flood zone designations probably do not fully reflect current flooding risks and that some properties should not be rebuilt on some high flood risk sites unless they are built with adequate flood risk mitigation features. The subject property was designated as a flood zone location before the recent flood.

I hereby submit my value conclusion for the subject property and a summary of my analyses which led to my value conclusion. This report is subject to specific appraisal certifications, assumptions, and limiting conditions included in the addenda of the report. I have specifically assumed that the reality of flooding of the subject property cannot be ignored and that future development and use of the subject property would be an iffy proposition.

My appraisal analysis utilized variations of the Cost Approach to reflect various scenarios and their resulting value estimates. I estimate that demolition and disposal of the existing facility will cost no less than $10,000. My final current market value conclusion for subject is $36,000 which is the value of the subject site less the cost of demolition and disposal of the existing improvements. At this point in time, my understanding of governmental regulations after a major flooding event is that even if a property owner wanted to rebuild subject, because remodeling costs would exceed 50% of the improvement value before the flood; the subject property would have to be brought up to flood hazard mitigation standards which would probably mean a new building would have to be built dock high.

The good central location of subject might motivate redevelopment in the foreseeable future; however, I doubt very much that the subject site will be put to full use in the next ten years.

After a careful analysis of the subject property , I have concluded that the As Is Market Value of the fee simple interest in the subject property, estimated as of February 28, 2025 was

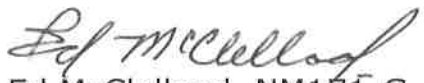
$36,000

THIRTY SIX THOUSAND DOLLARS

The City has the equipment and personnel to tear down the subject building and dispose of the construction debris. If the property is not sold in the near term, I recommend that the building demolition be done on a time available basis by city crews.

Please do not hesitate to call on me if I can be of further assistance.

Respectfully submitted,



Ed McClelland, NM171-G

IDENTIFICATION OF THE PROPERTY

The subject property consists of a 50-year-old office and shop building located on a commercially zoned site. The building is addressed as 212 East Twelfth in Roswell, New Mexico. It may also have been called 210 or 214 East 12th in the past. The tax assessor records do not show a street address.

The subject property is legally described as Lots 1 through 7, Block 16, North Spring River Addition to the City of Roswell, Chaves County, New Mexico as filed for record on May 23, 1889; Less portions of Lots 4, 5 , 6 & 7 that have been vacated or otherwise dedicated for the North Spring River Channel and the Roswell hike and bike path.

Part of the currently fenced site includes all of the alley in Block 16 lying north of the bike trail and North Spring River Channel and approximately the easterly 28 feet of Lots 9 to 14 inclusive that are actually part of the Schertz property. The north fence also includes part of the public Right of Way for East Twelfth.

The current owner of the subject property is the City of Roswell. Adjacent owner Morris Schertz acquired the former Little Theatre Property from the Little Theatre group on March 28, 2001. A survey of the subject block was made and filed in Survey Book 12 at page 46. No mention of an alley vacation or the encroachments by the city show on that survey.



PURPOSE AND INTENDED USE OF THE APPRAISAL

The purpose of this appraisal is to estimate the "Market Value" of the fee simple interest in the subject property.

"MARKET VALUE" is defined as:

The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently, knowledgeably, and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- buyer and seller are typically motivated;
- both parties are well informed or well advised, and acting in what they consider their best interest;
- a reasonable time is allowed for exposure in the open market;
- payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto;
- the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This definition is quoted from the Office of the Comptroller of the Currency Regulation 12 C.F.R. Part 34.42 (g):55 Federal Register 12202, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994, and is the commonly adopted market value definition for banks and agencies that regulate federally insured financial institutions in the United States at this time.

The intended use of this appraisal is advise City officials of the vale and probable obtainable price for the subject property in a sale. The intended users are City of Roswell government leaders. The effective date of this appraisal was February 28, 2025.

SCOPE OF THE APPRAISAL

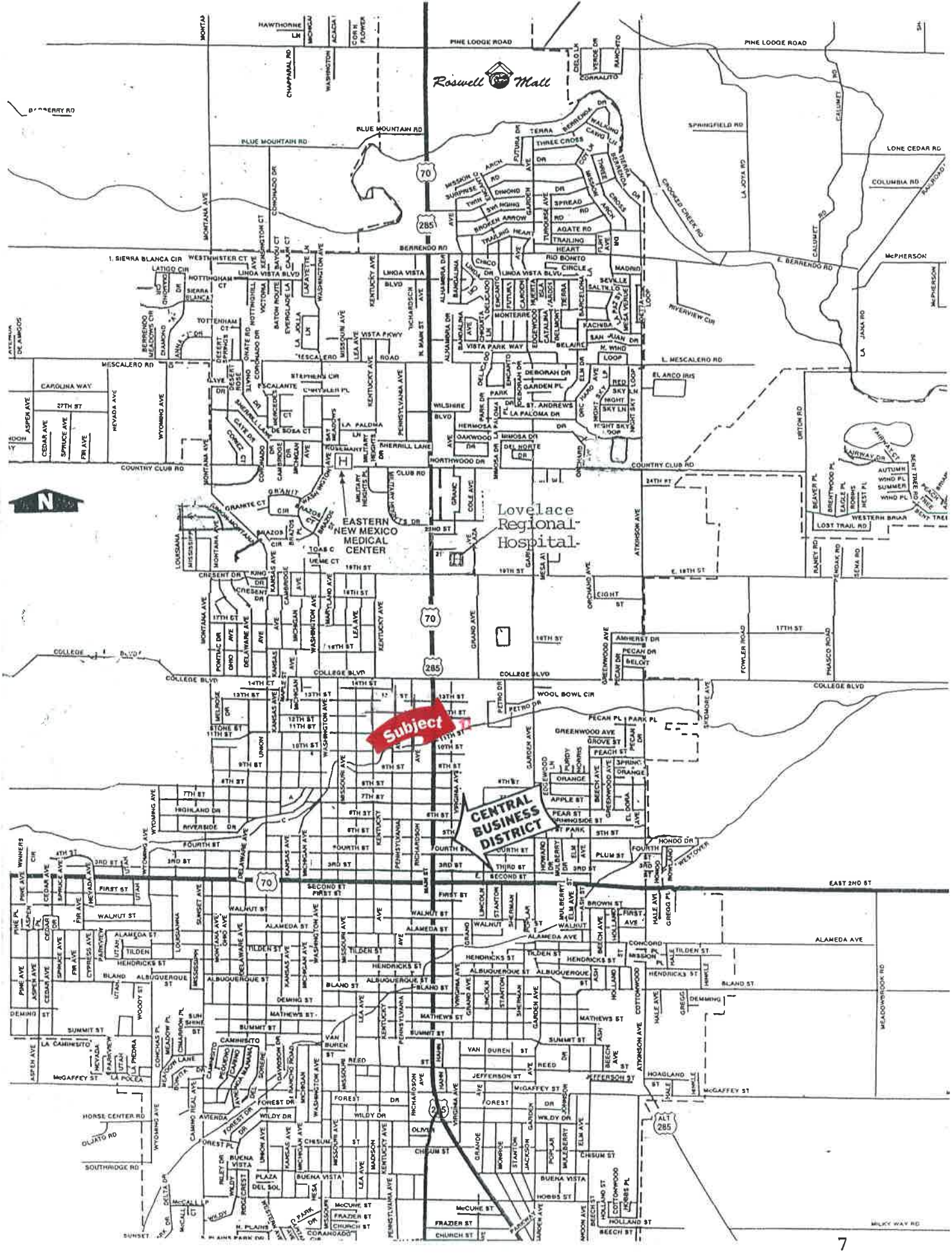
This appraisal involved multiple current exterior inspections of subject and one interior inspection. The current photographs, drawings and data provided herein are deemed to represent an adequate summary of subject's facts and the appraisal process when read by individuals trained in real estate valuation or persons familiar with Roswell or the subject property. This appraisal is subject to the appraiser's specific Certifications and Statements of Assumptions and Limiting Conditions which accompany the report. No unusual or atypical assumptions or limiting conditions were used in this valuation.

A major flood hit Roswell on the night of October 19-20th 2024. At that time the subject property was already vacant and the building was no longer in regular use. The subject property had been previously appraised for the City by another appraiser and the subject property was considered surplus to city needs.

Among the many effects of a major community flood are reviews of flood zone locations and rebuilding or reuse requirements that may be imposed on properties that have flooded or are likely to flood in the future. FEMA has a national policy on flood prone areas that prohibits redevelopment in some locations and mandates that rebuilt properties meet newer flood prone area construction requirements if reconstruction and demolition costs exceed 50% of a subjects' specific improvement value before the flood. Site improvements and structures other than a main building are mostly excluded from the "before" improvements valuation.

The subject site is immediately adjacent to a railroad track bed and trestle that created a dam and water constriction point in the recent flood. Since the North Spring River is a perpetual waterway, there is no reason to believe that future major even flooding would not affect subject. This report includes summaries of Cost Approach analyses that enable valuation of the subject property before and after the recent flood date and as of current date. Due to the future high risk of flooding at subject. The ordinary application of the Income Approach and Market Data approaches to value are not directly useful or necessary for this appraisal.

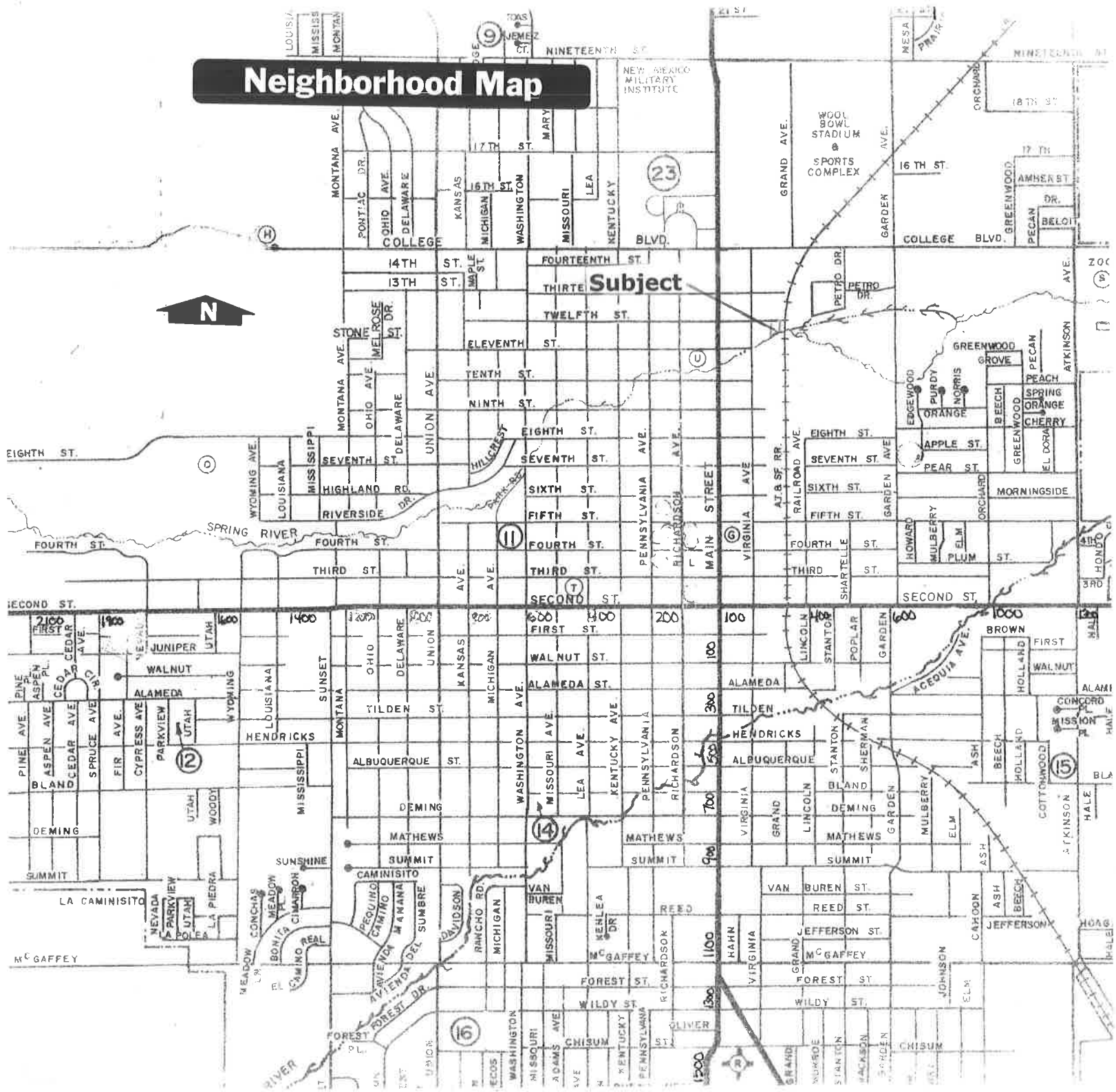
This report and appraisal can be expanded substantially with additional explanatory narrative, comparable detail, and a more detailed analysis added if the users of the appraisal deem it necessary. An appropriate professional fee would be charged for all additional work.

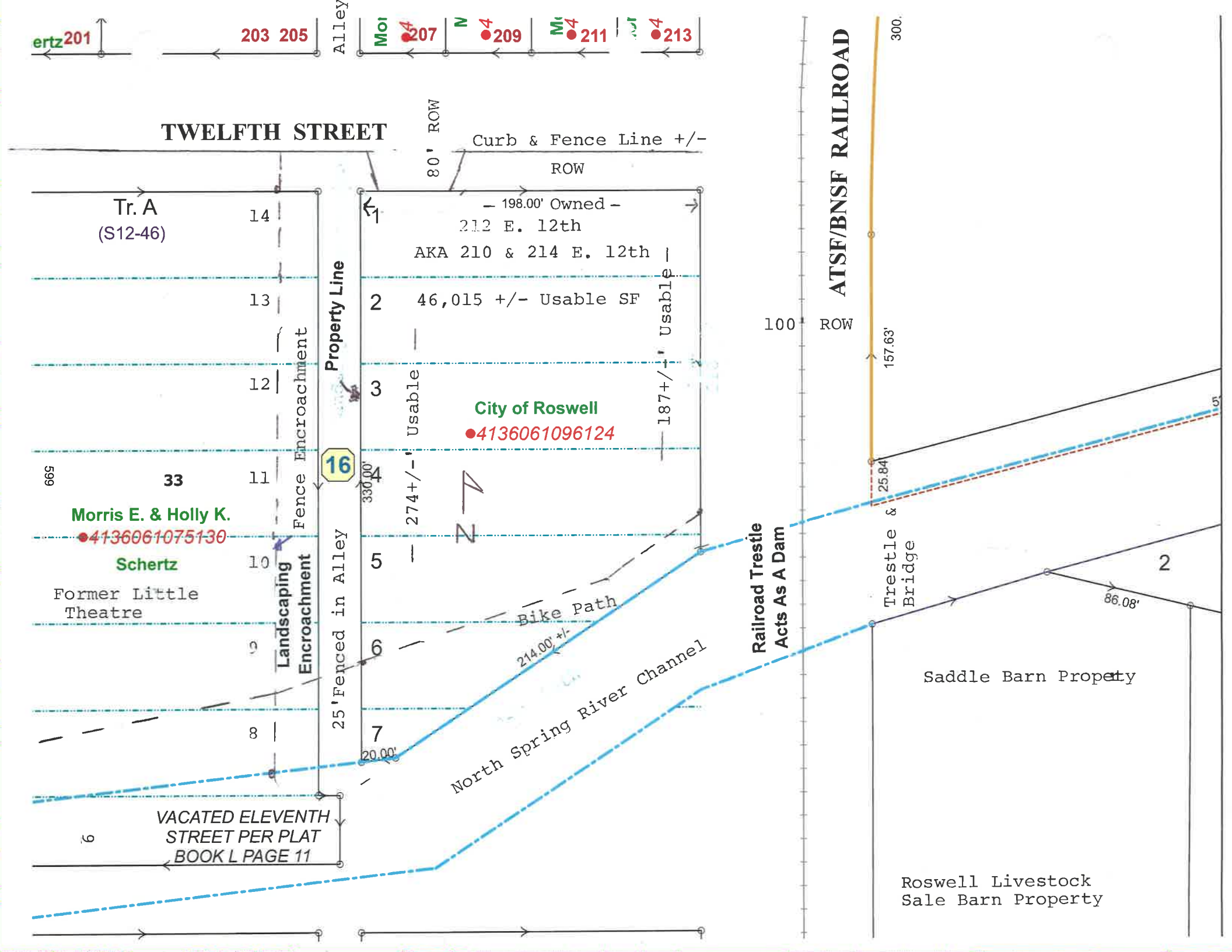


7

VICINITY MAP

Neighborhood Map




ertz201
203 205
Alley
207
209
211
213
TWELFTH STREET
80' ROW
Curb & Fence Line +/-
ROW
Tr. A
(S12-46)
14
13
12
11
10
9
8
1
2
3
4
5
6
7
– 198.00' Owned –
212 E. 12th
AKA 210 & 214 E. 12th
46,015 +/- Usable SF
Usable
187+/-'
Usable
274+/-'
330.00'
Property Line
Fence Encroachment
16
City of Roswell
●4136061096124
599
33
Morris E. & Holly K.
●4136061075130
Schertz
Former Little Theatre
Landscaping Encroachment
25' Fenced in Alley
Bike Path
214.00' +/-
20.00'
North Spring River Channel
VACATED ELEVENTH STREET PER PLAT BOOK L PAGE 11
9
N
ATSF/BNSF RAILROAD
100' ROW
300.
157.63'
25.84'
Railroad Trestle Acts As A Dam
Trestle & Bridge
2
86.08'
Saddle Barn Property
Roswell Livestock Sale Barn Property

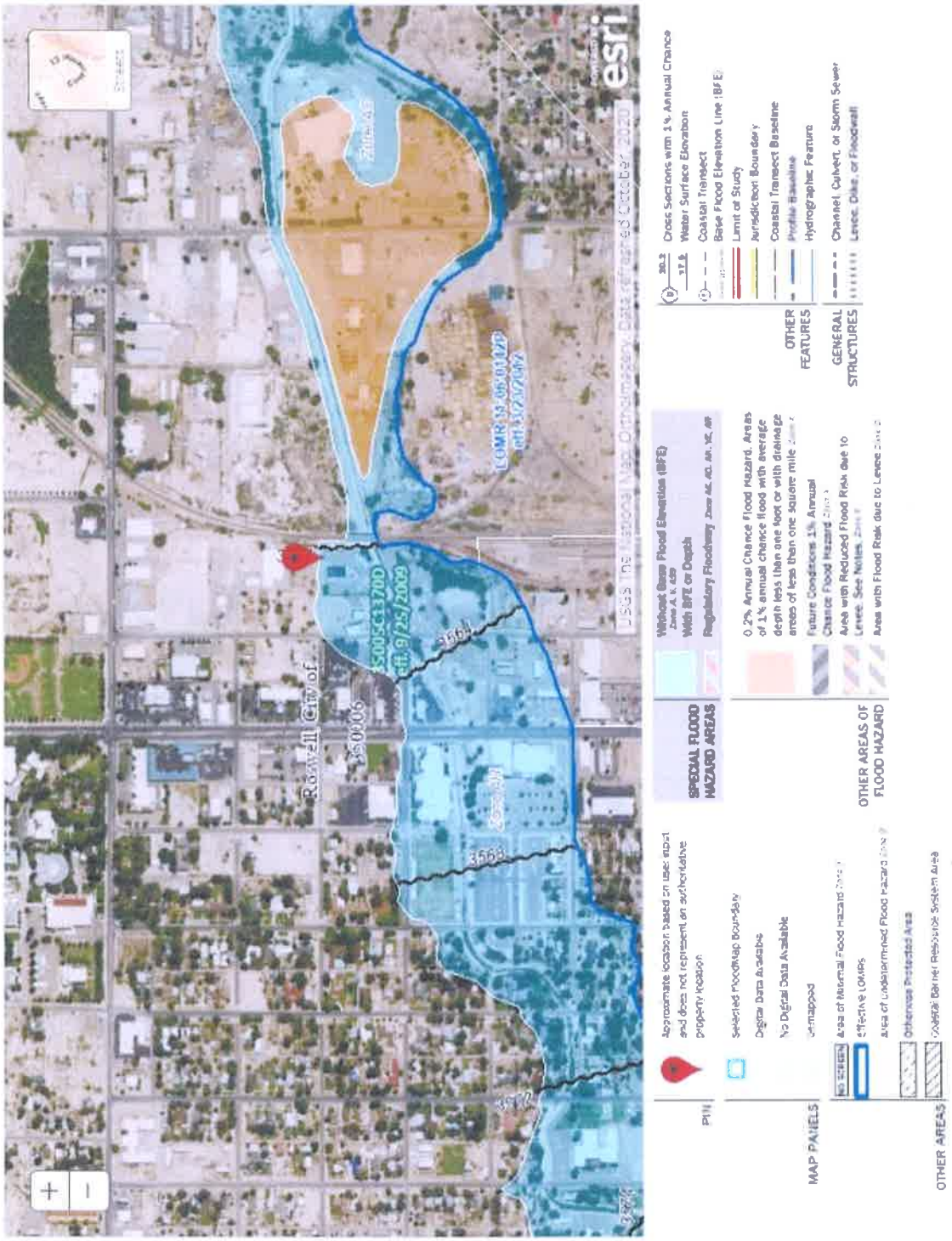
DESCRIPTION AND ANALYSIS OF THE SITE

LOT SIZE:	Approximately 46,015 owned and usable square feet. Irregular shape. See exhibits.
TOPOGRAPHY:	Slight slopes.
ZONING:	Roswell's official zoning map shows the subject lots to be zoned "I-1 Light Industrial." A great many common commercial uses are allowed on I-1 zoned land. See exhibits.
UTILITIES:	All typical public and private utility lines and service are in place and were available for service prior to the recent flood.
FLOOD ZONE:	Subject's entire land area is mapped in a FEMA identified 100 year flood hazard zone The applicable map is 35005C1370D. Effective Map Date = 9-25-2009. The recent flood showed that the railroad berm and adjacent trestle caught water and backed up a large area to the west of subject. There is no known remedy for that situation. The subject site must henceforth be considered an iffy candidate for development and use. Full disclosure of the past flooding would be necessary to any party considering use of the property.

Comments

The subject site is a centrally located commercial zoned tract that would previously have been considered a good location for a service shop or distribution warehouse etc. The Subject building flooded to a depth of about four feet In October of 2024 and the whole site was covered in floodwater. More importantly, the area was widely publicized as a catch basin for backed up floodwater. In my opinion, no tenant or investor would buy or plan to use the subject property in the next several years. A new

owner will probably wind up paying for demolition of the large shop at some point. An owner-occupant might well buy subject and use the land or building for their particular use. National flood policies might prohibit all use of the property. Lenders would be very leery of loaning on the subject property in the foreseeable future.


Roswell, City of
350006
3500C0370D
eff. 9/25/2009
LOMR 13-06-0102P
eff. 3/7/2014
3556
3558
3560
3562
esri
Cross Sections with 1% Annual Chance
Water Surface Elevation
Coastal Transect
Base Flood Elevation Line (BFE)
Limit of Study
Jurisdiction Boundary
Coastal Transect Baseline
Profile Baseline
Hydrographic Feature
OTHER FEATURES
Channel, Culvert, or Storm Sewer
Levee, Dike, or Floodwall
GENERAL STRUCTURES
Without Base Flood Elevation (BFE)
With BFE or Depth
Regulatory Floodway
SPECIAL FLOOD HAZARD AREAS
0.2% Annual Chance Flood Hazard. Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile
Future Conditions 1% Annual Chance Flood Hazard
Area with Reduced Flood Risk due to Levee
Area with Flood Risk due to Levee
OTHER AREAS OF FLOOD HAZARD
Approximate location based on user input and does not represent an authoritative property location
PIN
Selected Floodmap Boundary
Digital Data Available
No Digital Data Available
Unmapped
MAP PANELS
Area of Minimal Flood Hazard
Effective LOMRs
Area of Undetermined Flood Hazard
Otherwise Protected Area
Coastal Barrier Resource System Area
OTHER AREAS

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD EVENT

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

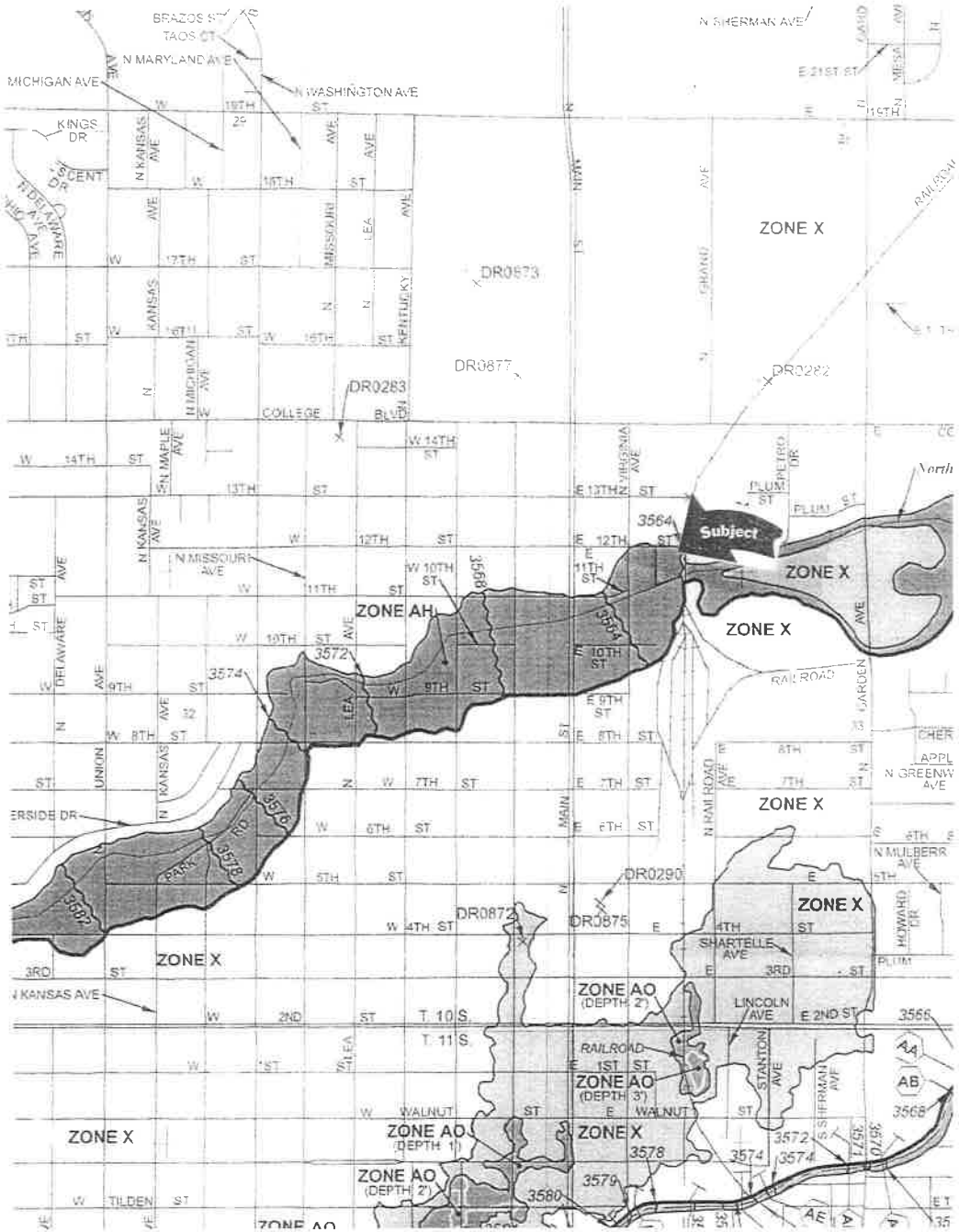
OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- Floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- Cross section line
- Transect line
- Geographic coordinates referenced to the North American




TWELFTH STREET
ATSF/BNSF RAILROAD
Tr. A
(S12-46)
Property Line
Landscaping Encroachment
Fence Encroachment
Railroad Trestle Acts As A Dam
City of Roswell
•413606109612 4
Morris E. & Holly K.
•413606107513 0
Schertz
46,015 SF
Usable
187' Usable
274' Usable
Bike Path
River Channel
214.00' +/-
VACATED ELEVENTH STREET PER PLAT BOOK L PAGE 11
16
33
604
201
203-206
207
209
211
213
198.00'
157.83'
25.84'
86.08'
20.00'

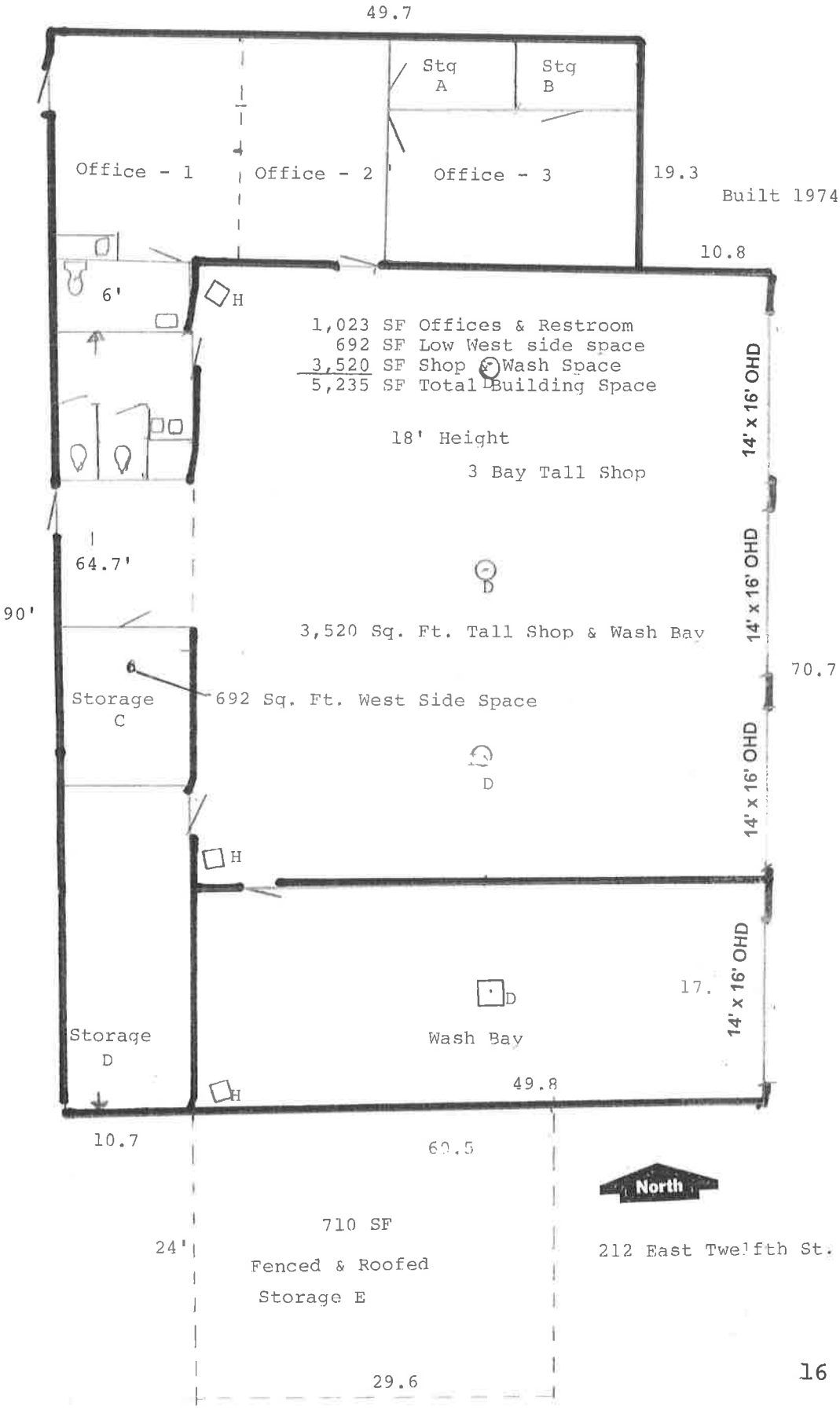


Westerly façade looking northeast.



Easterly façade looking west.

BEFORE PHOTOS


49.7
Stg A
Stg B
Office - 1
Office - 2
Office - 3
19.3
Built 1974 +/-
10.8
6'
H
1,023 SF Offices & Restroom
692 SF Low West side space
3,520 SF Shop & Wash Space
5,235 SF Total Building Space
18' Height
3 Bay Tall Shop
14' x 16' OHD
14' x 16' OHD
14' x 16' OHD
14' x 16' OHD
64.7'
90'
D
3,520 Sq. Ft. Tall Shop & Wash Bay
70.7
Storage C
692 Sq. Ft. West Side Space
D
H
17.
D
Wash Bay
Storage D
H
49.8
10.7
60.5
North
710 SF
24'
Fenced & Roofed
Storage E
212 East Twelfth St.
29.6

16

DESCRIPTION AND ANALYSIS OF THE PROPERTY IMPROVEMENTS

PROPERTY TYPE:	Single use office/shop building.
BUILDING SIZE:	5,235 square feet total. 1,023 square feet office area. 3,520 sq. ft. tall shop & wash bay. 692 sq. ft. lower storage & restrooms
BUILDING AGE:	Probably built in 1974. 50 Years.
FOUNDATION:	Concrete slab.
EXTERIOR WALLS:	Cinderblock. 18' Shop height.
ROOF:	Built up tar & gravel roof. Reportedly leaking and possibly affected the trusses.
FLOORS:	Concrete.
HEATING & AIR CONDITIONING:	Old gas forced-air heating system in the offices. No longer functional. Three old suspended gas heaters. Probably no long functional. No shop air conditioning except open doors.
PLUMBING:	Two old restrooms. Four old shop floor drains. The main shop drains appear to be plugged up. All plumbing is iffy at best due to age. There was one office wet sink previously in use.
SITE IMPROVEMENTS:	Paved parking lot. Some landscaping on westerly land not owned. Tall chain link fence with top rail and three barb wire strands. The south and east sides are substantially damaged.
WIRING AND AIR SERVICE:	There is some 220 Volt wiring and some airline piping in place.

PROPERTY CONDITION:	Poor. Subject is unusable without roof work, extensive plumbing work and HVAC replacement in the office area. The wall and roof joints between the tall shop and shorter west section show extensive separation notable on the southwest corner. In my opinion, the westerly shorter section of subject contributes little or no value at this time. Subject's fences and parking lot were substantially damaged by the flooding.
ASBESTOS:	No asbestos issues were noted.
FUNCTIONALITY:	Fair before the flood. Probably unusable after the flood.

Comments

The subject property is a plain truck service shop with office rooms that were extensively used in years past. It appears that the building age of fifty years had resulted in marginal plumbing and HVAC before the flood. The shop doors are old and rusty.

A covered storage area totaling about 3,000 square feet was fully usable before the flood. At least half of it is no longer usable and the whole thing adds little value in its as is status.

A roofed and fenced in storage area attached to the south wall is not considered to contribute any current value.

A joint between the lower section and tall shop has partly separated on the west side of the building. This situation is adverse to the marketability of the property and is a potential source of repetitive water intrusion into the building.

HIGHEST AND BEST USE ANALYSIS

Highest and Best Use is defined as:

> The reasonably probable use of property that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.

This definition is from the Dictionary of Real Estate Appraisal, Sixth Edition, page 109, published by the Appraisal Institute in 2015.

Highest and Best Use of the Land if Vacant

The subject site is a slightly sloping I-1 zoned site. It could previously and could still be used for a large variety of commercial and light industrial uses.

Due to the recent flood, a new proposed improvement would have to be built to meet all flood related building code items, In the subject instance, a new building might have to have all floors raised to the three or four foot level or thereabouts. The recent flood clearly showed that subject is a flood prone location due to the railroad berm and trestle that abut the property.

The highest and best use of the subject land, if vacant, would be development of a sales and service facility.

Highest and Best Use of the Improved Subject Property

Communities nationwide pretty much have to adopt FEMA flood plain regulations and apply most of their redevelopment or new construction policies as they relate to construction and repairs to properties in flood prone areas.

FEMA's 50% Rule applies to Roswell and the subject property after the October 18/19 major flood. The subject property needs repairs and upgrading expected to cost at least $185,000. The contributory market value of the improvements allowed in the FEMA 50% rule calculations was estimated herein at only $69,000 because the property was in poor condition and is approximately 50 years old.

Subject was flooded to a depth of 3-4' in the recent flood. Any reconstruction would have to meet all applicable flood plain and construction codes. Due to the nature of the subject improvements, there is no current contributory value beyond a token amount for fencing that can still be used.

The FEMA 50% rule appears to result in a prohibition on reconstruction of the subject improvements unless they can be made to meet flood resistant code requirements. As a practical matter, all of the potential future use of the existing building which could have been expected from the subject property, is lost to flood prone area preventative regulations established by Congress and FEMA.

In the current instance, the subject property was the location of a floodwater backup due to the railroad roadbed and trestle situated at the corner of the subject site. This factor made local and state news because new and used vehicles from a nearby car dealer and the community convention center floated down to the railroad trestle and had to be pulled out of the "pond" that backed up west of the railroad trestle. In my opinion, this is a rare case where the value of land is diminished substantially because its use is restricted and adverse publicity and flood zone mapping will likely hold down the value of the subject parcel for a very long time.

THE APPRAISAL PROCESS

The estimation of real estate value is based principally on three approaches to value: the Cost Approach, the Sales Comparison Approach (also called Market Approach) and the Income Approach. Utilizing commonly accepted appraisal methods and techniques, an indication of value is reached based on the analyses contained in and the credence afforded each approach to value.

The three approaches to value are defined as follows:

Cost Approach – "A set of procedures through which a value indication is derived for the fee simple estate by estimating the current cost to construct a reproduction of, or replacement for, the existing structure, including an entrepreneurial incentive or profit; deducting depreciation from the total cost; and adding the estimated land value." Source: The Dictionary of Real Estate Appraisal, Sixth Edition, page 54, published by the Appraisal Institute in 2015.

Sales Comparison Approach – "The process of deriving a value indication for the subject property by comparing sales of similar properties to the property being appraised, identifying appropriate units of comparison, and making adjustments to the sale price (or unit prices, as appropriate) of the comparable properties based on relevant market-derived elements of comparison." Source: The Dictionary of Real Estate Appraisal, page 207.

Income Capitalization Approach – "Specific appraisal techniques applied to develop a value indication for a property based on its earning capacity and calculated by the capitalization of property income. Source: The Dictionary of Real Estate Appraisal, page 115.

Special Situations

Roswell had a major flooding event during the night of October 19th and 20th of 2024. That flood has triggered city adoption and implementation of several FEMA flood related provisions that regulate continued and future use of flood prone properties. The subject property was adversely affected by the local flooding and its location next to a local railroad berm, bridge and trestle were widely publicized. Several cars from a nearby auto dealership floated down to the ponded area by the railroad bridge trestle. The existing older shop building on the subject site is unlikely to be usable by a future buyer of the property even if someone wanted to rehab the property.

COST APPROACH

This concept of appraisal logic is based upon the assumption that value strongly reflects the cost of building a substitute property on a similar site. In the case of aged properties, it is assumed that prudent individuals would recognize some value loss (depreciation) due to property deterioration or aging in general, and functional obsolescence or externalities when they are present.

The steps in the Cost Approach to value are:

1) Estimate the market value of the subject site.

2) Estimate the replacement or reproduction cost of the improvements.

3) Analyze the property and estimate accrued depreciation due to aging, wear and tear and obsolescence if present. Consider locational aka economic obsolescence factors and determine whether subject is adversely affected by its location when compared to other properties and locations.

4) Deduct the depreciation estimate from cost new estimate to arrive at depreciated cost.

5) Add the site value to the depreciated cost figure to obtain a value indication.

The cost approach was applicable and was developed. Depreciation was considered and deducted as appropriate.

Depreciation Definitions and Causes & FEMA's 590% Rule

Depreciation: In appraisal, a loss in property value from any cause; the difference between the cost of an improvement on the effective date of the appraisal and the market value of the improvement on the same date. (Dictionary Of Real Estate Appraisal [DRE], Sixth Edition, published by the Appraisal Institute in 2015, page 63.)

Physical Deterioration: The wear and tear that begins when a building is completed and placed into service. DRE, page 170.

Obsolescence: One cause of depreciation; an impairment of desirability and usefulness caused by new inventions, changes in design, improved processes for production, or external factors that make a property less desirable and valuable for a continued use; may be functional or external. DRE, page 161.

Functional Obsolescence: The impairment of functional capacity of improvements according to market tastes and standards. DRE, page 97.

Externalities: The principle that economies outside a property have a positive effect on its value while diseconomies outside a property have a negative effect upon its value. DRE, page 83.

External Obsolescence: A type of depreciation; a diminution in value caused by negative external influences and generally incurable on the part of the owner, landlord, or tenant. DRE, page 83.

The definitions cited above are all from the Dictionary Of Real Estate Appraisal, [DRE] Sixth Edition, published by the Appraisal Institute in 2015 with pages referenced.

FEMA's 50% Rule Impact

The FEMA 50% rule essentially says that if the cost of repairs to return the major improvement portions of a damaged property to its prior condition exceeds 50% of the **market value** of those same improvements BEFORE the flood or loss event; then the structure must be repaired or upgraded using flood or loss resistant materials and construction work, and that work must meet current flood related construction codes **and** the normal construction codes of the current time period. If the repairs cannot be made at a cost under 50% of their preflood value; then 1) the owner must spend whatever is needed to meet applicable building codes, or 2) tear the building down, or 3) sell the property with full disclosure to someone who can and agrees to rebuild and meet all applicable requirements.

LAND VALUE ESTIMATE

Subject has a unique set of features that include a central location within the community on the edge of the downtown core, a side street address just off an arterial street, industrial zoning which allows a great many commercial and light industrial uses, and a site that is clearly within our known flood zone.

Twenty land sales that incorporate and reflect some of the subject property characteristics are cited on the Chart A Comparable Land Sales chart included in this section. Their locations are marked on the included map.

Industrial property land prices in our area can run down to a few thousand dollars per acre for edge of town properties and up to $1.00 to $2.00 per square foot for smaller properties with good locations and utilities.

I considered the attached land sales to arrive at my final land value estimate, giving consideration to the positive and negative attributes of the subject site and the estimated near term impact on its market value and marketability.

COMPARABLE LAND SALES

ROSWELL

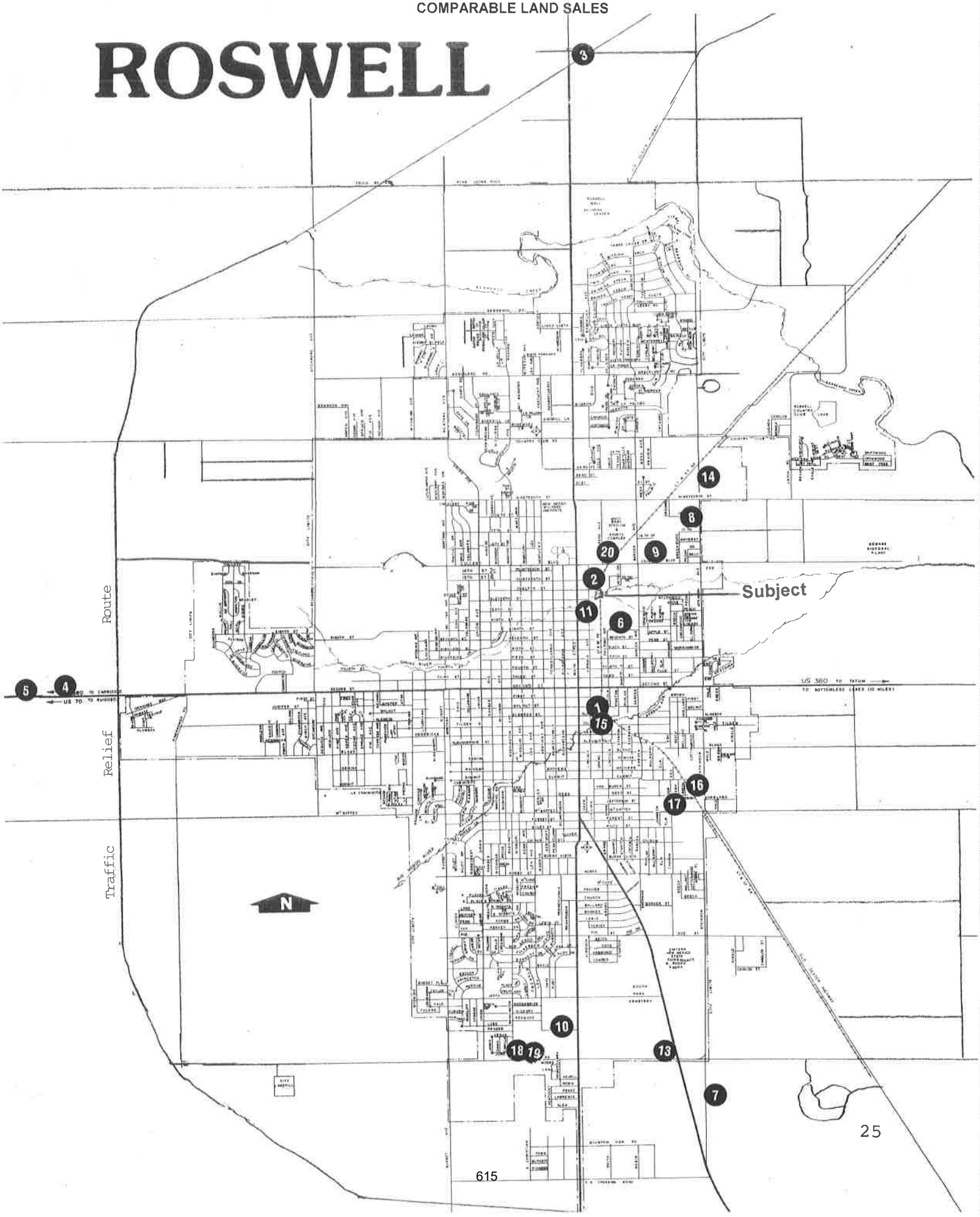


CHART A

COMMERCIAL LAND SALES

Comp	Closing Date	MLS # or Deed ID	Address or Approx. Location	Buyer(s)	Land Sale Price	Land Size in SF	Land Size In Acres	Sale Price Per Sq. Ft.	Comments
1	9/14/2016	WD731225	205 East Alameda	Lopez,Evaristo	$30,000	29,700	0.682	$1.01	Corner parcel fld zone
2	2/28/2017	D1801787	1305 N. Virginia	PT Productions, Inc.	$95,000	122459	2.810	$0.78	Lrg sloping midblock site.
3	11/7/2017	D794P979	6112 Cumbres	Quality Cast, LLC	$8,000	36,660	0.842	$0.22	Far Edge of Town land
4	4/1/2018	D7861225	4719 W. Second	Redden	$40,000	153745	3.529	$0.26	Good site on far west side.
5	4/27/2018	MLS101829	4906 W. Second	Viltchinski	$45,000	165,305	3.780	$0.27	Corner on far w edge Roswell
6	9/20/2018	MLS102875	800 N. Garden	Tuscany	$160,000	478,724	10.990	$0.33	Land south of sale barn
7	7/16/2019	MLS171519	S. Atkinson near Jail	Grado	$58,500	694,782	15.950	$0.08	Lrg edge of town parcel
8	8/2/2019	MLS102716	1800 N. Atkinson	Barejas	$80,000	88,559	2.033	$0.90	Typical Industrial Landin City Limit
9	12/26/2019	MLS190065	611 E. College	Redmex Inv.	$250,000	613,379	14.081	$0.41	Prairie Dog Tract. N Side
10	1/8/2020	MLS101828	3200 Blk S. Main	Nasrallah	$160,000	871200	20.000	$0.18	Large tract. Arerial Location
11	10/8/2020	WD731225	910 N. Virginia	Jesse McDaniel	$35,000	9,700	0.223	$3.61	Corner bought with adjacent office
12	11/2/2020	202007760	1302 E. 19th	Jeremy Kohler	$105,000	88,559	2.033	$1.19	Corner of 19th & Atkinson
13	6/1/2021	MLS200657	515 E. Brasher	Admiral Beverage	$225,000	1,029,445	23.630	$0.22	Lrg parcel for beer warehouse
14	1/19/2022	MLS202021	1905 N. Atkinson	Burson, Jessica	$37,500	22,241	0.551	$1.56	Small arterial Midblock lot.
15	6/20/2022	MLS190695	205 East Alameda	Lopez,Evaristo	$65,000	29,700	0.682	$2.19	Corner parcel. Partly filled site.
16	7/1/2022	7221000	1000 S. Atkinson	Hilton, Robert	$130,000	516,447	11.856	$0.25	Lrg parcel for towing & salvage yd
17	7/27/2022	MLS202021	901-907 E. McGaffey	Miranda	$45,000	50,400	1.157	$0.89	Four adjacent urban lots
18	1/13/2023	MLS201624	505 W. Brasher	Silva, Alfredo	$100,000	414,000	9.572	$0.24	Lrg square tract by PO
19	5/31/2024	MLS20235315	505 W. Brasher	Jaramillo, Theodore	$400,000	414,000	9.572	$0.97	End user sale for self stg units
20	6/25/2024	202404097	301 E. College	Dollar General	$135,000	67,518	1.550	$2.00	Irreg. Corner near Wool Bowl
		Subject	**212 E 12th**	**Subject Property 3/10/2025**	**$46,000** Estimated Market Value	**46,015**	**1.056**	**$1.00**	**Shown to be a flooding risk.**

Land Value Conclusion

I gave the most weight to land comparables #1,2, 6, 8, 9, 15, 17 and 19. None of the sales directly reflected the flood zone status of subject, however, sale #1 at 205 East Alameda had some indication of topography and flood zone exposure.

Sale #1 sold in 2016 from out of town owners to a local architect. The site was low lying land that needed fill which was later done by the first buyer. Land comparable # 1 sold for $1.01 per square foot on 9/14/2016. This same site was improved by constructing a raised building site on the tract. It resold 6/20/2022 for $2.19 per square foot. That increase was $1.18 per square foot and 217% of the original sale price over the 5.75 year time period between the sales. Monetary inflation at 3% per year would account for approximately 23% of the increase leaving 94% of the increase that could reflect the partial improvement in topography due to partial site fill placed on the site. I have therefore concluded that there is a probable 94% adjustment needed to a flood prone site compared to a similar site without the flooding risk.

I estimate that the subject site without its flood zone label and risk would be worth approximately $2.00 per square foot currently. In the near term I estimate that an adjustment of 94% would apply to subject.

Therefore: $2.00 per SF divided by 1.94 = $1.03 per SF Current Indication

I have therefore concluded that the indicated value of the subject I-1 zoned high flood risk site is approximately $1.03 per square foot which I have rounded to $1.00 per square foot. Much of the land fenced within the existing fence was an encroachment onto the alley and the adjacent property to the west. Unusable land in the bike path and North Spring River channel was deducted from subject to get to the owned and usable land area of 46,015 +/- square feet.

So: Owned Land - 46,015 Sq. Ft. @ $1.00 / SF = $46,015 Called $46,000

ESTIMATED SITE VALUE $46,000

CHART B

COST APPROACH SUMMARY
IMPROVEMENT VALUE CALCULATION BEFORE THE FLOOD

Commbo worksheets 2025
50% Rule Calculations
212 E. 12th

Item/Component	Sq. Ft.	Estim. Cost/SF	Estimated Replacement Cost New	Depreciation Estimates & Calculations: Physical %	Physical $	Functional Obsolescenc %	Functional $	Externalities %	Externalities $	Estimated Contributory Value
Year Built 1974; Age = 50 +/-			10/18/24							10/18/24
Office & RR Space	1023 @	$90.00 =	$92,070	75	69053	0	0	10	9207	13811
Tall Shop Space	3520 @	$85.00 =	$299,200	75	224400	0	0	10	29920	44880
Short West Section	692 @	$75.00 =	$51,900	75	38925	10	5190	10	5190	2595
Subtotal Building Space	5235	$84.61								
Fenced Stg at Building	710 @	$25.00 =	$17,750	65	11538	20	3550	10	1775	888
Tin Roofed Canopy & Floor	3000 @	$10.00 =	$30,000	65	19500	0	0	10	3000	7500
Fencing & Gates			$0	65	0	0	0	10	0	0
Concrete			$0	65	0	0	0	10	0	0
Asphalt Paving			$0	65	0	0	0	10	0	0
Landsacaping			$0	65	0	0	0	10	0	0
Total Improvement Fiures	5235 SF Bldgs		$490,920		$363,415		$8,740		$49,092	$69,673

Called

Appraised Value of the Improvements Before the Flood
Using the EEMA 50% Rule

$70,000

Ed McClelland
2-28-2025

618

28

CHART C

FEMA 50% Worksheets
Repairs needed
212 E. 12th

Item/Component	Sq. Ft.	2025 Appraisers Estimated Repair Cost
Architect & Engineering Fees		$5,000
Demolition Work		$10,000
Roof Replacement		$50,000
Electrical Work & Fixtures		$10,000
Fencing & Gates		$15,000
Remove & Replace Asphalt Paving		$30,000
Replace sewer lines		$10,000
Refinish Office		$15,000
Redo Restrooms		$20,000
Replace HAVAC		$15,000
Seal Wall & Roof Joint Problem Areas		$5,000
Total Repair & Improvement Cost	5235	$185,000
Cost Allocated to Total Building SF	**$35.34**	

FEMA 50% RULE CALCULATION

$$\frac{\text{Repairs Needed } \$185{,}000}{\text{Improvements Before Value } \$70{,}000} = 264.29\%$$

SO: SUBJECT MAY ONLY BE REPAIRED OR REBUILT TO FULL FLOOD STANDARDS

*** The building will therefore have to be demolished**

Demolition and disposal Cost. $10,000 **Minimum**

Ed McCullough
2-28-2025, 29

CHART D

COST APPROACH SUMMARY
CURRENT VAUE WITH FEMA 50% RULE APPLIED

Commbo worksheets 2025
AFTER FLOOD VALUE
212 E. 12th

Item/Component	Sq. Ft.	Estim. Cost/SF	Estimated Replacement Cost New	Depreciation Estimates & Calculations: Physical %	Physical $	Functional %	Functional $	Externalities %	Externalities $	Estimated Contributory Value
Year Built 1974 +/-, Age = 50			2/28/25						FEMA Rule	2/28/25
After Value - Flood Damaged w FEMA 50% Rule Applicable										
Office & RR Space	1023 @	$90.00 =	$92,070	75	69053	0	0	25	23018	0
Tall Shop Space	3520 @	$85.00 =	$299,200	75	224400	0	0	25	74800	0
Short West Section	692 @	$75.00 =	$51,900	75	38925	10	5190	15	7785	0
Subtotal Building Space	5235	$84.65								
Fenced Stg at Building	710 @	$25.00 =	$17,750	65	11538	20	3550	15	2663	0
Tin Roofed Stg Canopy & Floor	3000 @	$10.00 =	$30,000	65	19500	0	0	35	10500	0
Fencing & Gates			$20,000	65	13000	0	0	35	7000	0
Concrete			$5,000	65	3250	0	0	35	1750	0
Asphalt Paving			$30,000	65	19500	0	0	35	10500	0
Landsacaping - not owned			$0	65	0	0	0	10	0	0
Demolition & Disposal Fees										-10000
			-------		-------		-------		-------	-------
Total Improvement Fgiures	5235	SF	$545,920		$399,165		$8,740		$138,015	($10,000)
Add: Estim. Land Value 2/28/2025	46015 Usable Owned	Sq. Ft.	$46,000							$46,000

Total Cost to Replace Subject on its Site			$591,920							

Total Estimated Current Value 2/28/2025 with FEMA 50% Rule Considered										$36,000
										Called
INDICATED VALUE FROM THE COST APPROACH										$36,000

620

30

Ed McClelland
2-28-2025

RECONCILIATION AND FINAL VALUE CONCLUSION

The indications of AS IS value for the subject property were:

Site Value – After the Flood	$ 46,000
Estimated Improvement Value Before the Flood	$ 70,000
Estimated Cost of Repairs	$185,000
Cost of Repairs Divided By Before Value – Improvements	264%
Minimum Cost of Demolition & Disposal	$ 10,000
Estimated Bare Land Value	$ 46,000
Less: Demolition & Disposal Cost	$ 10,000
AS IS Indication from the Cost Approach – Under FEMA Rule	$ 36,000

The cost approach is the only truly applicable analysis that reflects current market conditions and the impact of the FEMA 50% Rule. The analyses summarized herein formed the basis for my value conclusion and the steps in my evaluation.

My final value conclusion for the subject property was based on the value of an old property located in a flood hazard zone. Based on a professional analysis of the subject property, it is the opinion of the appraiser that the "AS IS Market Value" of the subject property, estimated as of February 28, 2025 was

THIRTY SIX THOUSAND DOLLARS

$36,000

Ed McClelland, NM 171-G

CERTIFICATION

The appraiser certifies and agrees that:

1. The appraiser has no present or contemplated future interest in the property appraised; and neither the employment to make the appraisal, nor the compensation for it, is contingent upon the appraised value of the property or any future action or event subsequent to the appraisal.

2. The appraiser has no personal interest in or bias with respect to the subject matter of the appraisal report or the parties in title.

3. The appraiser has personally inspected the subject property. To the best of the appraiser's knowledge and belief, all statements and information in this report are true and correct, and the appraiser has not knowingly withheld any pertinent information.

4. This appraisal report sets forth all of the limiting conditions (imposed by the terms of the assignment or by the undersigned) affecting the analyses, opinions, and conclusions in the report.

5. The value conclusion reported herein has been developed in accordance with traditional appraisal procedures as they apply to a specific property and market situation following our recent flooding. See "Scope" for additional detail.

6. All analysis, conclusions and opinions set forth in this appraisal were personally prepared by the undersigned.

7. As of the date of this report, I am currently certified under requirements of the appraiser continuing education program of the State of New Mexico.

8. This appraisal was based upon observed conditions from a layman's point of view and is not based on any technical expertise in plumbing, roofing, mechanical or electrical systems.

9. FEMA requirements generally dictate that communities adopt rebuilding restrictions for flood prone areas that may effectively reduce the value of a parcel of land or of an otherwise repairable property. This appraisal makes a good faith effort to reflect probable market impacts.

Appraiser: Ed McClelland Date: 3-12-2025

Ed McClelland, NM171-G

UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

This report is subject to the following assumptions:

1. The legal description utilized is assumed to be an adequate description of the subject property. Subject has less usable land than its full legal description due to land dedicated to our local hike and bike trail and the North Spring River Channel. The usable owned land area figure used was determined by utilizing aerial photos and may not match the fenced area or deed descriptions.

2. No responsibility is assumed for matters which are legal in nature. Subject's title is assumed to be marketable and free of liens. No effort was made to check for adverse subdivision covenants, zoning limitations or deed restrictions unless otherwise mentioned in the report. It is assumed that no adverse usage restrictions or conditions exist unless specifically mentioned. It is assumed that there are no hidden or unapparent easements, conditions of the soil, structure, or mechanical equipment or systems which would render the subject more or less valuable.

3. The subject property is located in a mapped flood hazard zone and it has recently flooded in an unusual rain event. Nationwide FEMA regulations require governmental entities to adopt building and redevelopment standards that can prohibit reconstruction of partly damaged properties or dictate demolition of some structures. This appraisal reflects the appraiser's current understanding of those policies, but it is not guaranteed to be accurate in every aspect.

4. It is assumed that the subject roof is in poor condition as represented by the City and previously provided photographs and reports on the roof. I assume that subject's HVAC units and plumbing were on the back 30% of their useful life. No responsibility is assumed for inspections, surveys, or engineering which might be required to discover or detail any adverse factors that were not readily apparent.

5. The subject's title is assumed to be a fee simple estate. In the short term, the appraiser assumes that marketability of the subject's land and improvements have been adversely affected by its flood status.

6. The value estimate in this report is in the purchasing power of the dollar as of the date of valuation.

This report is subject to the following limiting conditions:

1. No liability is assumed for any condition or variance that a true and correct survey might reveal. Any land size not based on a recorded plat or survey shall be considered an approximation.

2. The information contained in this report was obtained from sources the appraiser believes reliable, but its authenticity and accuracy is not guaranteed. Secondary confirmations and verifications were made only where a special need was indicated. All local comparables used in this report were viewed from the street by the appraiser.

3. The appraiser has made no survey of the property. Any drawings provided by the appraiser were made only to provide the reader with a visualization of the property layout as seen from a layman's viewpoint.

4. The distribution of the total valuation in this report between land and improvements applies only under the current use of the property. The allocation of value for land and improvements may be invalid if used for any other appraisal.

5. The appraiser is not required to give testimony or appear in court regarding this appraisal unless previously arranged. Any court ordered appearance regarding the appraisal will be charged to the responsible party at a professional hourly rate.

6. This appraisal report and detail was sized and documented in line with the size of the property , its current status, and its intended use.

7. Possession of this report does not carry with it the right of publication or template use. It may not be copied for any use not directly related to the purpose and intended use of the report cited herein.

8. The conclusions and contents of this appraisal are the property of the client and are kept confidential unless released by the client.

APPRAISER QUALIFICATIONS

EDWARD W. MCCLELLAND
NM General Certified Appraiser License #171-G

701 South Cedar Avenue
Roswell, New Mexico 88203
E-mail: mcclelland@zianet.com
Office 575-624-2828
Mobile 575-420-2546

EDUCATION

Graduate - New Mexico State University - 1971
Bachelor of Science - (Agriculture Economics and Business)

GENERAL CERTIFIED APPRAISER – NM License #171G

General Certification allows the holder to appraise all types of commercial property, as well as residential property.

APPRAISAL COURSES

Farm and Ranch Appraisal - New Mexico State	1971
Real Estate - Introductory Course - NMSU	1971
"Introduction to Appraising Real Property"	
Course 101 - SREA, by exam	1973
"Single Family Residential Appraisal"	
Course VIII - AIREA	1974
"Principles of Income Property Appraising"	
Course 201 - SREA	1974
"Urban Properties" (Income Property Case Studies)	
Course II – AIREA	1978

PROFESSIONAL OFFICES HELD

Secretary/Treasurer - Albuquerque SREA Chapter #114 (1977-79)
President - Albuquerque SREA Chapter #114 (1980-81)
Director - Albuquerque SREA Chapter #114 (1981-82)
Admissions Chairman - Albuquerque SREA Chapter #114 (1981-82)
Secretary/Treasurer - Pecos Valley SREA Chap. #115 (1983-84)
Director - West Texas/NM AIREA Chapter #39 (1985)
Vice-President - Pecos Valley SREA Chapter #115 (1984-86)
Admissions Chairman - Pecos Valley SREA Chapter 115 (1984-86)
President - Pecos Valley SREA Chapter #115 (1986-88)
Treasurer – Roswell Association of Realtors (2005-06)
Director – Roswell Chamber Of Commerce (2004-2007)
Director – Main Street Roswell (2002-2009)

APPRAISAL EXPERIENCE – Ed McClelland

Residential Appraiser and Assistant Loan Broker, Mercantile Investment Company, El Paso, Texas 1972-74

Residential and Commercial Appraiser, Dan D. Swearingin (MAI, SREA), Albuquerque, New Mexico 1975-79

Appraiser and Residential Department Manager, Brooks/Lomax & Associates, Inc., Albuquerque, New Mexico 1979-82

Owned and operated Ed McClelland & Co., Roswell, New Mexico, a full service real estate appraisal firm from 7/82 - 3/96.

Appraiser and Qualifying Real Estate Broker - Western Land Realty. Roswell, New Mexico. 1996 to 1999. 95%+ Appraising

Appraiser, Broker & Property Manager - Ed McClelland & Company. 2000 - 2021. 50% Commercial Property Management and 50% Appraisals.

Appraiser & Real Estate Broker, Ed McClelland & Company. Primarily doing appraisals. September 2021 – Present

OTHER QUALIFICATIONS

Licensed New Mexico Real Estate Broker.
Realtor Member of National Association of Realtors.
Realtor Member of the Roswell Board of Realtors & MLS.
SRA Designation earned in 1979. Did not renew after 1994.

RECERTIFICATION

The New Mexico Appraisal Board has a mandatory program of continuing education for its licensed members. I currently meet all applicable licensing and recertification requirements and am in good standing with the New Mexico Appraisal Board.

LICENSE EXPIRATION DATE

My general certified appraisal license NM #171-G expires on April 30, 2025.

PARTIAL LIST OF APPRAISAL SEMINARS TAKEN – Ed McClelland

Valuation of Hotels & Motels - AIREA	1984
Depreciation Analysis - SREA	1985
Highest and Best Use - AIREA	1985
Easement Valuation Seminar - IRWA	1986
Applied Sales Comparison Approach Seminar AIREA	1988
Litigation Valuation Seminar - AIREA	1989
Farm Valuation Seminar - AIREA	1989
Reviewing Appraisals - AIREA	1990
Appraising Troubled Properties - Appraisal Inst.	1992
Appraisal Regulations Federal Banking Agencies AI	1992
Subdivision Analysis - Appraisal Inst. - 7 Hours	1993
Environmental Risk - Appraisal Inst - 7 Hours	1994
Data Confirmation & Verification Methods - AI 7 Hours.	1996
Automated Valuation - McKissock Data Seminars - 8 Hours	1999
Special Purpose Properties, Appraisal Institute - 7 Hours.	2001
Feasibility Analysis & Options, Appraisal Institute, 7 Hours.	2002
Adverse & Detrimental Conditions, App. Inst, 7 Hours	2002
Appraising Natural Resources, Appraisal Institute, 7 Hours	2002
Expanding the Scope of Work, Appraisal Institute, 7 Hours.	2003
Condemnation Appraisals, Appraisal Institute, 16 Hours	2003
Manufactured Housing, Appraisal Institute, 7 Hours	2004
Mathematically Modeling RE Data, App. Inst., 7 Hours	2004
Rates and Ratios, Appraisal Institute, 7 Hours	2004
Appraisal Trends, McKissock Seminars, 7 Hours	2006
Relocation Appraisal is Different, McKissock, 7 Hours	2006
Evaluating Commercial Construction, App Institute, 16 Hours	2006
Federal Land Acquisitions, Appraisal Institute, 16 Hours	2007
Subdivision Appraisals, Appraisal Institute, 7 Hours	2007
Office Building Valuation, Appraisal Institute, 7 Hours	2008
Declining Markets & Sales Concessions, AI, 7 Hours	2009
The Lending World In Crisis, App Institute, 7 Hours	2010
Reviewing Commercial Appraisals, App Institute, 7 Hours	2011
Reviewing Residential Appraisals, McKissock, 7 Hours	2011
The Uniform Appraisal Dataset, App Institute, 7 Hours	2011
Evaluating Residential Construction – App Institute, 7 Hours	2012
Practical Regression Using Excel, – App Institute, 14 Hours	2012
Litigation Appraising: Specialized Topics & Applic. AI 15 Hours	2014
FHA Appraising For Valuation Professionals – AI 7 Hrs.	2016
Using Excel To Analyze & Support App Results – AI, 7 Hours	2017
Solving Land Valuation Puzzles, App Institute, 7 Hours	2018
Stats, Graphs & Data Science, AI & G. Dell, 14 Hours	2018
How Tenants Create or Destroy Value - AI, 7 Hrs.	2019
The FHA Handbook 4000.1, McKissock Learning, 7 Hours	2021
Mortgage Lending Appraisal Reqs: FNMA & FHLMC, McKissock	2021
Transferred Value – Appraisal Institute, 7 Hours	2022
Attacking & Defending an Appraisal in Litigation, AI, 7 Hours	2022
Practical Application of Fundamental Analysis, AI, 7 Hours	2023
National USPAP Update Course – SFMRA, 7 Hours	2024

State of New Mexico

NMRLD
NEW MEXICO
REGULATION &
LICENSING DEPARTMENT

Real Estate Appraisers Board

HEREBY CERTIFIES THAT

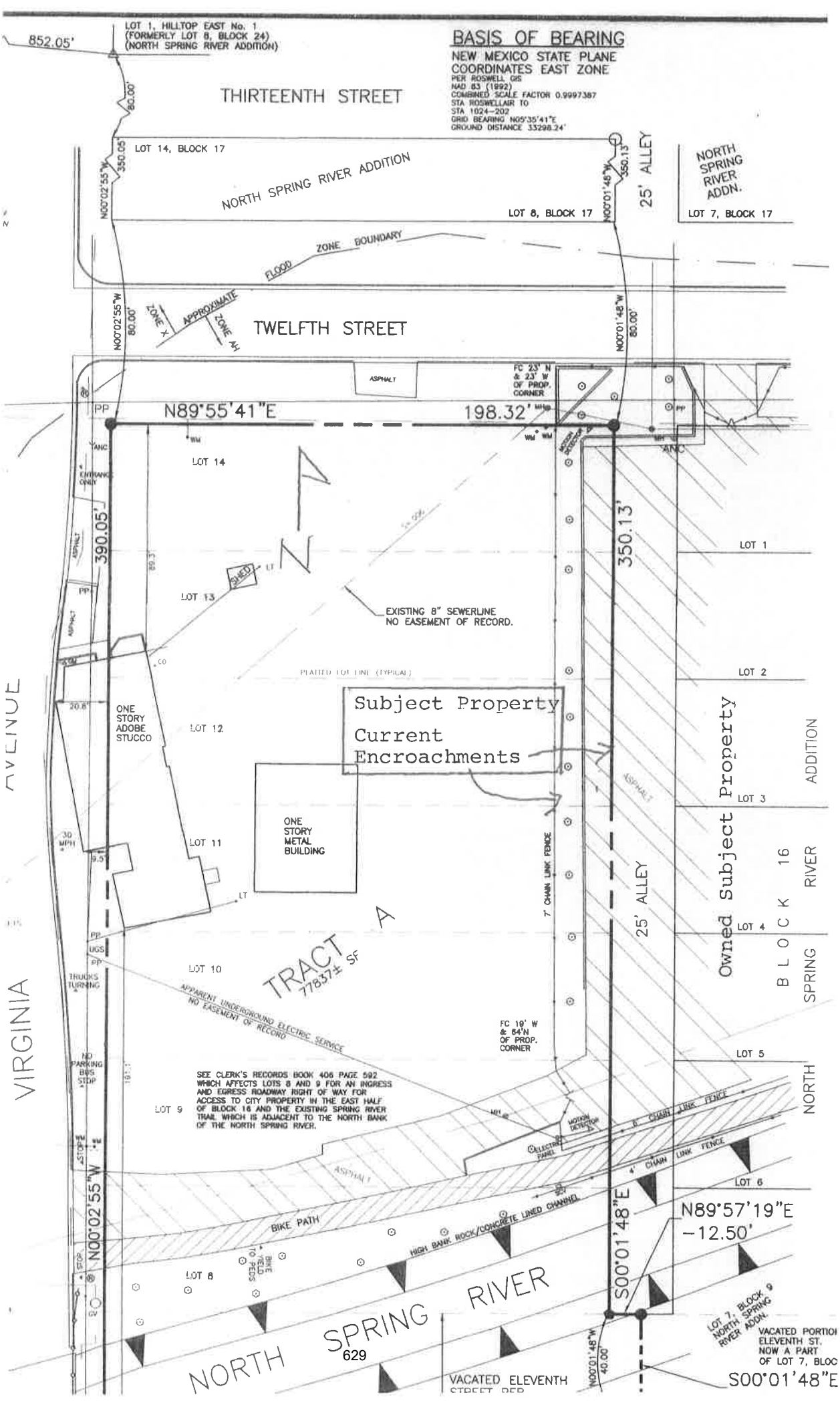
Edward W. McClelland

HAVING GIVEN SATISFACTORY EVIDENCE OF THE COMPLETION OF
PROFESSIONAL AND OTHER REQUIREMENTS PRESCRIBED BY LAW
IS GRANTED A LICENSE TO PRACTICE IN THE STATE OF NEW MEXICO

General Certified Appraiser

License No. 171-G Issued 12/1/1990 Expires 4/30/2025

THIS LICENSE SHOULD BE CONSPICUOUSLY POSTED IN PLACE OF BUSINESS OR AS REQUIRED BY LAW


ADJACENT PROPERTY SURVEY
VIRGINIA AVENUE
LOT 1, HILLTOP EAST No. 1
(FORMERLY LOT 8, BLOCK 24)
(NORTH SPRING RIVER ADDITION)
852.05'
THIRTEENTH STREET
80.00'
BASIS OF BEARING
NEW MEXICO STATE PLANE
COORDINATES EAST ZONE
PER ROSWELL GIS
NAD 83 (1992)
COMBINED SCALE FACTOR 0.9997387
STA ROSWELLAIR TO
STA 1024-202
GRID BEARING N09°35'41"E
GROUND DISTANCE 33298.24'
LOT 14, BLOCK 17
NORTH SPRING RIVER ADDITION
LOT 8, BLOCK 17
350.05'
N00°02'55"W
350.13'
N00°01'48"W
25' ALLEY
NORTH SPRING RIVER ADDN.
LOT 7, BLOCK 17
FLOOD ZONE BOUNDARY
ZONE X
APPROXIMATE
ZONE AH
TWELFTH STREET
80.00'
ASPHALT
FC 23' N & 23' W OF PROP. CORNER
PP
N89°55'41"E
198.32'
WM
WW
MH
ANC
LOT 14
390.05'
89.3'
SHED
LT
LOT 13
EXISTING 8" SEWERLINE
NO EASEMENT OF RECORD.
PLATTED LOT LINE (TYPICAL)
LOT 2
Subject Property
Current
Encroachments
ONE STORY ADOBE STUCCO
20.8'
LOT 12
ONE STORY METAL BUILDING
LOT 11
LOT 1
350.13'
LOT 3
ADDITION
Owned Subject Property
BLOCK 16 SPRING RIVER
LOT 4
25' ALLEY
7' CHAIN LINK FENCE
30 MPH
9.5'
UGS
TRUCKS TURNING
LOT 10
TRACT A
7783± SF
APPARENT UNDERGROUND ELECTRIC SERVICE
NO EASEMENT OF RECORD
FC 19' W & 84'N OF PROP. CORNER
LOT 5
NO PARKING BUS STOP
SEE CLERK'S RECORDS BOOK 406 PAGE 592 WHICH AFFECTS LOTS 8 AND 9 FOR AN INGRESS AND EGRESS ROADWAY RIGHT OF WAY FOR ACCESS TO CITY PROPERTY IN THE EAST HALF OF BLOCK 16 AND THE EXISTING SPRING RIVER TRAIL WHICH IS ADJACENT TO THE NORTH BANK OF THE NORTH SPRING RIVER.
LOT 9
NORTH
MOTION DETECTOR
ELECTRIC PANEL
4' CHAIN LINK FENCE
LOT 6
N89°57'19"E
-12.50'
S00°01'48"E
N00°02'55"W
BIKE PATH
HIGH BANK ROCK/CONCRETE LINED CHANNEL
LOT 8
NORTH SPRING RIVER
LOT 7, BLOCK 9 NORTH SPRING RIVER ADDN.
VACATED PORTION ELEVENTH ST. NOW A PART OF LOT 7, BLOCK
VACATED ELEVENTH
S00°01'48"E
40.00'

ARTICLE 38: I-1 LIGHT INDUSTRIAL DISTRICT

Section 1. Purpose

This district is intended to provide for light manufacturing, fabrication, assembly/disassembly, processing, and treatment activities conducted in a manner not detrimental to the rest of the community by reason of emission or creation of noise, vibration, smoke, dust or other particulates, toxic or noxious materials, odors, fire, explosive hazards, glare, or heat.

Section 2. Use Regulations

A. Permitted Uses are as follows:

1. Any use permitted in the C-2 districts, except for assisted living homes, group care homes, convalescent homes, and retirement centers, etc.
2. Any primary use which includes light manufacturing, fabrication, assembly/disassembly, processing or treatment of goods and products
3. Bottling works
4. Bus stations and terminals
5. Food and grain processing, canning, and storage, excluding meat, fish, and poultry
6. Gun clubs containing an indoor firing range
7. Machinery and service for farm, tractor and trailer rigs, and well drilling equipment
8. Outdoor theaters, drive-in
9. Parcel delivery, mail order services, and motor freight terminals
10. Wholesale distribution centers
11. Warehouses with outside storage
12. Welding
13. Automotive Repair, Heavy
14. Any other use meeting the intent of this Article and comparable with the above

B. Special Uses are as follows:

1. Airports, heliports, and aircraft landing fields
2. Hospitals and sanitariums
3. Livestock feed and sales yards
4. Oil and gas wells and pumping stations
5. Penal, correctional, and other institutions necessitating restraint of patients
6. Saw mills or other similar types of mills like pulp mills
7. Recycling activities in a structure with outside storage as a secondary use. Outside storage to be screened with an 8 foot high solid wall except for access openings, with a maximum opening of 16 feet with a solid gate(s)
8. Recycling center with outside storage as a principal use, such as a junk yards
9. Child care centers

ARTICLE 39: RESERVED

ARTICLE 30: C-2 COMMUNITY COMMERCIAL DISTRICT

Section 1. Purpose

This district is intended to provide for a wide variety of retail, personal service, wholesale office, and other general service types of uses for the consumer population of the entire community and, because of their heavy traffic generating characteristics, ability to stay open 24 hours per day and potentially detrimental appearance and performance, are located on the periphery of residential areas along collector and arterial street facilities.

Section 2. Use Regulations

A. Permitted Uses are as follows:

1. Any use permitted in the C-1 District
2. Amusement Parks
3. Athletic clubs/Gyms
4. Auditoriums/ Banquet halls/Convention/Exhibition Centers
5. Banks/Credit Unions/Financial institutions
6. Hospitality Establishments (Example: hotels and motels)
7. Liquor Service and Stores
8. Lodges, Clubs, Fraternal, Religious (No gun clubs)
9. Commercial Retail/Service stores
10. Rental Stores and Self-Storage Units
11. Professional Offices
12. Funeral Parlors/Crematorium
13. Golf courses
14. Animal hospitals, clinics, and kennels
15. Medical facilities/offices/centers
16. Newspaper and/or Magazine offices
17. Private or public parking lots/garages/decks
18. Government offices
19. Public or private utility/Service/radio/TV/cable
20. Restaurants/food/drink/lounges/liquor
21. Stadiums and arenas
22. Theaters, indoor
23. Automotive Repair, Light with temporary outside storage utilizing no more than 20% of net area of the lot.
24. Carnivals, circuses or menageries; shall be located on a paved or hard pack surface and shall not occupy more than 10% of the required parking spaces for that location or business.
25. Vendors shall be located on a paved surface and shall not occupy more than 10% of the required parking spaces for that location or business.
26. Off-site sales shall be located on a paved surface and shall not occupy more than 10% of the required parking spaces for that location or business.
27. Any other use that meets the intent and purpose of this Article and is similar and comparable to those uses listed above.
28. Automotive Service Stations
29. Convenience Stores with Fueling Stations

B. Special Uses are as follows:

1. Any special use in the C-1 District
2. Airports/heliports/landing fields
3. Bottling works
4. Bus stations and terminals
5. Gun clubs with indoor firing range
6. Outdoor theaters, drive-ins
7. Outside storage as a principal use
8. Parcel delivery/mail order
9. Penal/Correctional institutions
10. Light welding and fabrication
11. Warehouses and/or storage units

Section 3. Land Development Standards

Properties located in this district which are located in the Old Municipal Airport (OMA) shall utilize the standards located in Article 68 (Design Guidelines – Old Municipal Airport) of the Zoning Code.

Section 4. Commercial Reserve Zones (OMA Area)

Properties designated as C-2 (R) are considered as being reserved until such time as other commercial parcels in the OMA Area have been developed. These designations are applicable to City-owned parcels in the OMA Area.

ARTICLE 31: RESERVED

ARTICLE 28: C-1 NEIGHBORHOOD COMMERCIAL DISTRICT

Section 1. Purpose

This district is intended to provide for retail and personal service types of uses of a limited nature for the consumer population of the neighborhoods in which they are located and is not intended for those types of uses that will either attract the consumer population of the entire community, attract large volumes of traffic, or have an appearance and performance that may be detrimental to the neighborhoods in which they are located. Permitted uses shall not exceed 7,000 square feet in gross floor area. Special Use Permits shall not exceed 10,000 square feet in gross floor area, except for parking lots.

Section 2. Use Regulations

A. Permitted Uses are as follows:

1. Accessory Living quarters for a single-family residential unit per each lot and shall not be for sale or lease separate from the principle use or for use involving the conduct of a business.
2. Barber/Beauty shops/Day Spas
3. Bed and Breakfast (5 units max, includes owner)
4. Boarding, Lodging Homes, or Hostels
5. Child care centers
6. Banks/Credit Unions/Financial institutions
7. Drugstores/Food Stores/Markets
8. Convenience stores without Fueling Stations
9. Retail Florists
10. Laundries/Dry Cleaning
11. Libraries and other public facilities
12. Museums and art galleries
13. Professional office not to exceeding 10,000 square feet in gross floor area
14. Recreational Buildings/Community centers
15. Music/Dance/Trade Schools
16. Any other use that meets the intent and purpose of this Article and is similar and comparable to those uses listed above

B. Special Uses are as follows:

1. Greenhouses
2. Automobile service stations
3. Public utility/service/television stations
4. Permitted uses in excess of 7,000 sq. ft. of gross floor area.
5. Parking lots, as a principal use.
6. Multi-Family Residential Units
7. Self -Storage Units
8. Religious Institution
9. Convenience stores with Fueling Stations

ARTICLE 29: RESERVED

mcclelland@zianet.com

From: Todd Verciglio <t.verciglio@roswell-nm.gov>
Sent: Wednesday, March 12, 2025 8:07 AM
To: mcclelland@zianet.com
Subject: Re: New Appraisal Needed-212 E 12th St.

Hello, can you please email me an approximate completion date for this appraisal?

Thank you,

TODD HOBBIT VERCIGLIO
CITY OF ROSWELL
T.VERCIGLIO@ROSWELL-NM.GOV

SEEROSWELL.COM FLYROSWELL.COM

From: mcclelland@zianet.com <mcclelland@zianet.com>
Sent: Tuesday, February 4, 2025 3:50 PM
To: Todd Verciglio <t.verciglio@roswell-nm.gov>
Subject: RE: New Appraisal Needed-212 E 12th St.

Tuesday 2/4/2025 I acknowledge receipt of your appraisal order and I will proceed with it.

Ted McClelland

From: Todd Verciglio <t.verciglio@roswell-nm.gov>
Sent: Tuesday, February 4, 2025 10:20 AM
To: mcclelland@zianet.com
Subject: Re: New Appraisal Needed-212 E 12th St.

Hello and good morning! Please go ahead and **PROCEED** on getting this appraisal completed.

If you need access inside the gate to look at the building, please call Rudy at 1-575-910-5034 to coordinate letting you in.

PO# 22500149

mcclelland@zianet.com

From: mcclelland@zianet.com
Sent: Tuesday, January 7, 2025 12:17 PM
To: Todd Verciglio (t.verciglio@roswell-nm.gov)
Subject: 212 East 12th.

Todd: I sent a text message yesterday but here is an email quote for the needed appraisal.

I could do an appraisal of 212 East 12th which contains a building. At least two of the three usual approaches to value would be utilized. I could do the appraisal for a fee of $1,080 tax included. Time frame. One week from order and start immediately.

Thanks for the inquiry. I did receive the prior file for review.

Pat McClelland


635
ROW


636



637


638


639


640


641

DANGER
HIGH
VOLTAG



643



644


646






650



651

Offer To Purchas

Todd Verciglio
500 N Main Street suite 100
Roswell, NM 88201

Re: Lots 1 through 7, Block 16, North
Spring River Addition to the City of Roswell, Chaves County, New Mexico as filed for record on May 23, 1889 referred to as 212 E 12th street Roswell, NM

Dear Mr. Verciglio,

This is to express my firm off to buy the above stated property.
Purchase Price: $36,000

Offeror:
Jeffrey Miller
7103 Forestview Dr.
Arlington, TX 76016