GREAT BEND CITY COUNCIL MEETING
December 1, 2025
6:30 p.m.
Location – City Hall Council Chambers

The Council meeting will be livestreamed for public to view on our city council Facebook page, https://www.facebook.com/gbcitycouncil/.

AGENDA

Members present:

__Mayor Cody Schmidt
__Councilmember Kevyn Soupiset
__Councilmember Rickee Maddox
__Councilmember Alan Moeder
__Councilmember Jolene Biggs
__Administrator Logan Burns
__Councilmember Cory Urban
__Councilmember Gary Parr
__Councilmember Tina Mingenback
__Councilmember Davis Jimenez
__ Attorney Allen Glendenning
__Clerk/Finance Director Shawna Schafer

OPENING: PLEDGE OF ALLEGIANCE

A. CONSENT AGENDA

a) **Minutes:** Minutes of the Regular Session held on November 17, 2025.

b) **Claim's Warrant Register 12-1-25:** Covering 2025 bills to date.

c) **Payroll Register P/R 11-14-25:** Covering payroll ending November 8, 2025, in the amount of $466,206.11.

d) **Appointments:** Mayor Schmidt will make appointments as appropriate.

e) **Tree Trimmers License:** JRO Dirt & Demolition out of Sterling has applied for a Tree Trimmers License (responsible person Colyn Johnson). All requirements of the ordinance have been completed and recommend approval.

f) **Termination of Motocross Operating Agreement:** Kansas Motocross Championship Series has submitted their notice of termination for the operating lease at the motocross park. Approval is recommended.

g) **Agenda:** Approval of agenda as submitted or amended.

B. OLD BUSINESS

C. RECOGNITION OF VISITORS AND ANNOUNCEMENTS

The public is free to comment on items not listed on the agenda. Please address comments to the City Council as a body and be mindful of others who may wish to speak by abiding by the 3-minute limit. If a large group is present for the same topic, the mayor, in his discretion, may ask that you elect 1 spokesperson, and he could allow a longer time for that individual to speak.

D. NEW BUSINESS

1. **Councilmember Reports**: Councilmembers will report on the boards and commissions that they serve on.

   Recommendation: Informational item.

2. **Administrators Update**: City Administrator Logan Burns will present an update on what is happening within the City organization.

   Recommendation: Informational item.

3. **Economic Development Report**: Economic Development Inc. President Jason Kuilan will present his monthly report.

   Recommendation: Informational item.

4. **Abatements**: City Administrator Logan Burns will present abatements.

   Recommendation: Take action on abatements.

5. **Safe Streets for All (SS4A)**: In 2024, the City applied for and was awarded funding through the Safe Streets for All (SS4A) federal grant program to develop a comprehensive Safety Action Plan. The total award amount is $200,000, of which $160,000 will be provided through federal funding. The City is responsible for a local match of $40,000 to fulfill the grant requirements which was approved by the Governing Body at the September 15, 2025 council meeting. This initiative will involve hiring engineering consultants to conduct a comprehensive safety analysis. The study will include a review of crash data and consider the needs of all road users—pedestrians, bicyclists, motorcyclists, and drivers. The outcome will be a set of recommended policy and process improvements, as well as potential infrastructure enhancements. Collaboration with community groups, public agencies, and other stakeholders will be a key component of the planning process. The City then posted an RFQ for firms to submit their qualifications for the SS4A program and what their firm could provide for the City. After analysis of three firm submissions, staff have recommended JEO, our current on-call engineer, to conduct the study. Our reasons for selecting JEO include JEO is currently the city's engineer and their familiarity with Great Bend will be an advantage in making a comprehensive safety analysis for the city.

They have a 1-year timeline for conducting the study compared to other firms that had a 9-month and a 15-month timeline. Their current team includes the former Kansas State Highway Safety Engineer. Public Works Director David Dunekack will report.

Recommendation: Motion to approve JEO as the consulting firm for the SS4A study.

6. **Airport Industrial Complex Water Tower Improvements**: Utilities is seeking to release an RFP draft scope for work pertaining to improvements to the Airport industrial complex water tower. This work is to further satisfy requirements stemming from the 2024 EPA/KDHE PWS inspections. Utilities Director Darren Doonan will report.

   Recommendation: Motion to approve the release of an RFP draft scope for work pertaining to improvements to the Airport industrial complex water tower.

7. **2026 Property & Casualty Insurance Renewal**: Gallagher will present the 2026 Property & Casualty Insurance Renewal.

   Recommendation: Motion to approve to the 2026 Property & Casualty Insurance Renewal as presented.

ADJOURNMENT

City of Great Bend
November 17, 2025

REGULAR SESSION

The Governing Body met in Regular Session in the City Council Chambers. Mayor Cody Schmidt called the meeting to order at 6:30 p.m. with the following presents: Councilmembers, Rickee Maddox, Alan Moeder, Kevyn Soupiset, Jolene Boggs, Davis Jimenez, and Gary Parr. Absent was Councilmember Cory Urban and Tina Mingenback. Also in attendance were City Administrator Logan Burns, City Attorney Allen Glendenning and Finance Director/City Clerk Shawna Schafer.

OPENING: PLEDGE OF ALLEGIANCE

A. CONSENT AGENDA

a) **Minutes:** Minutes of the Regular Session held on November 3, 2025.

b) **Claim's Warrant Register 11-17-25:** Covering 2025 bills to date in the amount of $1,402,185.00.

c) **Payroll Register P/R 10-31-25:** Covering payroll ending October 25, 2025, in the amount of $383,510.37.

d) **Appointments:** Mayor Schmidt made no appointments.

e) **Agenda:** Approval of agenda as submitted or amended.

Mr. Soupiset made a motion to approve the consent agenda. Ms. Biggs seconded the motion and passed with all voting in favor.

B. OLD BUSINESS: There was no old business.

C. RECOGNITION OF VISITORS AND ANNOUNCEMENTS

1. **Paul Millard Recognition**: Members of the Wichita Police Department presented Paul Millard with the Bronze Wreath of Valor Award for his heroic action during the Towne East parking lot shooting on August 18, 2025.

D. NEW BUSINESS

1. **Councilmember Reports**: Councilman Parr put forward to Council a pay it forward proposal and he said the award going to SRO Millard is a prime example of why he wants to do this. Mr. Parr offered two different options to Council to give staff a hand up, just once. One proposal offers a one-time bonus to uniformed 1st responders only. The 2nd proposal offers a one-time bonus to all city employees. Mr. Soupiset said he would like to have time to look at this information before there was a vote. Ms. Biggs said she was dismayed stating the city may need to use this money for other issues and is concerned that now that this has been put out publicly, Council will look bad if they vote no. Citizen Brad Shirer addressed Council concerned with the thought that if money

isn't spent for its original purpose, that it must be spent on something else and stated that as a taxpayer, this made him angry. No action was taken.

2. **Administrators Update**: City Administrator Logan Burns presented an update on what is happening within the City organization.

3. **CVB/Public Relations Report**: CVB Director Amanda Gaddis and Public Relations Director Addison Crites presented their report.

4. **Abatements**: City Administrator Logan Burns presented abatements.

   A. **721 Williams:** There is a brush pile and an ac unit, on the front porch facing the east that need to be removed. There is also brush pile on the northwest side of the property that needs to be removed., and that said Unlawful Accumulation constitutes a nuisance pursuant to Section 8.08.110 of the Great Bend Code. This real estate is located at 721 Williams. and is the subject of Resolution Number 251117-A.
   B. **204 Elm:** There are tires in white trailer that need to be removed, and that said Unlawful Accumulation constitutes a nuisance pursuant to Section 8.08.110 of the Great Bend Code. This real estate is located at 204 Elm and is the subject of Resolution Number 251117-B.

   Ms. Biggs made a motion to approve Resolution 111725A-B. The motion was seconded by Ms. Maddox and passed with all voting in favor.

ADJOURNMENT

Mr. Soupiset made a motion that the meeting be adjourned. The motion was seconded by Ms. Maddox and passed with all voting in favor. The meeting was adjourned at 6:56 p.m.

Dear City of Great Bend KS,

I, LaRyssa (Baker) Baldwin representing Kansas Motocross Championship Series am sending this formal notification that we would like to end our contract with the city and the Great Bend Motocross Park early (before the five-year mark). We thoroughly enjoyed working with the city but at this time living over an hour away did not work out the way we dreamed. We feel another entity whom is a part of the community currently, taking over would all around benefit the purpose and legacy of motocross within your community. We wish the termination to take place on December 31st, 2025. Thank you for a great year and a half and we wish nothing but the success of the MX Park moving forward.

LaRyssa Baldwin | [signature] | 11-19-2025

(Print) (Sign) (Date)

THE CITY OF
GREAT BEND

CITY OF GREAT BEND
CITY COUNCIL AGENDA ITEM

MEETING DATE	12/1/25		
RESOLUTION or ORDINANCE NUMBER			
AGENDA TITLE	Abatement Request		
REQUESTING DEPARTMENT	Property Maintenance		
PRESENTER	Logan Burns		
FISCAL INFORMATION	Cost as recommended:	N/A	
	Budget Line Item:	N/A	
	Balance Available:	N/A	
	New Appropriation Required:	☐YES ☒NO	
PURPOSE	Seeking Council Approval for Abatement of Properties		
BACKGROUND	3118 18th	Ramirez Construction LLC	Garbage and Refuse
	1814 Adams	Steven Favela	Garbage and Refuse
SPECIAL NOTES	N/A		
PUBLIC INFORMATION PROCESS	N/A		
TEAM RECOMMENDATION	N/A		
REFERENCE DOCUMENTS ATTACHED	N/A		

RESOLUTION NO. 120125-A

A RESOLUTION FINDING THAT A NUISANCE EXISTS AT **3118 18th,** GREAT BEND, KANSAS, BECAUSE OF THE UNLAWFUL ACCUMULATION OF REFUSE, DIRECTING THAT THE UNLAWFUL ACCUMULATION SHOULD BE REMOVED, DIRECTING PROPERTY MAINTENANCE TO CAUSE SAID REMOVAL AND PROVIDING FOR THE ASSESSMENT OF THE COSTS OF REMOVAL.

WHEREAS, the Property Maintenance Supervisor for the City of Great Bend, Kansas, has determined that a nuisance exists at **3118 18th,** Great Bend, Kansas, because of the unlawful accumulation of trash and refuse at said location; and

WHEREAS, the Property Maintenance Supervisor for the City of Great Bend, Kansas, has caused to be delivered the proper notice pursuant Section 8.08.140 of the Great Bend Code.

WHEREAS, the condition has neither been alleviated nor has a hearing been timely and properly requested; and

WHEREAS, the Governing Body considered the information submitted by the Property Maintenance Supervisor;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF GREAT BEND, KANSAS:

SECTION 1. The following described Unlawful Accumulation of Refuse exists at **3118 18th** also described COLLEGE GROVE, S29, T19, R13W, BLOCK 8, Lot 8, PARCEL SIZE-50'x140'. for following reasons: Tires in the easement need removed, and that said Unlawful Accumulation constitutes a nuisance pursuant to Section 8.08.110 of the Great Bend Code.

SECTION 2. The Property Maintenance Supervisor is hereby directed to abate said nuisance by taking the following actions: Cause the removal of refuse and properly dispose of it and preserve and account for any salvage received.

SECTION 3. Property Maintenance shall certify all costs associated with this abatement, minus any salvage received, to the City Clerk for assessment against the property.

SECTION 4. This resolution shall take effect upon its passage by the Governing Body.

ADOPTED AND PASSED this **the 1 of December, 2025**

_____
Cody Schmidt, Mayor

(SEAL)
ATTEST:

_____
Shawna Schafer, City Clerk

RESOLUTION NO. 120125-B

A RESOLUTION FINDING THAT A NUISANCE EXISTS AT **1814 Adams,** GREAT BEND, KANSAS, BECAUSE OF THE UNLAWFUL ACCUMULATION OF REFUSE, DIRECTING THAT THE UNLAWFUL ACCUMULATION SHOULD BE REMOVED, DIRECTING PROPERTY MAINTENANCE TO CAUSE SAID REMOVAL AND PROVIDING FOR THE ASSESSMENT OF THE COSTS OF REMOVAL.

WHEREAS, the Property Maintenance Supervisor for the City of Great Bend, Kansas, has determined that a nuisance exists at **1814 Adams,** Great Bend, Kansas, because of the unlawful accumulation of trash and refuse at said location; and

WHEREAS, the Property Maintenance Supervisor for the City of Great Bend, Kansas, has caused to be delivered the proper notice pursuant Section 8.08.140 of the Great Bend Code.

WHEREAS, the condition has neither been alleviated nor has a hearing been timely and properly requested; and

WHEREAS, the Governing Body considered the information submitted by the Property Maintenance Supervisor;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF GREAT BEND, KANSAS:

SECTION 1. The following described Unlawful Accumulation of Refuse exists at **1814 Adams** also described H C COLEGROVES SUB (WELLES ADD RPL), S29, T19, R13W, BLOCK 10, Lot 10, PARCEL SIZE-50'x135'. for following reasons: There is an appliance and a table located on the east side of this property that needs removed, and that said Unlawful Accumulation constitutes a nuisance pursuant to Section 8.08.110 of the Great Bend Code.

SECTION 2. The Property Maintenance Supervisor is hereby directed to abate said nuisance by taking the following actions: Cause the removal of refuse and properly dispose of it and preserve and account for any salvage received.

SECTION 3. Property Maintence shall certify all costs associated with this abatement, minus any salvage received, to the City Clerk for assessment against the property.

SECTION 4. This resolution shall take effect upon its passage by the Governing Body.

ADOPTED AND PASSED this **the 1 of December, 2025**

_____
Cody Schmidt, Mayor

(SEAL)
ATTEST:

_____
Shawna Schafer, City Clerk

THE CITY OF **GREAT BEND**

CITY OF GREAT BEND CITY COUNCIL AGENDA ITEM

MEETING DATE	December 1, 2025	
RESOLUTION or ORDINANCE NUMBER		
AGENDA TITLE	Safe Streets for ALL (SS4A)	
REQUESTING DEPARTMENT	Public Works	
PRESENTER	David Dunekack, Public Works Director	
FISCAL INFORMATION	Cost as recommended:	
	Budget Line Item:	
	Balance Available:	
	New Appropriation Required:	☐YES ☒NO
PURPOSE	Selection of engineering consultants for SS4A study.	
BACKGROUND	In 2024, the City applied for and was awarded funding through the Safe Streets for All (SS4A) federal grant program to develop a comprehensive Safety Action Plan. The total award amount is $200,000, of which $160,000 will be provided through federal funding. The City is responsible for a local match of $40,000 to fulfill the grant requirements. This initiative will involve hiring engineering consultants to conduct a comprehensive safety analysis. The study will include a review of crash data and consider the needs of all road users—pedestrians, bicyclists, motorcyclists, and drivers. The outcome will be a set of recommended policy and process improvements, as well as potential infrastructure enhancements. Collaboration with community groups, public agencies, and other stakeholders will be a key component of the planning process. Benefits: - Increase in Grant competitiveness- a completed Safety Action Plan will significantly strengthen the City's position when applying for future transportation related grants like additional SS4A funding, Transportation Alternatives grant, and other Cost Share opportunities.	

	- The plan will serve as a foundational document to guide future investments in roadway safety and infrastructure improvements. The City then posted an RFQ for firms to submit their qualifications for the SS4A program and what their firm could provide for the City. After analysis of three firm submissions, staff have recommended JEO, our current on-call engineer, to conduct the study. Our reasons for selecting JEO include JEO is currently the city's engineer and their familiarity with Great Bend will be an advantage in making a comprehensive safety analysis for the city. They have a 1-year timeline for conducting the study compared to other firms that had a 9-month and a 15-month timeline. Their current team includes the former Kansas State Highway Safety Engineer.
SPECIAL NOTES	
PUBLIC INFORMATION PROCESS	
STAFF RECOMMENDATION	Approval of JEO as the consulting firm for the SS4A study.
REFERENCE DOCUMENTS ATTACHED	Great Bend SS4A Action Plan JEO Garver Great Bend SS4A Great Bend SS4A Action Plan Toole Design

Response to Request for Proposals for

Safe Streets for All (SS4A) Action Plan

CITY OF GREAT BEND | OCTOBER 31, 2025

JEO Consulting Group, Inc.
214 North St. Francis Avenue
Wichita, Kansas 67202

Steven Buckley, PE
Project Manager

o: 316.352.9333
m: 785.213.5366
e: sbuckley@jeo.com

October 31, 2025

City of Great Bend
Mr. Logan Burns, City Administrator
1209 Williams St
Great Bend, KS 67530

RE: Request for Proposals for Safe Streets for All (SS4A) Action Plan | City of Great Bend

Dear Mr. Burns and Selection Committee Members:

We commend the City of Great Bend for prioritizing the safety and well-being of all road users through developing a Safe Streets for All (SS4A) Action Plan. As advocates for Vision Zero principles and leaders in traffic safety, JEO Consulting Group, Inc. (JEO) is eager to assist the City in creating safer streets and achieving its goal of zero fatalities and serious injuries.

According to the Insurance Institute for Highway Safety, 40,901 people were killed in traffic fatalities in the US in 2023. Of those fatalities, 387 happened in Kansas, with a statewide rate of 13.2 deaths per 100,000 population. From 2019 to 2023, Great Bend saw 1,422 total crashes, including three fatal crashes, 262 injury crashes, and 37 crashes involving a pedestrian or bicyclist. At the national and state level, these are often just numbers. At the local level, these are family, friends, and neighbors. Recognizing the value of zero, we are committed to enhancing safety by implementing data-driven solutions tailored to Great Bend's specific needs and advancing the City to a safer environment for all road users.

Key advantages of our team include:

- **Safety Experts –** Led by experienced professionals, our team is committed to delivering impactful results for Great Bend. As the former Kansas State Highway Safety Engineer responsible for the Kansas Strategic Highway Safety Plan (now Drive to Zero Plan), Steven Buckley will see that the SS4A identifies and implements effective safety measures, conducts comprehensive risk assessments, and aligns with national best practices for reducing traffic fatalities and serious injuries.
- **Familiarity with Great Bend –** As the City Engineer for the past two years, JEO is passionate about our commitment to the community. We continue to grow in our understanding of all that the City encompasses, from its leadership to schools, public works, and the streets. Additionally, project manager Steven Buckley is familiar with your City, as he served as the KDOT liaison for the recently constructed 10th and McKinley traffic signals. JEO has invested significantly in learning about what is important to your City and delivering tailored engineering solutions to meet those needs with excellence.
- **Safety Planning and SS4A Experience –** With our team's experience in public sector policies and our focus on data-driven methodologies, we bring valuable insights to Great Bend's planning and improvement programs. We have partnered with communities in Kansas, Nebraska, and South Dakota on their SS4A efforts, including a completed plan for the City of Beatrice, Nebraska, near completed plans for Waverly, Gering, Lincoln, and Fremont, Nebraska, and beginning plan development for the Cities of El Dorado and Eureka, Kansas, and Sturgis, South Dakota.

- **Commitment to Outcomes –** Guided by the Safe System Approach, we will develop actionable strategies, detailed cost estimates, and a roadmap to improve policies. We will leverage our recent experience, including the Kansas Strategic Highway Safety Plan, City of Omaha Vision Zero Action Plan, and current SS4A planning efforts to deliver tailored, data-driven strategies that enhance the community's safety, mobility, and quality of life.
- **Collaborative Approach –** Our public involvement team has worked with mid-sized urban communities across the region, including SS4A efforts, to help focus our technical team on addressing public concerns and fostering a collaborative experience by facilitating public open houses, online surveys, focus groups, and social media engagement.

We are eager to discuss our approach and make Great Bend's streets safer for everyone. If you have any questions or require additional information, please contact us.

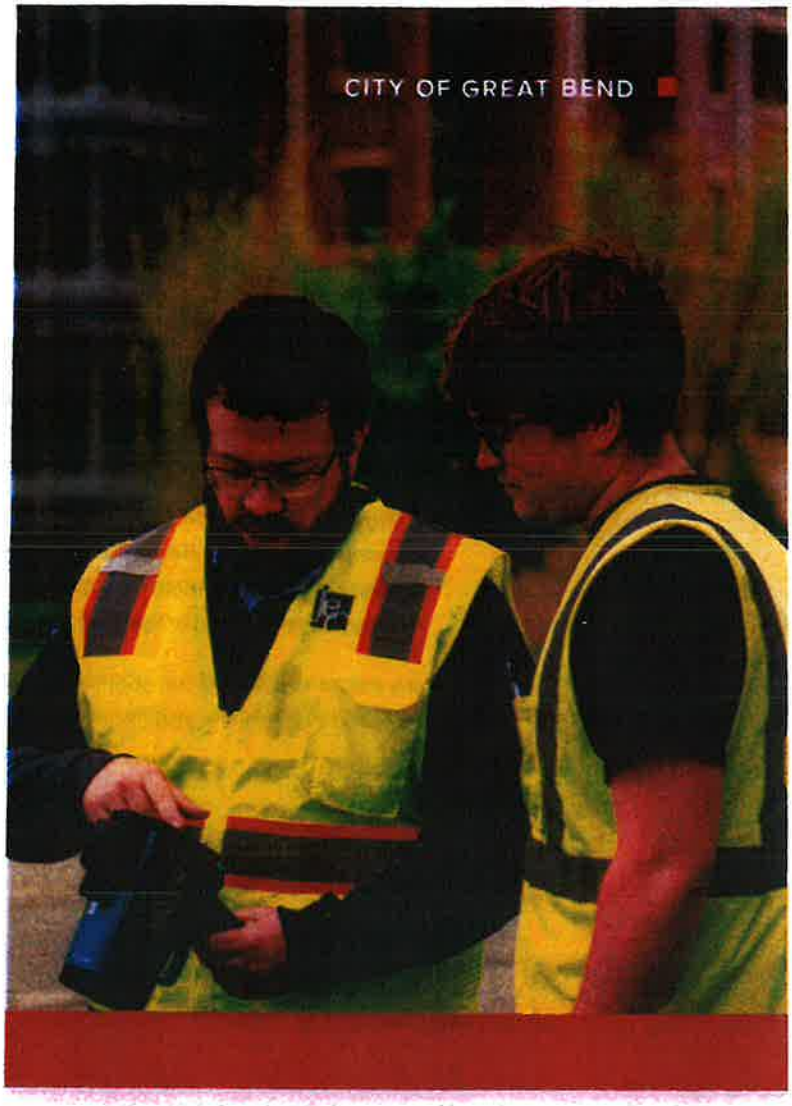
Sincerely,

STEVEN BUCKLEY, PE
Project Manager
JEO Consulting Group, Inc.

BRAD SHORES, PE
Client Liaison
JEO Consulting Group, Inc.

Firm Qualifications

- Aquatics and Recreation
- Architecture
- Construction Services
- Environmental Science
- Funding Support
- GIS Mapping
- Landscape Architecture
- Planning and Engagement
- Power and Electric
- Project Visualization
- Site Civil
- Surveying and Geospatial
- Traffic and Technology
- Transportation
- Water and Wastewater
- Water Resources



At JEO, we help communities thrive.

Since 1937, we've built a reputation on forging lasting partnerships with clients to help them—and our communities—succeed.

Today, we have more than 400 people in 15 offices, and after almost 90 years, we're still known for treating our clients and employees like family.

Through engineering, architecture, surveying, planning, community engagement, environmental sciences, funding, and construction services, we excel in providing long-term solutions for our clients.

Project Team

Organizational Chart

Our team has been assembled to provide the expertise and availability required to support the successful delivery of the SS4A Action Plan. Each team member has a proven track record of delivering successful projects, as they understand the importance of exceeding client expectations. The current and planned workload of the proposed team members will enable them to devote immediate and sustained attention to your project. **The proposed organizational chart for this project is below, along with resumes of team members on the following pages, showcasing their experience.**

THE CITY OF GREAT BEND

Client Liaison
Brad Shores, PE

Project Manager
Steven Buckley, PE

Quality Assurance/Quality Control
Jim Tobaben, PE, PTOE

KEY TEAM MEMBERS

Plan Development
Jason Cyboron, AICP
Steven Buckley, PE
Isabelle McCann, EI
Riley Schmitz, PE

Data Collection and Analysis
Jason Cyboron, AICP
Saumik Masud, Ph.D, EI

Stakeholder and Public Engagement
Melody Henning
Brooke Seachord, CFM
Maddie Mulder

Implementation Strategy
Steven Buckley, PE
Jason Cyboron, AICP
Saumik Masud, Ph.D, EI

Final Plan Document
Steven Buckley, PE
Jason Cyboron, AICP
Maddie Mulder

Funding
Amy Koeneman

Resumes

Steven Buckley

PE

Steven brings more than three decades of traffic and safety engineering experience to his projects. He provides expert solutions in the arenas of traffic operations, safety studies, and safety planning. Prior to JEO, he was the State Highway Safety Engineer at KDOT, managing the Traffic Safety Section (TSS). The TSS included the Highway Safety Unit, responsible for the development of the Kansas Strategic Highway Safety Plan; the Traffic Safety Unit, which served as the Governor's Highway Safety Office and managed behavioral safety programs; and the Crash Data Unit, responsible for compiling and reporting on over 60,000 crashes annually in Kansas. He also served as the Research Subcommittee Chair for AASHTO's Committee on Safety, where he worked to advance research on the Safe System approach.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, Eureka, KS
- SS4A Safety Action Plan, El Dorado, KS
- SS4A Comprehensive Safety Action Plan, Waverly, NE
- KDOT Embedded Traffic Engineer, KS
- KDOT Barton County Road Safety Audit, Barton County, KS*
- Highway Safety Improvement Program (HSIP-FHWA) Manual
- Neighborhood Traffic Management Program Pilot Project, Lawrence, KS
- KDOT Strategic Highway Safety Plan, KS*

PROJECT ROLE
Project Manager, Plan Development, Implementation Strategy, and Final Plan Document

EDUCATION
B.S., Civil Engineering
University of Kansas

REGISTRATION
Professional Engineer:
KS

TENURE
Industry: 35 Years
JEO: 3 Years

**Completed prior to joining JEO.*

SS4A Safety Action Plan, Beatrice, NE

Steven contributed to developing the City of Beatrice's community-wide safety action plan, assisting with the state of the practice and data review. His work involved reviewing programs and activities to address national, state, and local transportation safety. The information served as a resource for developing the Beatrice plan. He also reviewed all available data sources that should be considered when developing a Safety Action Plan, including crash, transportation, land use, and demographic data.

Brad Shores

PE

Brad is an experienced engineer and project manager with 26 years in the industry and has served as a project manager for a variety of sizes and complexities of transportation projects, overseeing design and plan preparation. Brad primarily serves as a client liaison for communities, including the City of Great Bend. He relies heavily on his strengths of interpersonal relationships, communication, and leadership. Brad enjoys leveraging his experience with complex structures to assist communities with achieving long-lasting improvements.

PROJECT EXPERIENCE

- City Engineer, Great Bend, KS
- SS4A Safety Action Plan, El Dorado, KS
- SS4A Safety Action Plan, Eureka, KS
- El Dorado Transportation Study, El Dorado, KS

PROJECT ROLE
Client Liaison

EDUCATION
M.S., Civil Engineering
B.S., Civil Engineering
Missouri University of Science and Technology

REGISTRATION
Professional Engineer:
KS, MO, NE

TENURE
Industry: 26 Years
JEO: 5 Years

Jim Tobaben

PE, PTOE

Jim's background in traffic engineering and safety, transportation planning, and roadway geometric concepts brings the right experience to his QA/QC role. His career includes over 25 years with KDOT, where he served as State Traffic Engineer and later as the Chief of Transportation Planning. Both at KDOT and as a consultant, Jim has helped cities assess their roadway networks, identify changes in multimodal studies, highways, traffic engineering and ITS, and public engagement. Jim spent over 25 years with KDOT, and his experience as a consultant includes many street and highway projects in Wichita.

PROJECT EXPERIENCE

- El Dorado Transportation Study, El Dorado, KS
- Futures2045 Metropolitan Transportation Plan Update, Metropolitan Topeka Planning Organization (MTPO), Topeka, KS
- KDOT Embedded Traffic Engineer, Statewide, KS
- Neighborhood Traffic Calming, Lawrence, KS

PROJECT ROLE
QA/QC

EDUCATION
B.S., Civil Engineering
Kansas State University

CERTIFICATION
Professional Engineer:
KS, IA, NE, MO

Professional Traffic Operations Engineer

TENURE
Industry: 46 Years
JEO: 6 Years

Jason Cyboron

AICP

Jason is an active transportation planner with experience in multi-use trail planning and design, integrating green infrastructure into planning projects, siting and corridor assessments, and infrastructure planning and design. He excels at assessing multi-model network safety and connectivity, and conducting accessibility and inclusive space audits. Jason is passionate about mobility planning and seeks opportunities to incorporate conservation and sustainability into his projects. Jason's skills include plan development, research, data collection, GIS analysis and data management, AutoCAD, and public meeting facilitation.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, Gering, NE
- SS4A Safety Action Plan, Eureka, KS
- SS4A Safety Action Plan, El Dorado, KS
- Pedestrian Master Plan, MTPO, Topeka, KS

PROJECT ROLE
Plan Development, Data Collection and Analysis, Implementation Strategy, and Final Plan Document

EDUCATION
Master of Community and Regional Planning
B.S., Agronomy
University of Nebraska

A.A., Engineering Technology
Southeast Community College

CERTIFICATION
American Institute of Certified Planners

TENURE
Industry: 28 Years
JEO: 6 Years

Riley Schmitz

PE

Riley is a senior municipal transportation engineer with 16 years of project management and design experience. He has managed projects ranging from simple sidewalks to major roadway improvements on accelerated schedules with heavy public interest. His expertise is in roadway design, stormwater design, and utility coordination, allowing him to lead each of his projects to a successful outcome with reduced stress on the clients he serves.

PROJECT EXPERIENCE

- Curb and Sidewalk Repairs, Great Bend, KS
- McIntosh Road Improvements, Madison to Meadowlark, Derby, KS
- Harry Street from 127th Street East to 143rd Street East, Wichita, KS
- Haverhill Road Improvements, Butler County, KS

PROJECT ROLE
Plan Development

EDUCATION
B.S., Civil Engineering
South Dakota State University

REGISTRATION
Professional Engineer:
KS

TENURE
Industry: 16 Years
JEO: 1 Year

Saumik Masud

EI(KS), Ph.D

Saumik is a traffic engineer with a strong foundation in data-driven safety research, machine learning, and human factors in transportation. His work has contributed to several federally and locally funded projects, including research funded by the National Science Foundation (NSF), KDOT, Mid-America Transportation Center (MATC), and the City of Topeka. He has designed and executed simulator-based studies on driver behavior, control transitions in semi-automated vehicles, crash risk modeling, and the effectiveness of dynamic message signs. With expertise in advanced data analysis, AI, and transportation analysis tools, he brings a blend of technical skills and research acumen. His ability to translate complex analytical findings into practical recommendations strengthens his role as a researcher and practitioner.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, Gering, NE
- SS4A Safety Action Plan, El Dorado, KS

PROJECT ROLE
Data Collection and Analysis and Implementation Strategy

EDUCATION
Ph.D., Civil Engineering
University of Kansas

M.S., Civil Engineering
University of Texas Rio Grande Valley

B.S., Civil Engineering
Bangladesh University of Engineering & Technology

REGISTRATION
Engineer in Training:
KS

TENURE
Industry: 6 Years
JEO: <1 Year

Isabelle McCann

EI

Isabelle is a skilled traffic engineer with experience in traffic studies, signal design, and roadway safety improvements. She specializes in traffic control signing, signal replacement planning, data collection, and deploying Miovision technology to support data-driven solutions. Her work spans a wide range of traffic signal upgrades, roadway design enhancements, and statewide traffic engineering assignments. Isabelle also brings expertise in developing pavement marking concept plans and implementing strategies to improve traffic flow and safety. She is passionate about creating safer, more efficient transportation systems through thoughtful design and analysis.

PROJECT EXPERIENCE

- KDOT Embedded Traffic Engineer, Statewide, KS
- SS4A Safety Action Plan, El Dorado, KS
- El Dorado Transportation Study, El Dorado, KS
- SS4A Safety Action Plan, Beatrice, NE

PROJECT ROLE
Plan Development

EDUCATION
B.S., Civil Engineering
Kansas State University

REGISTRATION
Engineer in Training:
KS

TENURE
Industry: 4 Years
JEO: 4 Years

Melody Henning

Melody's commitment to public involvement, a democratic principle she believes is pivotal to a project's success, is a testament to her passion and dedication. Her proactive approach to addressing the concerns of those most affected by projects in their communities reflects her commitment. She has influenced organizational culture and communications by embracing change in government and higher education administration. Melody takes pride in her adaptability, empathy, and ability to connect with diverse stakeholders.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, Eureka, KS
- KDHE Lead Service Line Inventory, Multiple Communities, KS
- State Fair Detention Project, Hutchinson, KS
- Lead Service Line Replacement, Lincoln, NE
- Transportation Master Plan, Ankeny, IA

PROJECT ROLE
Stakeholder and Public Engagement

EDUCATION
Master of Public Administration
B.G.S., English, Sociology Minor
University of Kansas

TENURE
Industry: 15 Years
JEO: 1 Year

Brooke Seachord

CFM

With extensive experience guiding complex planning projects, Brooke specializes in creating clear, actionable plans built on strong data analysis, meaningful public engagement, and organized facilitation. Her work spans five states and three FEMA regions, covering community development plans, emergency response strategies, wildfire protection plans, infrastructure preparedness plans, and hazard mitigation plans. Brooke's approach blends technical precision with collaborative problem-solving, leading to plans that are both practical and widely supported.

PROJECT EXPERIENCE

- Lead Service Line Inventory, KDHE, Great Bend, KS
- Risk and Resiliency Assessment and Emergency Response Plan, Great Bend, KS
- Lead Service Line Inventory, KDHE, Canton, KS
- Emergency Evacuation Plan, Ouray County, CO

PROJECT ROLE
Stakeholder and Public Engagement

EDUCATION
B.S., Fisheries and Wildlife
B.S., Environmental Studies
University of Nebraska

CERTIFICATION
Certified Floodplain Manager

TENURE
Industry: 9 Years
JEO: 9 Years

Maddie Mulder

Maddie is a skilled graphic designer with a strong background in creative strategy, visual design, and user-centered solutions. Maddie's experience includes curating multi-brand content, designing media campaigns across various platforms, and driving successful rebranding efforts to enhance community engagement. With experience spanning signage production, branding, and user experience design, she brings a unique blend of creativity and technical expertise to every project.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, El Dorado, KS
- SS4A Comprehensive Safety Action Plan, Waverly, NE
- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- SS4A Safety Action Plan, Gering, NE
- SS4A Safety Action Plan, Fremont, NE

PROJECT ROLE
Stakeholder and Public Engagement and Final Plan Document

EDUCATION
B.F.A., Graphic Design, minor in Media and Journalism
University of South Dakota

TENURE
Industry: 2 Years
JEO: <1 Year

Amy Koeneman

With 12 years of local government experience, Amy excels in grant writing, administration, financial management, and policy implementation through innovative tools and communication strategies. Before joining JEO, Amy served as Assistant Director of Grants and Administration for Lee's Summit, where she managed the CDBG Program. She has successfully managed complex funding processes, securing grants that drive community development, and is known for her competitive spirit and relentless pursuit of excellence in fostering growth and operational efficiency.

PROJECT EXPERIENCE

- City Engineer Grant Assistance, Hutchinson, KS
- Grant Assistance, Lee's Summit, MO
- Lead Service Line Inventory, KDHE, Multiple Communities, KS
- Downtown Sidewalk Repair and Accessibility Improvements, Great Bend, KS

PROJECT ROLE
Funding

EDUCATION
M.S., Sports Administration
St. Thomas University

B.S., Nutrition and Fitness
University of Missouri

TENURE
Industry: 13 Years
JEO: 1 Year

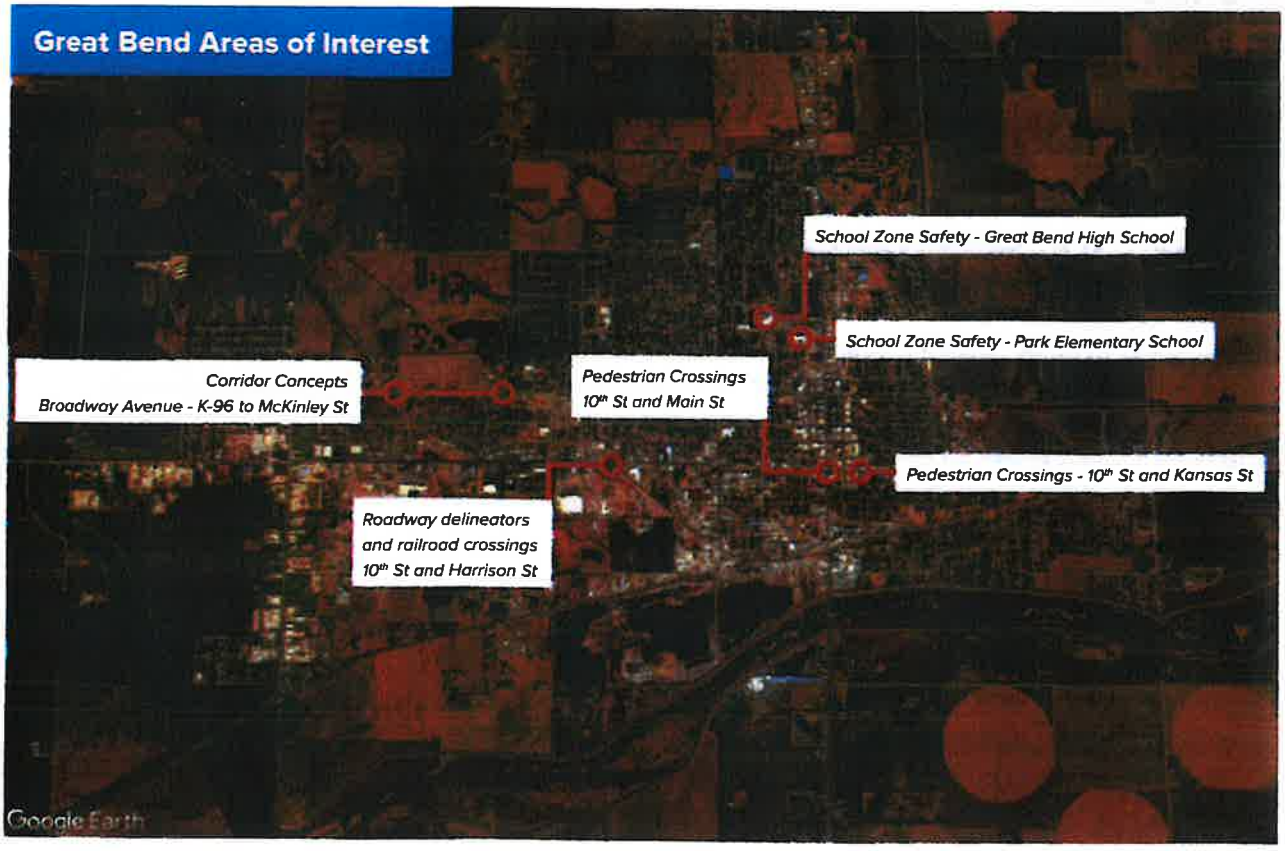
Project Understanding

By serving as the city engineer for Great Bend, our team has developed a strong understanding of the City of Great Bend's existing infrastructure and development trends. This knowledge combined with our understanding of SS4A projects will enable us to successfully complete a tailored project for the City. This project aims to develop a comprehensive Safety Action Plan that eliminates all fatalities and dramatically reduces severe injury crashes for Great Bend's highway, street, and sidewalk users.

In executing this project, a robust and inclusive community engagement process will be employed to identify proven strategies that promote safety and equity. The safety analysis of data and development of applicable systemic countermeasures to crashes will focus on proven solutions, focused pedestrian/bicycle improvements, and deploying innovative technologies that prioritize safe mobility. The final project deliverables will be comprehensive in scope and detail to satisfy all Safety Action Plan requirements outlined by the SS4A grant program for the City to apply for SS4A implementation funding.

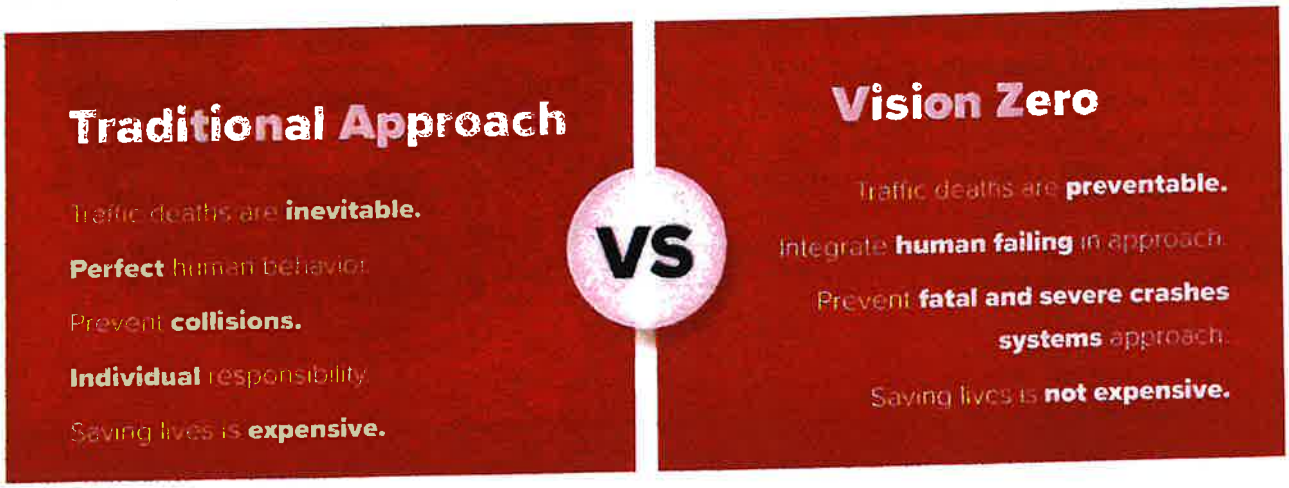
JEO's SS4A and Vision Zero experience includes:

- Vision Zero Omaha - Action Plan, Omaha, NE
- SS4A Safety Action Plan, Beatrice, NE
- SS4A Comprehensive Safety Action Plan, Waverly, NE
- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- SS4A Comprehensive Safety Action Plan, Gering, NE
- SS4A Safety Action Plan, Fremont, NE
- SS4A Safety Action Plan, Eureka, KS
- SS4A Safety Action Plan, El Dorado, KS
- SS4A Safety Action Plan, Sturgis, SD



USDOT Safe System Approach

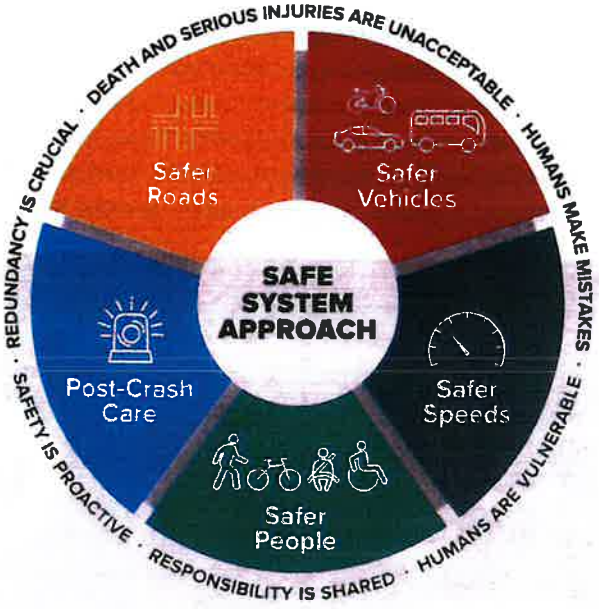
The transportation community has embraced the Safe System Approach as an effective means to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. The figure below presents an adaptation of FHWA's comparison between the traditional approach to roadway safety and the Safe System Approach.



This is a shift from a traditional safety approach because it recognizes human mistakes and vulnerability and designs a system with many redundancies to protect everyone. As outlined by FHWA, a Safe System Approach incorporates the following principles:

Death and Serious Injuries are Unacceptable	A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
Humans Make Mistakes	People will inevitably make mistakes and decisions that can lead to or contribute to crashes. Still, the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
Humans are Vulnerable	Human bodies have physical limits for tolerating crash forces before death or serious injury occurs. Therefore, it is critical to design and operate a human-centric transportation system that accommodates physical human vulnerabilities.
Responsibility is Shared	All stakeholders, including government at all levels, industry, non-profit/ advocacy, researchers, and the general public, are vital to preventing fatalities and serious injuries on our roadways.
Safety is Proactive	Proactive tools should be used to identify and address safety issues in the transportation system rather than waiting for crashes to occur and reacting afterward.
Redundancy is Crucial	Reducing risks requires strengthening all parts of the transportation system so that if one component fails, the others still protect people.

Our experienced team will lean on these principles as we evaluate safety enhancements to Great Bend's transportation system. Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System Approach depicted in the graphic to the right. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System Approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Objectives of a Safe System Approach

The Safe System Approach principles also complement five critical objectives that will be achieved through the adoption of Great Bend's Safety Action Plan:

Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds

Promote safer speeds in all roadway environments through thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions prioritizing their ability to reach their destination unharmed.

Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Safer Roads

Design roadway environments to mitigate human mistakes, account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System Approach refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

Project Approach

The scope of work will include the eight components of a Safety Action Plan and follow the Safe System Approach. While more details will be provided in the final contractual scope of services, the scope presented in the City of Great Bend's Request for Qualifications offers a solid framework for achieving the goals of the Vision Zero initiative and meeting the requirements of the action plan grant. At a minimum, the scope will give full detail to milestones, actions, and activities through successful completion.

Project Management and Communications

Our project management and communications approach will lead to effective coordination and timely execution of the Safety Action Plan. As project manager, Steven Buckley will oversee project timelines, budgets, and resources while facilitating effective communication among all stakeholders, both internal and external. His focus is on maintaining transparency and accountability throughout the entire project.

About Your Project Manager

Steven Buckley, Project Manager
Selected for his dedication to safety, Steven was chosen to lead the Great Bend SS4A project because of his extensive experience and proven leadership in traffic and safety engineering. With more than three decades in the field—including his tenure as Kansas's State Highway Safety Engineer—he offers exceptional expertise in safety planning, crash data analysis, and the Safe System Approach. He is currently leading two other SS4A projects in Kansas, which enables the sharing of proven strategies and best practices across communities. This alignment creates efficiencies for Great Bend through coordinated planning, consistent methodologies, and streamlined project delivery.

Crash Data Analysis

Using crash data for the City of Great Bend provided by KDOT, our team will conduct a holistic review of City-wide data, identify key variables, and compare them with statewide data to identify those that are overrepresented in Great Bend. This step is critical to identifying systemic strategies (typically low-cost engineering solutions and education, enforcement, and policy considerations) that can be applied across the city appropriately. We will also perform an in-depth geospatial analysis of crash data (at least from the past five years) to identify patterns, contributing factors, and high-risk areas. The analysis will include all roadways within the city and its immediate sphere of influence and will be supplemented with input from public engagement and City staff. This step will inform the development of targeted engineering interventions and countermeasures to reduce crashes and improve safety on Great Bend's streets and sidewalks.

Transportation Safety Evaluation

A comprehensive understanding of Great Bend's current traffic and street network is crucial to understanding the City's transportation needs. Road and pedestrian infrastructure will be assessed for improvement, with a special focus on priority land-use areas, such as downtown, schools, commercial areas, critical intersections and corridors, state highway operations (US-56, US-281, K-96), and interaction with railroads (K&O). Assessment conclusions and recommendations are only as good as the data quality on which they are based. Therefore, a review of available crash and transportation infrastructure metrics will be completed to identify opportunities to collect additional data. Data collection procedures will be assessed, and recommendations will be provided to maintain a more comprehensive database for future efforts.

Community Engagement

Engaging the public throughout the development of this Safety Action Plan will be crucial so the final plan is representative in its approach to addressing safety needs within the community. Our team will develop and implement a comprehensive engagement strategy to gather meaningful input, meet community members where they are, and secure buy-in from all relevant parties. This could include hosting public meetings, providing multilingual project materials and surveys, and participating in community outreach activities to confirm the plan reflects the community's needs and concerns, including those of disproportionately impacted populations.

Policy and Planning Review

Existing safety policies, guidelines, and procedures for the City will be assessed, including engineering practices, law enforcement initiatives, and local education programs. Successful programs and strategies from other cities and counties with evidence of success will be summarized and considered where relevant to Great Bend. At minimum, policy considerations, such as Vision Zero, traffic calming, speed management, access management, City ordinances, agency coordination for post-crash response, and PROWAG compliance will be considered.

Project Identification and Prioritization

There is no shortage of ideas on how to address crashes. The challenge is to use the best available data to identify realistic strategies for reducing crashes, prioritize those strategies, and implement them. At minimum, this will include active transportation and planning, such as pedestrian improvements along 10th Street and lighting for nighttime pedestrian safety, and consideration of school zone safety, vulnerable road users, older adults, and transit. Within the plan's text, strategies–such as geometric improvement projects–will be explained (with visuals where appropriate) and detailed in terms of context, expectations, and prioritization.

Cost Estimates and Implementation Strategy

The strategies outlined in the previous task will then be detailed with the necessary information to support implementation. These details include:

- Method of implementation (project, maintenance, policy, etc.)
- Grant opportunities/funding sources
- Associated costs
- Lead agency or person
- Target date
- Targeted output
- Targeted outcome

As part of the Vision Zero Omaha - Action Plan, JEO assisted the City of Omaha create a dashboard to capture historic data, as well as track and monitor crash activity for years to come.

Performance Metrics

A Safety Action Plan is only effective if it is implemented. Two keys to success include local champions (or owners) and public accountability. A publicly accessible dashboard (similar to the above image) will be developed and made available on the City's website to track implementation and monitor results. Results will include overall performance measures and, where measurable, outputs and outcomes of specific strategies and projects. In this task, we will also create a comprehensive toolkit of evidence-based countermeasures tailored to address specific safety challenges identified through data analysis. This toolkit will include a range of engineering, enforcement, emergency medical services, and education strategies designed to mitigate risks and enhance overall safety.

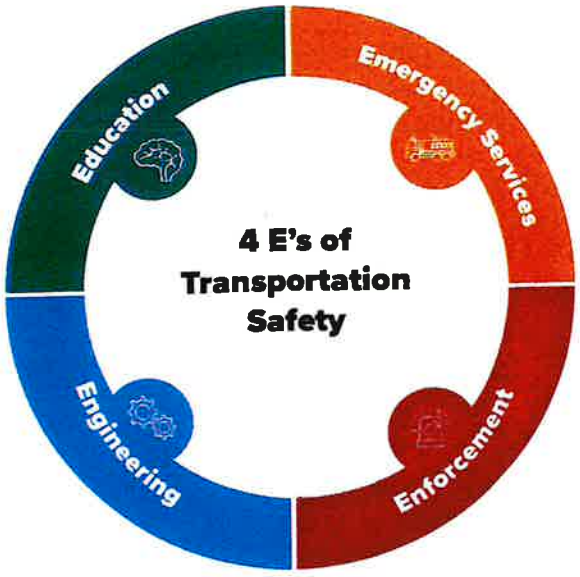
Funding Strategy

Additional information on grant opportunities and funding sources (such as the Highway Safety Improvement Program) in the previous task will be detailed during this task, including source, purpose, and probability of success. A funding strategy will also include recommendations and guidance for securing funding for project implementation, positioning the City for successful grant applications.

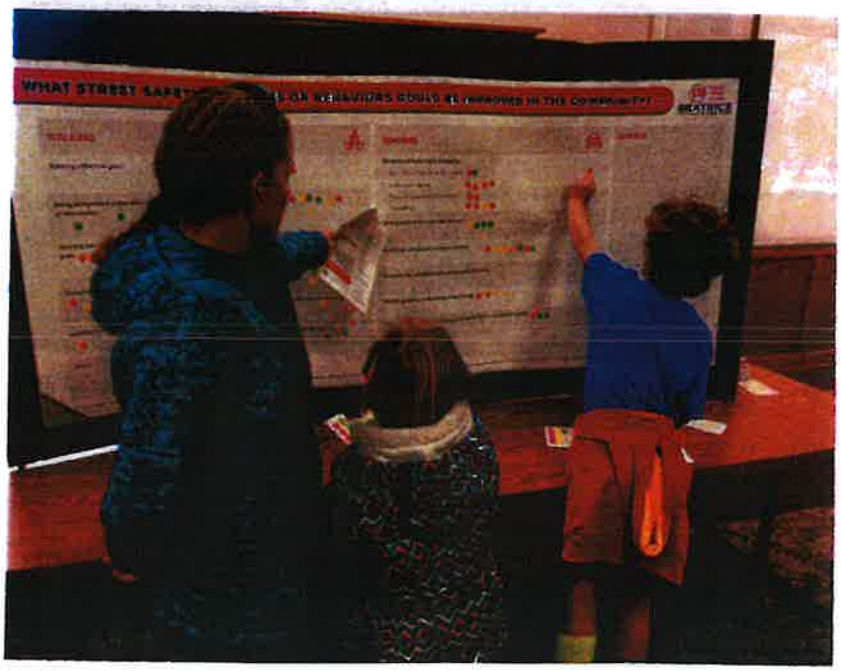
Final Plan, Executive Summary, and Fact Sheet

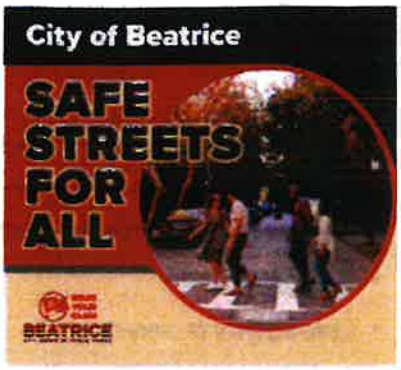
Compiling all deliverables from previous tasks, our team will develop a detailed Safety Action Plan outlining the plan's conclusions, recommendations, community goals, implementation, public engagement process, timeline, responsibilities, and resources needed to execute the plan effectively.

The plan will be organized to be consistent with the Safe System Approach and address the 4 E's of transportation safety: **Engineering, Enforcement, Education, and Emergency Services.** Finally, we will summarize the final plan in a concise, visual, and intuitive executive summary or fact sheet.



Relevant Project Experience





SS4A Safety Action Plan

Beatrice, Nebraska

The JEO team assisted the City of Beatrice with a community-wide Safety Action Plan funded with SS4A planning grant dollars from the USDOT. This project involved gathering and analyzing data on the safety of Beatrice's streets for multimodal transportation alternatives and developing a comprehensive, well-defined strategy to reduce roadway fatalities and serious injuries in the City of Beatrice.

As part of the existing crash analysis conditions and data review, several analytics were developed and mapped to illustrate crash patterns for vehicular and vulnerable road users.

In addition to infrastructure-related projects, a series of policies and programs were developed to enhance the future of transportation safety in the community. The City approved the plan in March 2025, positioning Beatrice to apply for federal grants to implement key recommendations.

REFERENCE

City of Beatrice
Tobias Tempelmeyer
City Administrator
p. 402.228.5211
e. ttempelmeyer@beatrice.ne.gov

CHECK IT OUT!

View more about the City of Beatrice's SS4A Safety Action Plan:

https://www.beatrice.ne.gov/street/page/safe-streets-all-ss4a-safety-action-plan

SS4A Comprehensive Safety Action Plan

Waverly, Nebraska

At the beginning of 2024, the City of Waverly initiated its Comprehensive Safety Action Plan (CSAP), partnering with JEO to eliminate fatal crashes and sharply reduce severe injuries across the City's highways, streets, sidewalks, and trails.

Through a comprehensive analysis of crash data and community outreach, the project team identified several high-priority locations, most notably the intersection of Cannongate and Amberly, key segments along Hwy 6, and railroad-adjacent zones, where crash frequency and severity are disproportionately greater than the rest of the City. These sites will benefit from targeted safety investments, including enhanced pedestrian crossings, traffic-calming measures, improved sightlines, and dedicated bike infrastructure. The plan overlays crash hotspots with vulnerable users and land uses, highlighting areas near schools, retirement facilities, and parks, revealing critical infrastructure gaps and safety threats. Most notable is that the railroad and high-speed facility (Hwy 6) pose significant obstacles to citizens wanting to walk or ride from one side of the community to the other.

Applying the Safe System Approach, the CSAP advances a suite of countermeasures, including promoting consistent and context-sensitive speed limits, retrofitting sidewalks and ramps, expanding the trail network, and retrofitting the existing vehicular bridge over Hwy 6 and the railroad to accommodate non-motorized travel. Community feedback from open houses and advisory team sessions confirmed support for pedestrian and bicycle improvements on Hwy 6 and near the railroad crossing—areas that currently lack safe multimodal connections. With stakeholder alignment, the final plan will deliver an actionable, prioritized roadmap—complete with policy enhancements, quick-build demonstration projects, and infrastructure upgrades—setting the stage for future SS4A Implementation Grant applications and providing for safer, more equitable travel for all residents. Waverly's CSAP is on track to be finalized in December 2025.

REFERENCE

City of Waverly
Stephanie Fisher
City Administrator
p. 402.786.2312
e. cityadministrator@citywaverly.com

CHECK IT OUT!

View more about the City of Waverly's SS4A Comprehensive Safety Action Plan:

https://www.citywaverly.com/vnews/display.v/SEC/City%20Government%7CPublic%20Notices%3E%3EWaverly%20Comprehensive%20Safety%20Action%20Plan%20Project

Safe Streets Lincoln - Vision Zero Action Plan

Lincoln, Nebraska

The Vision Zero Action Plan project, part of the broader Safe Streets Lincoln initiative, is a collaborative effort led by the City of Lincoln, in partnership with JEO. This partnership is central to developing and executing the Vision Zero Action Plan, which aims to eliminate traffic fatalities and reduce severe injury crashes throughout Lincoln.

The project kicked off in September 2024, with the final action plan scheduled for completion by December 2025. JEO is responsible for executing a robust public participation strategy to provide space for all community voices, especially those from historically disadvantaged communities, to be heard and integrated into the Action Plan. This involves facilitating six Community Task Force meetings to gather feedback from diverse community representatives.

In addition to community outreach, JEO supports data-driven decision-making by analyzing crash data, which has revealed over 1,200 annual crashes in Lincoln. This data informs the prioritization of high-risk intersections and corridors for targeted safety improvements. By integrating public feedback with empirical data, JEO will develop a Vision Zero Action Plan that reflects the diverse needs of Lincoln's residents, providing a safer, more equitable transportation network.

REFERENCE

Lincoln Transportation and Utilities
Roberto Partida
Transportation Planner
p. 402.440.7239
e. rpartida@lincoln.ne.gov

CHECK IT OUT!

View more about the City of Lincoln's Safe Streets Lincoln Plan:

https://www.lincoln.ne.gov/City/Departments/LTU/Transportation/Traffic-Engineering/Safe-Streets-Lincoln

ADDITIONAL EXPERIENCE

Our team is uniquely positioned to deliver community-focused safety projects that address railroad, pedestrian, and vehicular access challenges. As Great Bend's City Engineer over the past two years, JEO has demonstrated a deep commitment to the community. Additionally, our recent work in communities of similar size and character further reflects our passion for creating safer, more connected environments. These projects highlight our proven ability to enhance safety, improve connectivity, and design practical solutions that fit the local context. With this background, we are well-positioned to provide Great Bend with effective strategies tailored to its unique safety priorities.

	Year Completed	Vision Zero/ Safety Action Plan Development	Crash Data Analysis and Review	Public Engagement and Education	Communications/ Branding Strategy
Vision Zero Omaha - Action Plan, Omaha, NE	2023	■	■	■	■
SS4A Safety Action Plan, Beatrice, NE*	2025	■	■	■	■
SS4A Comprehensive Safety Action Plan, Waverly, NE*	2025 (est.)	■	■	■	■
Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE*	2026 (est.)	■	■	■	■
SS4A Safety Action Plan, Fremont, NE	2026 (est.)	■	■	■	■
SS4A Safety Action Plan, Gering, NE	2026 (est.)	■	■	■	■
SS4A Safety Action Plan, El Dorado, KS	2026 (est.)	■	■	■	■
SS4A Safety Action Plan, Eureka, KS	2026 (est.)	■	■	■	■
SS4A Safety Action Plan, Sturgis, SD	2026 (est.)	■	■	■	■
ConnectOmaha: Active Mobility Plan, Omaha, NE	2024		■	■	■
Transportation Master Plan, Ankeny, IA	2024		■	■	■
Pedestrian Master Plan, Metropolitan Topeka Planning Organization, Topeka, KS	2025		■	■	■
Ames Avenue Safety Project, NDOT, Omaha, NE	2027 (est.)		■	■	■
Public Education and Outreach On-Call Support, Lincoln Transportation and Utilities Department, Lincoln, NE	Ongoing			■	■

Additional project information shown on the previous pages.

Estimated Timeline

Our anticipated project schedule is outlined below. Final timelines and milestones are subject to refinement during discovery and contract negotiations.

2026

January	February	March	April	May
• Project Kick-Off Meeting with Advisory Team		• Advisory Team Meeting • Public Open House #1		• Advisory Team Meeting

June	July	August	September	October
• Focus Group Conversations • Advisory Team Meeting	• Pop-up Event	• Draft Implementation Plan • Advisory Team Meeting		• Public Open House #2 • Advisory Team Meeting

November	December
• Submit Draft Action Plan	• Present Final Plan to City Council

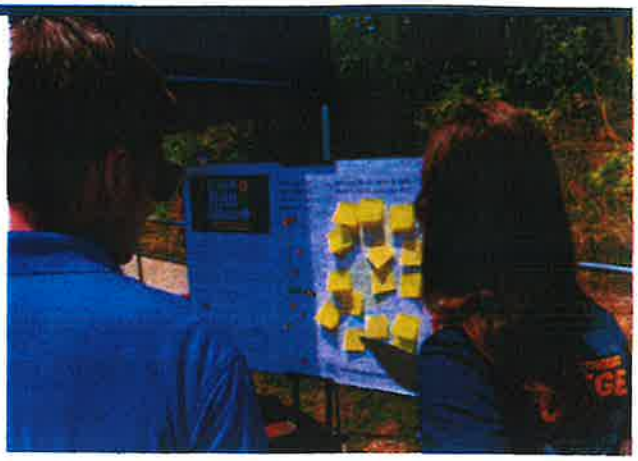
Conflict of Interest Statement

JEO Consulting Group, Inc. has reviewed the scope and nature of this project and affirms that there are no known conflicts of interest that would influence our participation or the objectivity of our work. We are committed to maintaining the highest standards of integrity and impartiality throughout the duration of this project.

What Our Clients are Saying

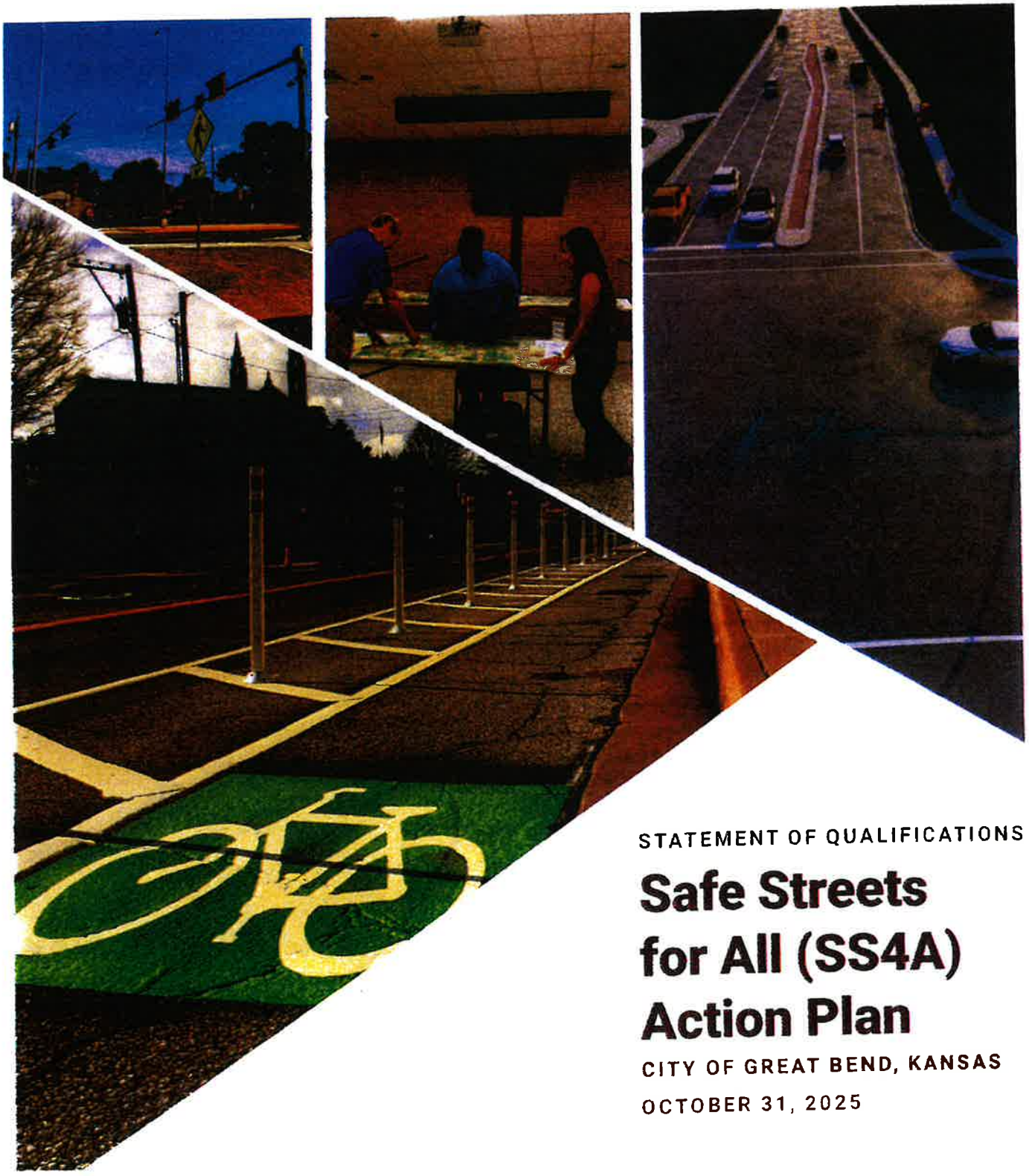
"Thought I would share the extremely high praise you received after our short coordination meeting yesterday. Everyone was super impressed with how you ran that meeting. It was smooth, on time, and straight to the point. Keep up the good work!"

- Jeff Sobczyk, Vision Zero Action Plan Coordinator
City of Omaha Public Works - Traffic Division



THE CITY OF
GREAT BEND

GARVER



STATEMENT OF QUALIFICATIONS

Safe Streets for All (SS4A) Action Plan

CITY OF GREAT BEND, KANSAS

OCTOBER 31, 2025

12980 Foster Street, Suite 420
Overland Park, KS 66213
913-696-9755
www.GarverUSA.com

October 31, 2025

Logan Burns, City Administrator
City of Great Bend
1209 Williams Street
Great Bend, KS 67530

RE: Statement of Qualifications for Safe Streets for All (SS4A) Action Plan City of Great Bend, Kansas Project

Dear Mr. Burns and Selection Committee,

Garver is pleased to submit our qualifications for the City of Great Bend's Safe Streets for All (SS4A) Action Plan. Our proposal is built on a foundation of strong Kansas, hometown relationships, and a nationally recognized Team of specialists with proven SS4A experience. We are familiar with the region and deeply invested in helping Kansas communities like Great Bend advance their transportation safety and planning goals.

Project Manager Mandy Anderson, PE, PTOE brings over two decades of hands-on experience delivering transportation plans for similar municipalities across the state. Mandy will lead our Overland Park and Wichita-based staff, who bring extensive experience developing transportation safety plans for municipalities across the state, supported by a network of more than 1,400 professionals nationwide including traffic safety engineers, planners, and grant specialists.

Garver's approach combines responsiveness with national insight. We understand the unique challenges and opportunities within communities like Great Bend and are committed to developing a data-driven, community-informed Safety Action Plan that aligns with local priorities. With staff who understand central Kansas priorities and a strong firmwide support network, we are fully prepared to deliver this project on schedule and with lasting value for your community.

We appreciate the opportunity to work with the City of Great Bend to create a safer, more connected transportation network for all users.

Sincerely,

GARVER

Mandy Anderson, PE, PTOE
Practice Area Leader - Traffic Safety and Operations
913-312-1006
AJAnderson@GarverUSA.com

Why Garver?

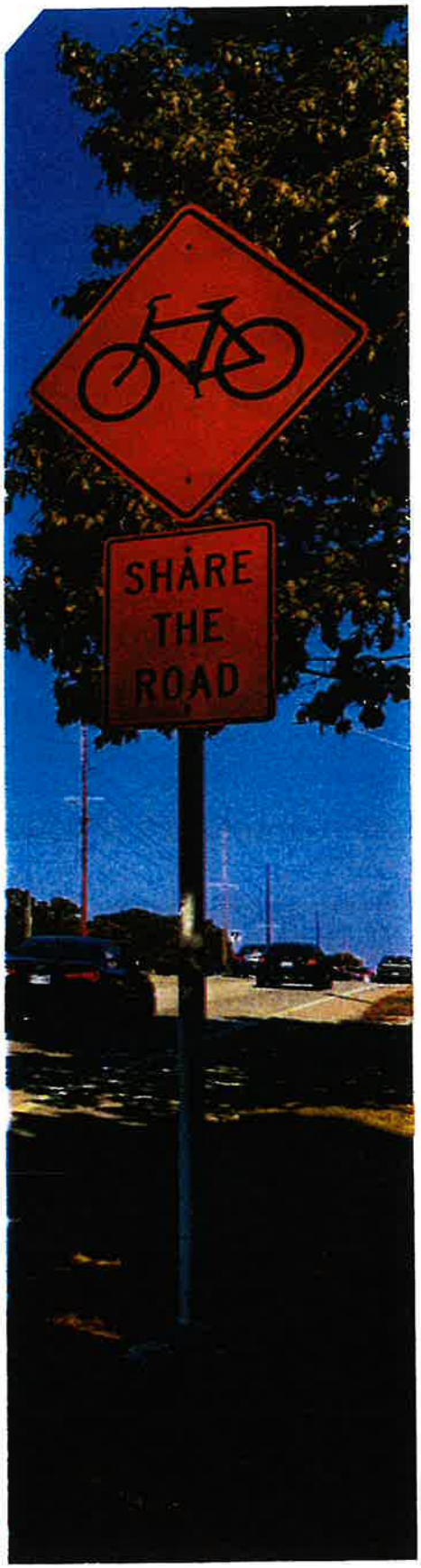
Kansas Expertise, Firmwide Resources: Garver combines a ***strong regional presence*** with offices in Overland Park and Wichita, supported by the resources of 1,400+ professionals nationwide for a collaborative approach.

Specialized Technical Leadership The Garver Team includes experts in the scope of services necessary to deliver a successful project.

Experienced, Collaborative Team: Our Team's ***experience with similar projects and SS4A success*** ensures a unified approach and effective execution.

Commitment to Quality and Community: Garver is dedicated to meeting Great Bend's priorities, enhancing the community through thoughtful design, and delivering on time and within budget.

GARVER



GARVER

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Firm Qualifications and Project Team

FIRM HISTORY AND CAPABILITIES

Founded in 1919, Garver is an employee-owned engineering, planning, and environmental services firm focused on transportation, aviation, buildings, federal, water, and wastewater services; surveying; advisory services; and construction engineering and inspection. In the top 100 of Engineering News-Record's Top 500 Design Firms list, with more than 1,400 employees, Garver provides an exceptional level of client service that reflects our people-first culture, which has achieved Zweig Group Best Firm to Work For Legacy Status. Learn how Garver invests in people and places they call home at GarverUSA.com.

With offices across the US, many of our projects are located in our communities; therefore, our employees take great pride in the work we do because the majority of them and their families ultimately benefit from the services provided. Our rapid growth in the South Central Kansas area, doubling our local staff to 60 over the last several years, is fueled by long-term relationships with clients and the exciting challenge of helping cities like Great Bend grow and improve services for their citizens. We are proud of our communities and want to contribute to their future growth, safety, and improvements.

BUSINESS LINES

Aviation

Facilities Design

Federal

Field Services

Transportation

Water and Wastewater

TRANSPORTATION SERVICES

- **Roadways**
- **Bridges**
- **Drainage and Hydrology & Hydraulics**
- **Planning**
- **Pedestrian and Bicycle Facilities**
- **Traffic**
- **Environmental**
- **Construction Engineering and Inspection**

OFFICE LOCATIONS

Over our 106 years, Garner has expanded our geographical base from our headquarters in North Little Rock, Arkansas, to 62 offices located in 22 states. While Garver has grown in size and capability, we remain focused on providing our clients with small-firm attention supported by the resources of a large, regional staff. Garver operates as a Partnership.

Garver, LLC Headquarters
4701 Northshore Dr. | Little Rock, AR 72118

Garver, LLC - Wichita
1995 Midfield Road | Wichita, KS 67209

Garver, LLC - Overland Park
12980 Foster St., Suite 420 | Overland Park, KS 66213

Garver, LLC - Huntsville
5125 Research Dr. NW | Huntsville, AL 35805

Garver, LLC - Fayetteville
2049 East Joyce Blvd., Suite 105 | Fayetteville, AR 72703

Kansas Professional Licenses:

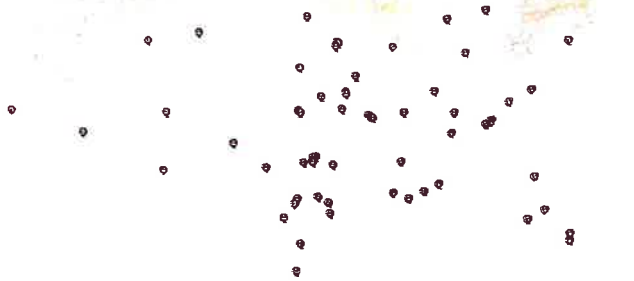
Surveyor License: LS-331

Engineer License: E-1021

Landscape Architect License: LA-120

Architect Facility: A-950

22 States
62 Offices & OVER
1,400 Employees



KEY PERSONNEL QUALIFICATIONS

The Garver Team offers a wealth of resources to meet critical schedules, but our greatest asset is our knowledgeable, experienced, and disciplined Team members. Garver's Transportation Team includes 29 Traffic professionals with 8 PTOEs. The following organizational chart lists the task leads for the scope of services required for the City's project. Led by **project manager Mandy Anderson, PE, PTOE**, our Team has the experience and skill diversity to address the project needs.

Organizational Chart

THE CITY OF GREAT BEND

QA/QC
Mike Spayd, PE, PTOE, RSP_1*

Project Manager
Mandy Anderson, PE, PTOE*

Local Liaison
Brett Holt, PE*

Transportation Safety Evaluation/ Crash Data Analysis
Justin Seabaugh, PE*
Phil Pierson, PE

Funding Strategy
Matthew Volz, PE*

Cost Estimates & Implementation
Ken Lee, PE, F.NSPE*

Policy & Planning Review
Juliet Richey, CFM, AICP*

Project Identification & Prioritization/Performance Metrics
Patra Crenshaw, PE, PTOE, RSP_1 *
Ashley Maggio, PE, RSP_1

Community Engagement
Triveece Penelton, AICP * (Vireo)

* Indicates Primary Team Member

MANDY ANDERSON, PE, PTOE
PROJECT MANAGER

Education: MBA, Business Administration; BS, Civil Engineering | License: PE, KS, 18853; Professional Traffic Operations Engineer, 2651

Mandy is a project manager with 23 years of experience specializing in traffic operations and transportation system optimization. She has led corridor studies, signal retiming efforts, and ITS deployments. Mandy also has experience analyzing crash data to determine correctable crash patterns and developing safety improvement alternatives. She will apply her experience managing and QA/QC of traffic engineering studies for municipalities like Great Bend's project.

MIKE SPAYD, PE, PTOE, RSP[1]
QA/QC

Education: MS, Civil Engineering; BS, Mechanical Engineering | License: PE: KS, 23813; Professional Traffic Operations Engineer, 2825; Road Safety Professional Level 1, 1084

Mike brings 21 years of experience leading traffic and transportation studies with a focus on safety, quality assurance, and data-driven decision-making. His expertise includes road safety audits, predictive safety analysis, intersection design, and benefit-cost analysis for major federal grants such as the $50M I-40 and $45M I-44 INFRA awards. As QA/QC Lead, Mike will review all project deliverables with the highest standards of accuracy, consistency, and safety performance.

BRETT HOLT, PE
LOCAL LIAISON

Education: BS, Civil Engineering-Structural Engineering | License: PE, KS, 24803

Brett is the Kansas City Aviation Team Leader on Garver's Aviation Team with over 13 years of experience in project management, airfield design, planning, pavement management, and airfield construction. He has performed project management, design, and construction observation responsibilities throughout the FAA Central, Southwest, and Northwest Mountain regions, with a core focus on general aviation airports including the Great Bend Municipal Airport. Having grown up in Great Bend, Brett will bring a hometown perspective and provide local knowledge to the project.

JUSTIN SEABAUGH, PE
TRANSPORTATION SAFETY EVALUATION AND CRASH DATA ANALYSIS

Education: BS, Civil Engineering-Transportation | License: PE, KS, 28925

Justin is a project manager with 11 years of experience specializing in traffic safety analysis, future volume forecasting, and evaluation of design alternatives for municipal projects. He brings extensive expertise in multimodal safety and predictive analysis, with a strong focus on pedestrian and bicycle infrastructure. His work includes road diet evaluations, intersection redesigns, and re-timing signalized corridors to improve safety and level of service for all users. Justin leverages tools such as Synchro, SimTraffic, HCS, VISSIM, and GIS-based crash mapping to support data-driven recommendations, while collaborating with DOTs and communities to deliver inclusive, safety-focused solutions.

KEN LEE, PE, F.NSPE
COST ESTIMATES & IMPLEMENTATION

Education: BS, Civil Engineering-Transportation | License: PE, KS, 15373

Ken is a senior project manager with 32 years of experience, specializing in the design of municipal arterial and residential streets. He leads projects from initial coordination through design and construction, ensuring client needs are met at every stage.

PATRA CRENSHAW, PE, PTOE, RSP$_1$
PROJECT IDENTIFICATION & PRIORITIZATION AND PERFORMANCE METRICS

Education: MS, BS, Civil Engineering-Transportation | License: PE, AL, 30094; MS, 33384; PTOE, 4386; RSP1, 791

Patra brings 21 years of experience with a strong focus on benefit/cost ratio analysis and project prioritization for municipal transportation projects. She specializes in evaluating safety and operational performance through crash data analysis, predictive methods, and traffic modeling tools such as HCS and Synchro.

MATTHEW VOLZ, PE
FUNDING STRATEGY

Education: MS, BS, Civil Engineering | License: PE, KS, 13981

Matt brings over 34 years of experience managing complex transportation programs and leading successful federal funding strategies across the U.S. and internationally. As Executive Director of the Kansas Infrastructure Hub he oversaw the $200M Build Kansas Fund, which helped communities secure $75M in new federal awards. He is also experienced in leading over $400M in winning grant applications, including the $22M RAISE Grant for Salina and the $800K SS4A Grant for KCMO. His expertise in funding strategy, intelligent transportation systems, and stakeholder collaboration has advanced projects that enhance safety, equity, and operational efficiency across the state.

JULIET RICHEY, CFM
POLICY & PLANNING REVIEW

Education: BLA | Certifications: AICP, 30453

Juliet is an urban planner with 22 years of experience supporting municipalities with transportation and land use planning, including master street plans, comprehensive plans, and zoning regulations. Her work spans Arkansas, Oklahoma, and Kansas, where she has guided long-range planning efforts, infrastructure policy, and public engagement for cities of all sizes.

Subconsultant

TRIVEECE PENELTON, AICP, NOMA
COMMUNITY ENGAGEMENT LEAD

Education: Master of Urban Planning; B. Arch | Certifications: AICP, 154857

Triveece is a city planner with over 20 years of experience leading inclusive, community-focused planning initiatives and public engagement strategies. As the creator of the Digicate® software, she brings innovative tools to support equitable outreach for projects like SS4A Safety Action Plans. Her work includes pedestrian and bicycle planning efforts across Kansas and the Midwest, including projects in Wichita, Bel Aire, Maize, and the Omaha-Council Bluffs region.

Project Approach

DEVELOPING A ROBUST SS4A SAFETY ACTION PLAN TO SERVE AS THE FOUNDATION OF THE SAFE STREETS FOR ALL GRANT PROGRAM WILL BE CRITICAL TO THE SUCCESS OF THIS PROJECT.

Leveraging our previous experience across the country, the Garver Team will support the City in developing a SS4A Safety Action Plan for the Safe Streets for All (SS4A) program in Great Bend. This includes analyzing crash data, evaluating existing infrastructure and policies, engaging the community, and identifying and prioritizing safety improvement projects with cost estimates and implementation strategies. The plan will also include performance metrics and funding strategies to position the City for future SS4A Implementation Grants and long-term transportation safety success.

APPROACH

Below we detail our Team's approach that will be undertaken to complete the SS4A Safety Action Plan. We describe the various types of analysis, design, and related services the Garver Team will provide the City of Great Bend to complete the seven components of an action plan as described by USDOT.

Goal Setting (With the City Leadership Team)

Our first step in development of the SS4A Safety Action Plan will be to confirm the existing goal of eliminating fatalities and serious injuries on the existing transportation system for all users. We will establish any additional key goals, identify desirable and measurable outcomes, and determine necessary methods to assess the performance of selected projects.

The purpose of the SS4A Safety Action Plan will be to identify strategies to reduce the number of serious injuries and fatalities related to crashes within the City. Example goals for the SS4A Safety Action Plan can be 1) zero fatal crashes or 2) an annual percentage reduction in fatal crashes, eventually leading to zero fatal crashes by a determined year (such as 2035). ***We will set specific dates and targets for fatal and injury crash reduction for all users with the ultimate goal of achieving Vision Zero.***

Planning Structure

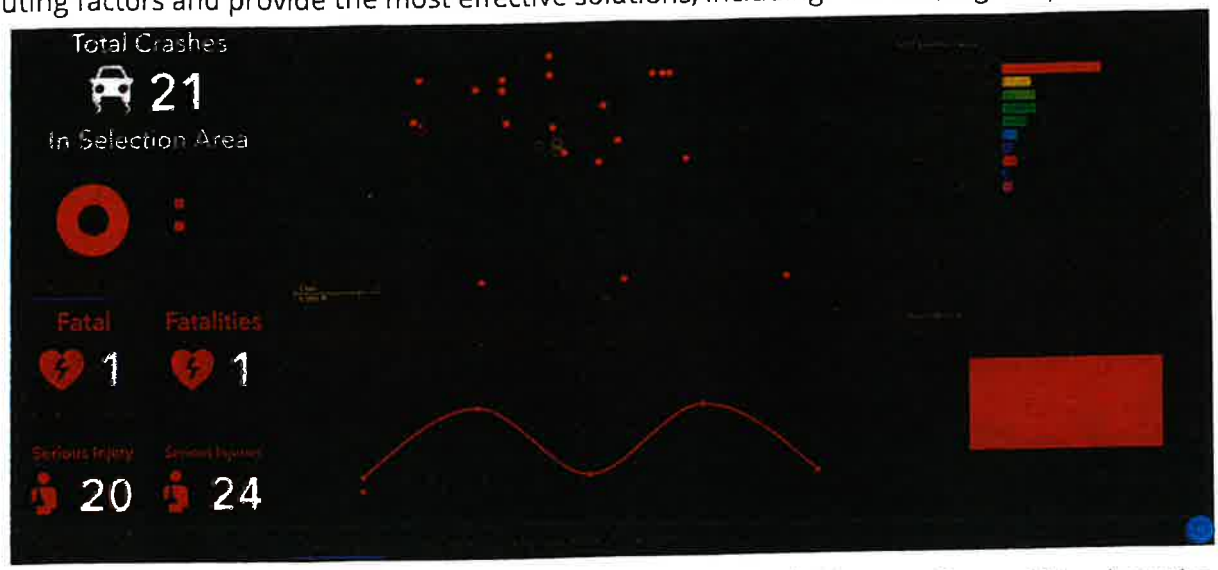
The Garver Team will work directly with the City Leadership Team, composed of elected officials and City employees, to sensitively determine achievable, near-term goals to outline in the SS4A Safety Action Plan.

Initial Safety Analysis

After the goals of the project are set, we will begin our safety analysis. We will coordinate with KDOT and local agencies to acquire historical crash data, including crash reports, to perform a safety analysis for all roadways in Great Bend. We will analyze this crash data to identify high-crash locations, with an emphasis on areas that have a high number of fatal and serious injury crashes or involving cyclists or pedestrians, since they tend to be the most vulnerable road users.

ACTION PLAN APPROACH

Based on 2020 to 2024 crash data (the latest five years) included on the KDOT Drive to Zero Crash Summary Dashboard, there were 14 injury and fatal crashes within the Garden City city limits, including 1 fatality (as shown graphically). With 100% of the total injury and fatal crashes within Great Bend taking place on the local roadway system, improving safety at intersections and pedestrian crossings is of high importance. As part of the safety analysis, we will further examine the crash data to determine crash patterns and contributing factors and provide the most effective solutions, including low-cost, high-impact strategies.



Our analysis will utilize traditional calculations, GIS/ArcGIS maps, and Microsoft Power BI to show the leading crash types (rear-end, angle, run off the road, etc.) at intersections, along key corridors and within the downtown area, the primary cause of the crashes (speeding, distracted driving, congested traffic, etc.), and crashes in areas with underserved populations.

Initial Engagement & Collaboration

We will assist the City Leadership Team by holding public engagement meetings and hosting a website with interactive maps. Community engagement is critical for the refinement and selection of appropriate safety measures. Balancing data-driven solutions with good public input gives us a better understanding of the community's needs and helps us focus on the key safety concerns. Creating this community support for the SS4A Safety Action Plan will lead to the successful implementation of the plan. Our Team will work closely with the City Leadership Team to develop a custom approach that will facilitate the desired level of public engagement.

Our outreach and informational efforts will provide the public with accurate and timely information. We will review and respond to informational requests from the public, produce print and electronic bilingual materials, create project reports, write news releases and media advisories, and engage groups through meetings. Our public websites will be simplistic and user-friendly, building upon existing social networking platforms and media resources to drive traffic to the website. These websites will contain interactive GIS maps, PDF displays, digital or print comment forms, live meeting links, contact information, searchable comment response databases, and public meeting material galleries. Feedback from community engagement will be reviewed and considered as the Garver Team completes the safety analysis and develops recommended improvements.

At the public meeting, we will provide interactive maps pre-populated with the known high-injury locations. The public will have the ability to comment and add in other locations that are not identified by the data. This will be a way to provide everyone, including the Garver Team, with a full understanding of the problem locations.

In-Depth Safety Analysis

After specific high-crash and problematic locations are identified, the Garver Team will perform a more in-depth safety analysis to find the cause of the crashes. Potential safety countermeasures may include intersection improvements at signalized and unsignalized locations, roadway and pedestrian facility improvements, and/or access management along corridors throughout the City. Where appropriate, we will perform Road Safety Audits to identify opportunities to improve roadways and intersections. These audits may include observing driver behavior in the field, collecting intersection turning movement counts, conducting speed studies, reviewing existing lighting and signing, and evaluating various traffic control warrants. We will also identify and evaluate appropriate safety countermeasures for pedestrians and cyclists based on field observations and FHWA Safe Transportation for Every Pedestrian countermeasures. Once solutions are developed for high-crash locations, we will use the Highway Safety Manual (HSM) methodology to quantify the potential crash and severity reductions from proposed countermeasures through application of Crash Modification Factors (CMFs).

Additionally, we will apply predictive analysis techniques using Safety Performance Functions (SPF) and CMFs to predict the average crash frequency of the proposed alternatives. Where applicable, we will use the Interchange Safety Analysis Tool Enhanced (ISATe) to assess freeway crashes and the associated HSM spreadsheets to assess crashes on arterial routes. Finally, the Potential for Safety Improvements (PSI) methods from the HSM will be used to compare existing crashes to the predicted number of crashes at intersections and along corridors. This information can be used to calculate the cost-benefit for the improvements, and to prioritize safety improvement projects.

Final Engagement & Collaboration

A follow-up community engagement meeting will be held to get buy-in on the recommended safety measures. The Garver Team will also present the final SS4A Safety Action Plan to the City Council.

Policy & Process Changes Recommendations

As with every new plan, a review of existing policies and prioritization processes is needed to determine where improvements can be made. The Garver Team is experienced in evaluating current policies and procedures and recommending necessary changes. Our Team will review the existing policies and processes to determine if they are still relevant regarding the SS4A Safety Action Plan. We will also examine City policies to determine if updates are needed to reflect changes in federal regulations.

Strategy & Project Selections

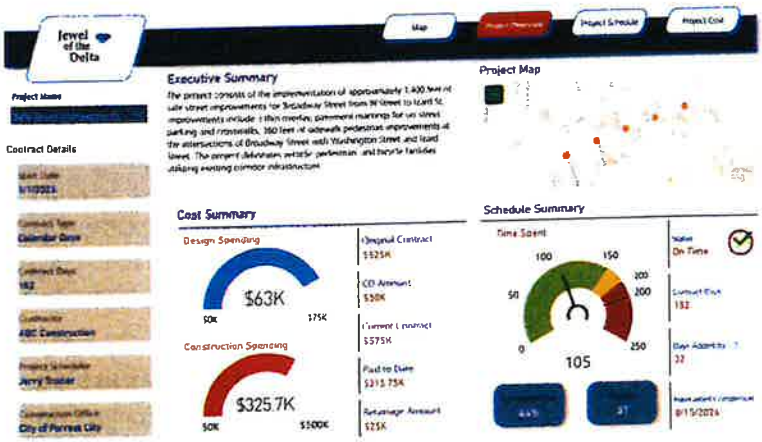
One of the last steps will be to present the City Leadership Team with the comprehensive list of strategies and projects. Some of the strategies and projects will be systemic while others will be location-specific. For those that are location-specific, the Garver Team will develop white sheets that have an exhibit of the project improvements, along with a description of the improvements, noted safety issues based on data, and high-level, estimated costs.

We will hold a workshop for the City Leadership Team and the community to review these projects and prioritize them. With input from the City Leadership Team and the community, we will develop a weighted scale for various indicators such as safety, bike, and pedestrian infrastructure. These weights will account for the relative importance of each indicator and will be used to create a detailed scoring matrix for the projects. The group will then be able to score and compare projects quickly and consistently. The highest-scoring projects can then be programmed and implemented within the limits of available funding.

Once the projects are prioritized, the SS4A Safety Action Plan will be completed. This SS4A Safety Action Plan will include a resolution to be signed by the mayor or his designee, which will state the goal and timeline for eliminating fatal and injury crashes. After the plan has been signed, the SS4A Safety Action Plan can then be used to apply for the possible future SS4A Implementation Grant and other grant opportunities to acquire funding for the selected projects.

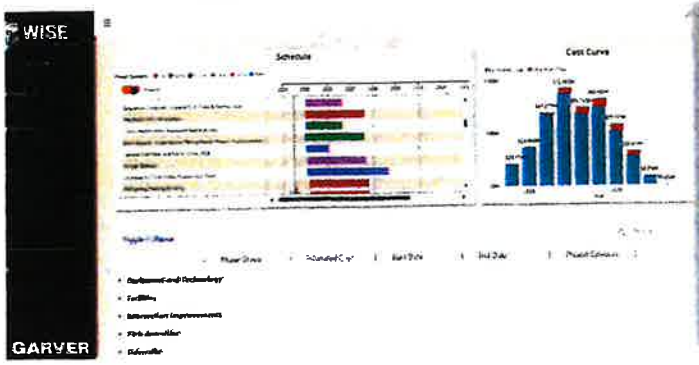
Progress & Transparency Methods

Increasing public access to data is critical to fostering public support for funding infrastructure investments. The Garver Team understands this and has taken an innovative approach to addressing progress and transparency with the development of project dashboards. We will develop a dashboard specifically for the City Leadership Team using Microsoft Power BI, as shown. This will allow the Leadership Team and anyone else to track progress toward established goals/ performance measures (countermeasure implementation, crash reduction statistics over time, etc.) and to gauge the effectiveness of the program. The tool can be tailored for effective public communication.



Cost Estimates & Implementation Strategy

In addition to developing the core SS4A Safety Action Plan, our Team will support the City of Great Bend by providing anticipated cost estimates for each improvement project and developing an implementation strategy. These activities are intended to strengthen the foundation of the Safety Action Plan and enhance the City's readiness for future implementation efforts. By developing cost estimates, the Garver Team will be able to provide a more comprehensive, data-driven implementation strategy that addresses Great Bend's unique transportation safety challenges and positions the City for future grant funding.



The WISE Planning Software gives agencies a competitive advantage by transforming traditional capital planning into a data-driven, efficient, and transparent process. It replaces spreadsheets with dynamic tools for scenario planning, funding prioritization, and cash flow forecasting—enabling faster, more informed decisions. With intuitive dashboards and clear visual reporting, WISE enhances communication with stakeholders and the public while improving accountability.

Funding Strategies Assistance

The Garver Team has extensive experience supporting municipalities with navigating the complex requirements of federally funded transportation projects, including the SS4A program. Our Team is well-versed in preparing and assisting clients with submitting SS4A grant reimbursement requests, maintaining accurate and timely grant reporting, and completing all necessary forms required by the Federal Highway Administration (FHWA). We understand the importance of compliance with federal guidelines and ensure all documentation meets the necessary standards to avoid delays and maximize funding efficiency. With our proven track record in managing federally funded projects, Garver is equipped to support the City through every step of the grant administration process, from initial reporting through final reimbursement.

The Garver Team also has experts who are familiar with and have prepared grant applications under multiple programs, such as Infrastructure for Rebuilding America (INFRA), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), as well as several new programs offering funding opportunities for transportation, electrical vehicle (EV) infrastructure, and resiliency projects. Garver is closely monitoring the Infrastructure Investment and Jobs Act (IIJA) implementation to position our clients for funding opportunities.

Over the past six years, we have completed over a dozen federal grant applications for our clients and have successfully obtained over $120M in federal grant funds. Garver also serves as a grant consultant for the Kansas Infrastructure Hub, assisting Kansas agencies with grant-related services.

PROJECT MANAGEMENT PLAN

It is our standard policy to have a Project Management Plan (PMP) and discipline-specific quality control procedures (QCPs) defined at the beginning of the project. The PMP outlines several important factors that guide our Team, including scope, schedule, budget, and QCPs. The QCPs are discipline-specific to accommodate the different types of work we perform. In essence, the QCPs provide a standard of quality for the products and services we provide. Additionally, our review process is specifically outlined, tracked, and documented throughout the life of the project.

PROJECT STAFFING AND RESPONSIVENESS

At Garver, we prioritize tasks based on project-specific needs, giving each phase of the project the attention it requires. Your dedicated project manager brings valuable experience from working on similar projects. Mandy will lead the proposed project Team, supported by additional staff with expertise in developing SS4A Safety Action Plans across the broad Garver footprint.

We actively monitor staff utilization and conduct regular workload projections to keep qualified personnel available and ready to respond promptly to project needs. The physical location of key staff in Wichita and Kansas City allows for timely communication and responsiveness throughout the project. Multiple tasks will be managed through a structured task management system led by the project manager, with clearly defined roles and ongoing coordination across team members.

Quality control remains a top priority throughout the project. We implement a comprehensive internal QA/QC process, including peer reviews and milestone-based evaluations, to maintain high standards of work. Our detailed, proactive approach minimizes the risk of revisions and supports consistent progress toward project milestones, while keeping the overall project goals in focus.

QUALITY ASSURANCE

The QA/QC process for traffic and safety analysis projects is structured into three tiers project scale, based on the number of intersections and estimated project hours. Each tier has a defined number of checkpoints and expected QA/QC hours, designed to break the project into logical stopping points when critical decisions are made. This process allows for gut checks throughout the project, reducing the likelihood of mistakes and rework. For all projects, the project manager assigns independent QA/QC reviewers who are not involved in the analysis work, providing an objective review with fresh eyes. Checkpoints occur at key project milestones, such as after data processing, mid-analysis, and before final report submission.

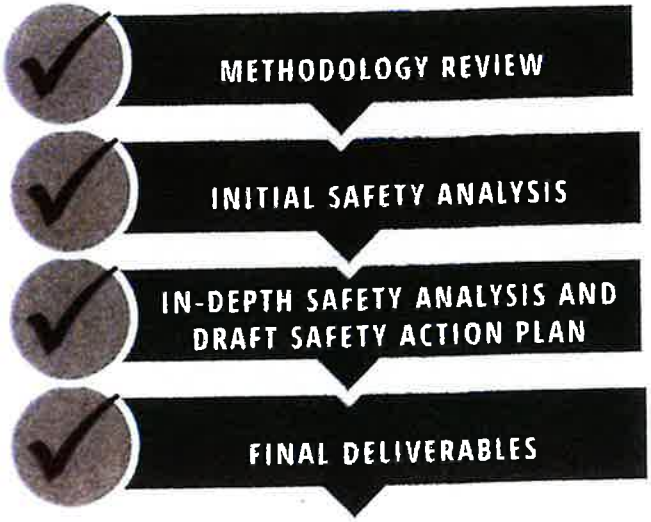
The scale of this project would make it a Tier 3 project with four QA/QC checkpoints:

QA/QC Checkpoint 1 - Methodology Review
- Occurs after initial data has been collected
- Occurs before analysis has begun and confirms processes with stakeholders

QA/QC Checkpoint 2 - Initial Safety Analysis
- Occurs after initial data has been processed
- Occurs when initial findings are complete and ready to report to stakeholders/public

QA/QC Checkpoint 3 - In-Depth Safety Analysis and Draft Safety Action Plan
- Occurs after all analysis is complete, and a draft Safety Action Plan has been created
- Occurs when final recommendations are complete and ready to report to stakeholders/public

QA/QC Checkpoint 4 - Final Deliverables
- Occurs at the end of the project, prior to final submission of any deliverables



At each stage, specific elements are reviewed, including traffic and safety data, analysis models, report consistency, and graphic accuracy. This process is designed to reduce errors and emphasize quality throughout the project life cycle, ultimately delivering the highest-quality product to the client and ensuring all project goals are met.

Relevant Project Experience

The Garver Team's experience includes developing safety action plans and performing safety studies for all types of transportation facilities. Our Team has implemented high-impact safety solutions such as roundabouts and pedestrian hybrid beacons, low-cost safety countermeasures at intersections, evaluated large crash databases using GIS and Microsoft Power BI to determine trends, and utilized HSM tools to develop solutions that will reduce collisions and improve safety. Additionally, we have worked with municipalities to prioritize projects based on various factors such as safety. We will use this expertise and lessons learned to deliver a successful SS4A Safety Plan for the City of Great Bend.

K-254 CORRIDOR MANAGEMENT PLAN

Sedgwick and Butler Counties, Kansas
Kansas Department of Transportation

Garver was selected to develop the K-254 CMP which established a vision for this critical corridor between Wichita and El Dorado, addressing future development, safety, and operational needs. Key objectives included assessing existing conditions, conducting a market analysis, planning for land use through 2050, and creating a community engagement strategy and future roadway improvements. The plan involved data collection on traffic, land use, environmental constraints, and socio-economics. The plan included short-term and long-term corridor improvements and a road map for KDOT and the communities along the corridor for future planning. Engagement with stakeholders and the community was central, involving public meetings, feedback, and detailed reporting to guide project phases.

URBAN CORRIDOR SAFETY AND OPERATIONAL IMPROVEMENTS

Springfield, Missouri
Missouri Department of Transportation

Garver has conducted multiple safety and operational studies on urban corridors in Springfield, assessing thousands of crash records and analyzing 80 signalized intersections. These studies led to the development and prioritization of over 500 potential safety improvement projects across 30 miles of MoDOT roadways, totaling more than $7 million in recommended investments.

On Glenstone Avenue, Garver completed a comprehensive safety and operational study and provided full design services, including ADA upgrades, signal rebuilds, HAWK crossings, and public engagement through a virtual platform and in-person platforms as well as direct meeting with city staff. For the Chestnut Expressway and Sunshine Street corridors, Garver analyzed 37 intersections and identified over 250 improvement projects, focusing on access management, pedestrian enhancements, and signal modifications. On Kearney Street, Garver conducted a traffic study and is delivering design services that include turn lanes, lane alignment, driveway consolidation, and upgraded traffic signals with pedestrian accommodations.

FORREST CITY SS4A SAFETY ACTION PLAN

City of Forrest City, Arkansas

Garver developed a SS4A Safety Action Plan, starting with a comprehensive safety analysis of all city roadways using crash data from the Arkansas Crash Analytics Tool and internal databases. Between 2018 and 2022, Forrest City had 1,596 crashes, including 61 fatal or serious injury incidents—nearly half at intersections, making intersection safety a key focus. The team also assessed pedestrian infrastructure, finding many sidewalks and wheelchair ramps in need of ADA-compliant upgrades, and recommended improvements like high-visibility crosswalks and accessible pedestrian signals. A variety of public outreach was conducted including virtual, formal meetings, and special events at churches and community facilities to solicit feedback.

McLEAN BOULEVARD TRAFFIC STUDY: CENTRAL AVENUE TO 13TH STREET NORTH

City of Wichita, Kansas

Garver provided traffic engineering services to address pedestrian safety and connectivity issues along McLean Boulevard, focusing on speeding and limited crossing opportunities. The study included analyzing traffic and safety, developing road diet and crossing concepts, evaluating pedestrian signal options like HAWKs and RRFBs, and coordinating with advisory boards. Interim and long-term concepts were developed with cost estimates, leading to project approval and completion of final design plans.

INCOG SS4A

Tulsa Oklahoma Metropolitan Area/INCOG

Garver was selected to provide project management, design, public involvement, bidding, and construction support services for the Safe Streets for All (SS4A) grant across the Tulsa metropolitan area. The project focuses on improving pedestrian and traffic safety through the installation and upgrade of midblock crossings, traffic signals, pedestrian signals, roadway striping, and signage. Garver is coordinating across multiple municipalities and agencies to develop prioritization processes, conduct NEPA documentation, and deliver preliminary and final design plans. The scope also includes maintaining a project dashboard and assisting with construction-phase services, while excluding certain tasks like utility relocation design and environmental permitting.

Estimated Timeline

Below we detail our schedule to complete the SS4A Safety Action Plan for Great Bend. The Garver Team is available to commence services for your project immediately upon receipt of Notice to Proceed and will be available until all services are completed. This commitment is based on critical evaluation of our Team's current workload and anticipated projects scheduled.

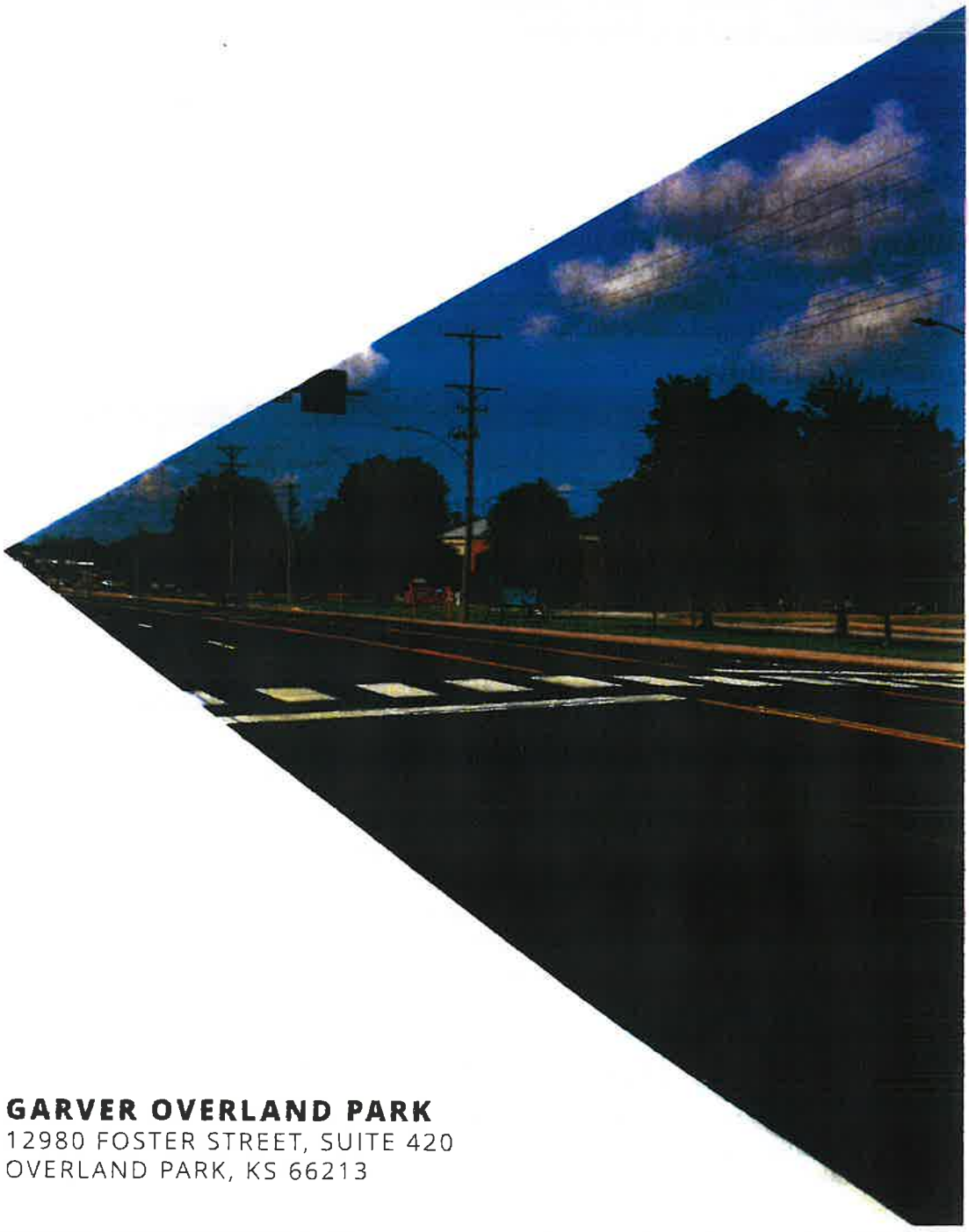
Proposed Schedule

TASK	2026 JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	2027 JAN	FEB	MAR	APR
KICK-OFF MEETING	★															
GOAL SETTING WITH CITY LEADERSHIP TEAM																
INITIAL SAFETY ANALYSIS																
INITIAL ENGAGEMENT & COLLABORATION																
IN-DEPTH SAFETY ANALYSIS																
FINAL ENGAGEMENT & COLLABORATION																
DRAFT SAFETY ACTION PLAN								★								
POLICY & PROCESS CHANGES RECOMMENDATIONS																
STRATEGY & PROJECT SELECTIONS																
FINAL SAFETY ACTION PLAN													★			
PROGRESS & TRANSPARENCY METHODS																
ADOPTION OF FINAL SAFETY ACTION PLAN																★

*The FY26 SS4A NOFO is expected to be released in March 2026. To be eligible for SS4A Implementation funds, the City must have an approved Safety Action Plan. The Garver Team has explored options to condense the planning process, allowing for an approved plan by the end of January 2026 and making the City eligible for FY26 funding.

Conflict of Interest Statement

Garver does not have any known conflicts of interest with the City of Great Bend. If a conflict of interest is discovered, Garver agrees to make an immediate and full disclosure to the City, including a description of the action taken or proposed to avoid or mitigate such conflict.



GARVER

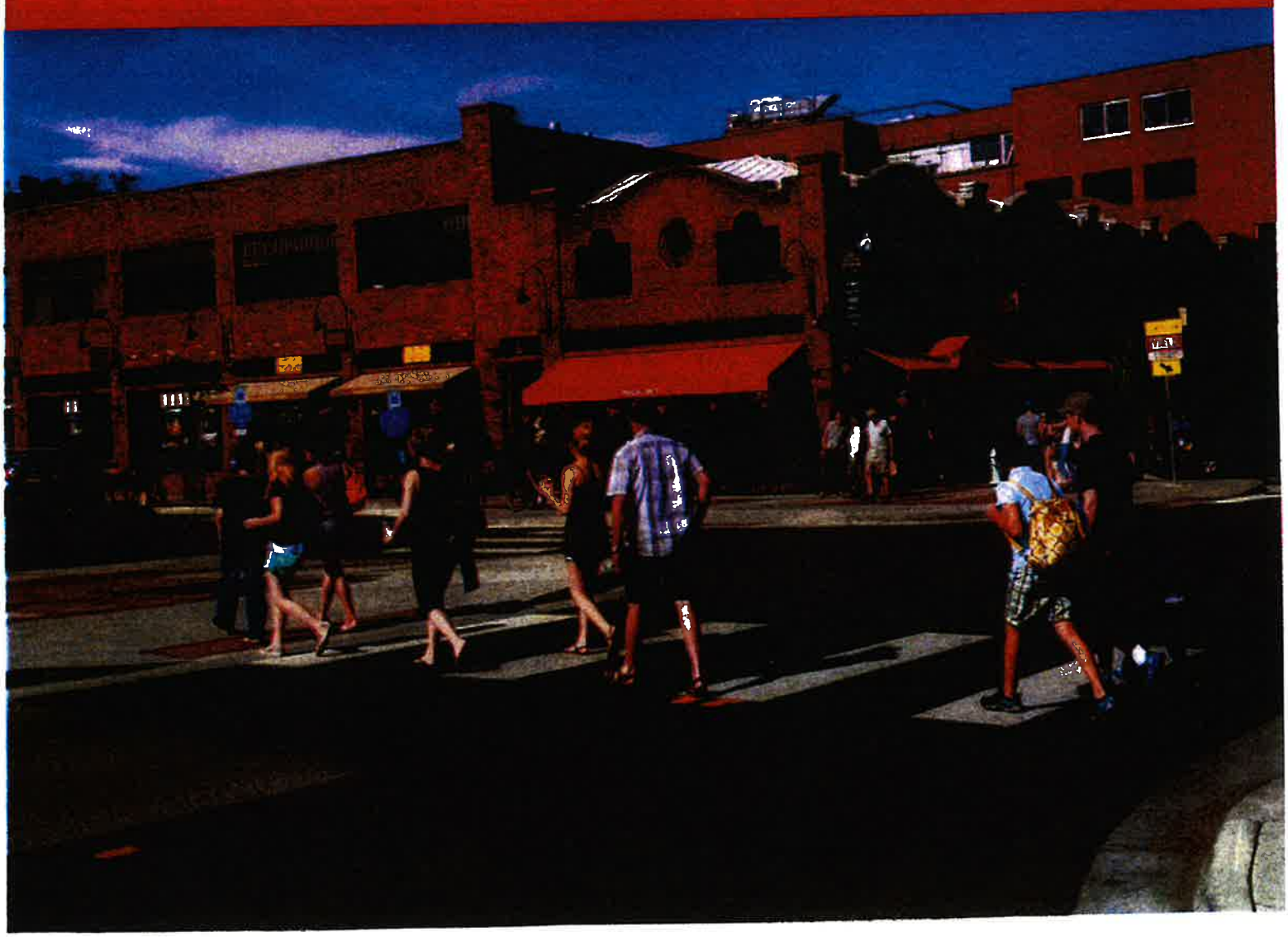
GARVER OVERLAND PARK
12980 FOSTER STREET, SUITE 420
OVERLAND PARK, KS 66213

TOOLE DESIGN

THE CITY OF GREAT BEND

SAFE STREETS FOR ALL ACTION PLAN

OCTOBER 31, 2025



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TOOLE DESIGN

327 1/2 SOUTHWEST BOULEVARD
KANSAS CITY, MO 64108

816.301.6510
TOOLEDESIGN.COM

October 31, 2025

City of Great Bend
Attn: Logan Burns, City Administrator
1209 Williams Street, Great Bend, KS 67530
Submitted via email to lburns@greatbendks.net

RE: RFQ Safe Streets for all (SS4A) Action Plan

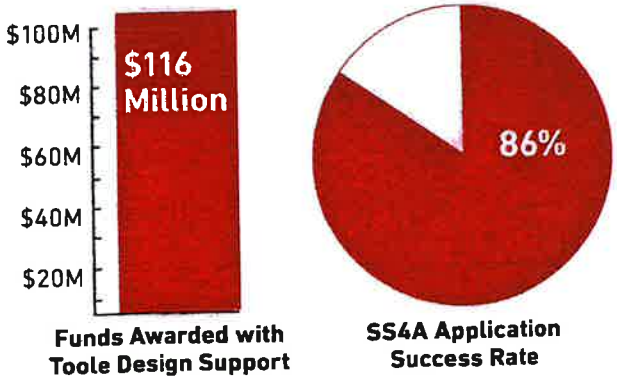
Dear Logan Burns and Members of the Evaluation Committee:

Toole Design Group is excited to submit our qualifications to develop Great Bend's Safe Streets and Roads for All (SS4A) Safety Action Plan (SAP). Toole Design is the leading Safe System planning and engineering firm having pioneered the fields of transportation safety and Vision Zero well before SS4A was created. Since the SS4A program launched, Toole Design has worked on over 100 safety action plans, demonstration projects, and implementation projects, including the recently completed SAP for Salina, KS. Toole Design is very interested in working with City of Great Bend staff to develop a tailored safety action plan that exceeds SS4A requirements, prepares Great Bend for project funding and implementation, and moves the city towards zero roadway deaths.

Because of our work with KDOT and communities throughout the state of Kansas, we understand the unique challenges and opportunities Kansans face on the road to zero deaths. Toole Design is a great fit to lead Great Bend's effort for the following reasons:

- **We take a holistic approach based on the principles established by the Safe System Approach.** We are committed to building safe streets for all users and a data-driven process that includes robust crash analyses and an engaging outreach program.
- **We go beyond crash data.** Though rigorous and contextualized data analysis will be the centerpiece of this project and is key to systemic safety initiatives, we believe in using data in a way that does not crowd out the human process of planning. Documenting and understanding the experiences of Great Bend's residents is a critical form of data, and our process will use robust engagement tools to ensure community voices inform project implementation.
- **We know how to move from planning to implementation.** Toole Design ensures that every SAP is not only eligible, but highly competitive for implementation and supplemental planning funding. In 2023, after completing the Northwest Arkansas Regional Planning Commission CSAP, Toole Design supported Fayetteville, AR in securing a $25M SS4A Implementation Grant, the largest implementation award in the U.S. aside from New York City.

TOOLE DESIGN SS4A GRANT SUPPORT

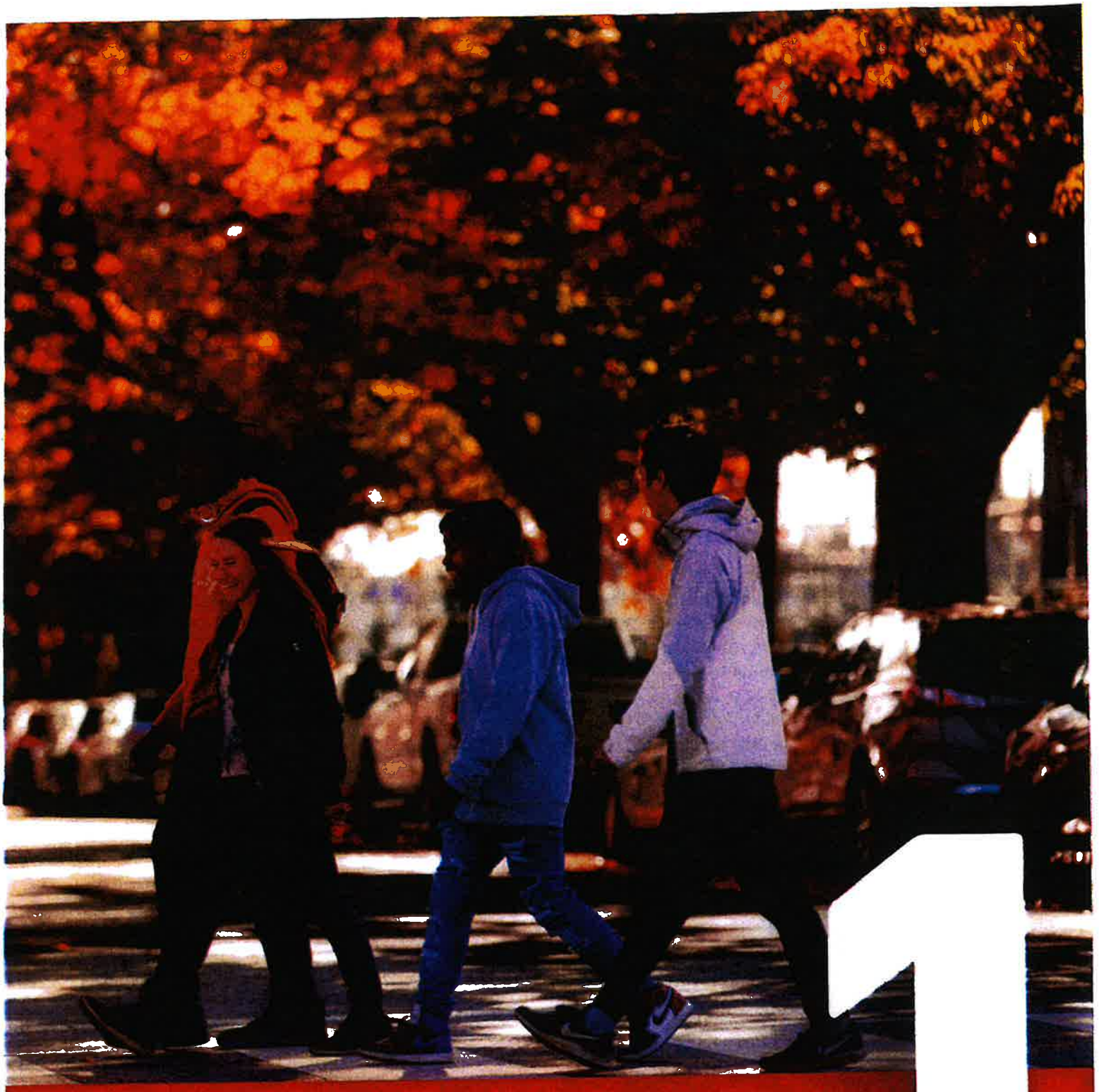


Our Kansas City-based team has experience partnering with communities of all sizes across the U.S. **Kevin Kroll, RSP$_1$**, Toole Design's Project Manager, brings extensive experience in safety projects and the Safe System Approach. He has led many safety projects including Safety Action Plans for Salina, KS and the Mid-America Regional Council (MARC). **Tammy Sufi**, our Kansas City Office Director, will serve as Principal-in-Charge. Tammy has over 25 years of experience working on a range of multimodal transportation projects, including bicycle and pedestrian plans, Complete Streets design guidelines, and safety projects.

All of Great Bend's roadway users should feel safe and comfortable moving through their community. We look forward to partnering with you to develop a clear, visionary, and actionable SAP. For any questions, please contact Kevin Kroll at 816.282.7224 or kkroll@tooledesign.com. Thank you for considering our team.

Sincerely,

Ciara Schlichting, AICP
Director of Operations, Midwestern U.S.



FIRM QUALIFICATIONS

FIRM QUALIFICATIONS

Toole Design is North America's leading planning, urban design, and engineering firm specializing in multimodal transformation. As a firm, our mission is people-centered transportation. For 22 years, our team has helped clients plan, build, and retrofit their communities into places for people, where walking, rolling, bicycling, taking transit, and driving are convenient and reliable choices for everyone.

SS4A EXPERTISE

Toole Design has completed thousands of transportation safety projects across the U.S., and this experience is the foundation of our work through the SS4A program. Since the program's launch in 2022, Toole Design has worked on over 97 safety action plans, demonstration projects, and implementation grants funded by SS4A. To date, we have helped our clients nationwide secure over $116M in SS4A funds, with an 86% win-rate on the SS4A applications we supported.

We are prepared to help the City of Great Bend create a compliant safety action plan and navigate the current administration's changes to the SS4A grant program. We've been staying on top of USDOT's guidance and digested USDOT's extensive FAQs as they relate to eligible uses of grant funds, applicable CFR 200 requirements related to contractors/consultants, and more. All our safety action plans that have been checked for compliance with USDOT have passed.

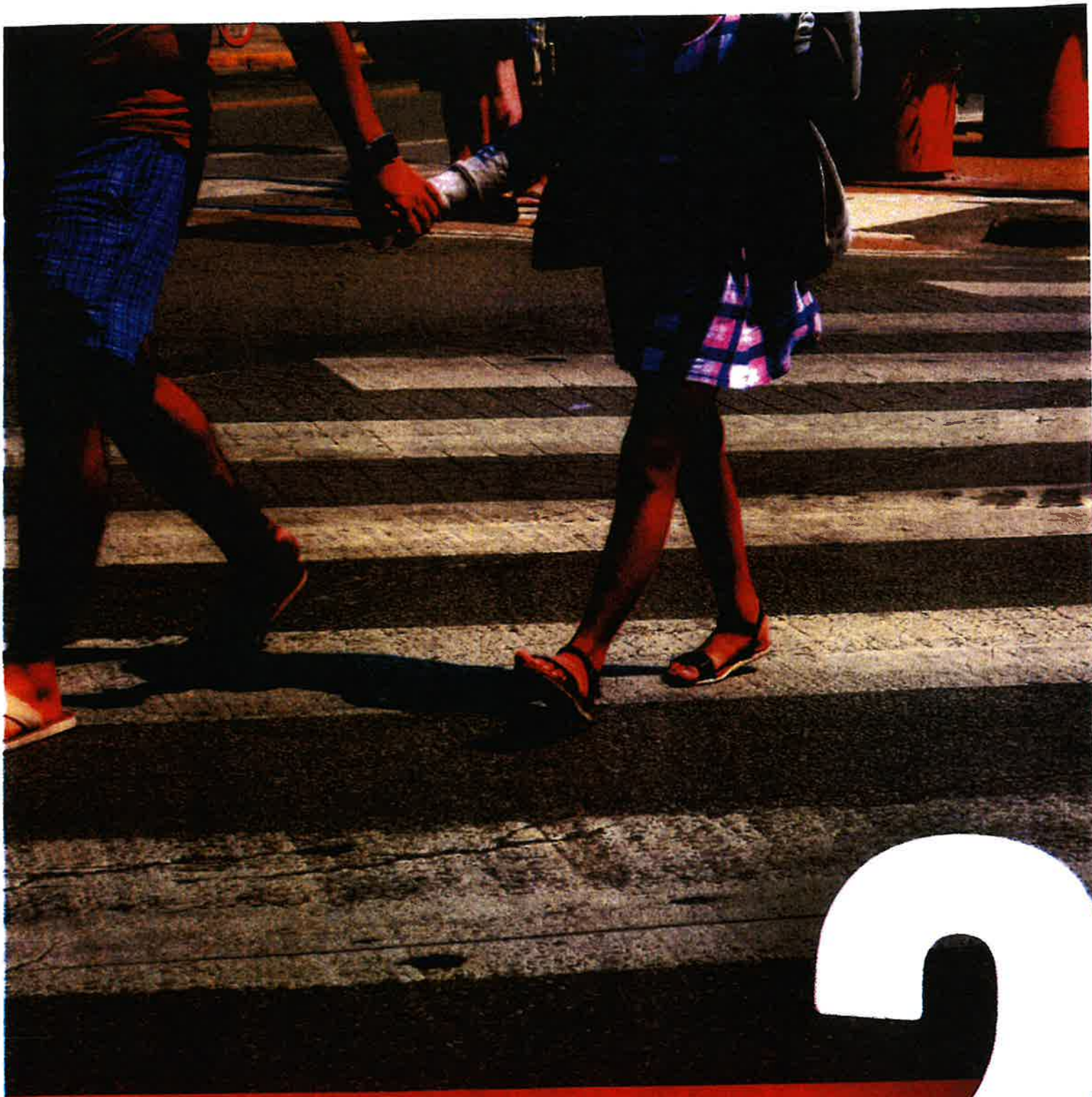
Toole Design understands that small city, suburban, and rural areas often have different stakeholders than urban areas, and we have a history of productive collaboration with rural municipalities.

SAFETY DATA ANALYSIS

Our in-house research team brings the latest expertise in traffic safety data analysis, policy and design guidance, crash evaluation, countermeasure selection, and facility design. We are adept at pulling out the critical storylines and trends that can inform policy decisions, which results in plans that are defensible, supported by stakeholders, understood by the community, and effectively reduce fatalities and serious injuries. We use proven safety countermeasures and crash reduction factors to directly connect our analysis findings to our recommended design solutions for specific intersections and corridors.

We go beyond crash data. Though data-based analyses are key to reactive and proactive systemic safety initiatives, we believe in using data in a way that does not crowd out the human process of planning. The experiences of people who use the City of Great Bend's streets every day is a form of data, and our planning and engagement process will recognize them as such.

Our researchers and engineers are recognized safety experts who have published multiple peer-reviewed journal articles on safety and data analysis; many also hold leadership positions through Transportation Research Board (TRB) and the Institute of Transportation Engineers (ITE). Our firm has authored many safety related research and design guidance projects including: the recently updated AASHTO *Guide for the Development of Bicycle Facilities*, NCHRP *Guidebook to Improve Pedestrian and Bicyclist Safety at Intersections*, NCHRP *Synthesis Pedestrian Injuries and Fatalities Relative to Traffic Speed*, NCHRP *Strategies to Improve Pedestrian Safety at Night*, FHWA *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts*, FHWA *Pedestrian Crossing Countermeasures Program Support*, and the Safer Streets Priority Finder Tool.



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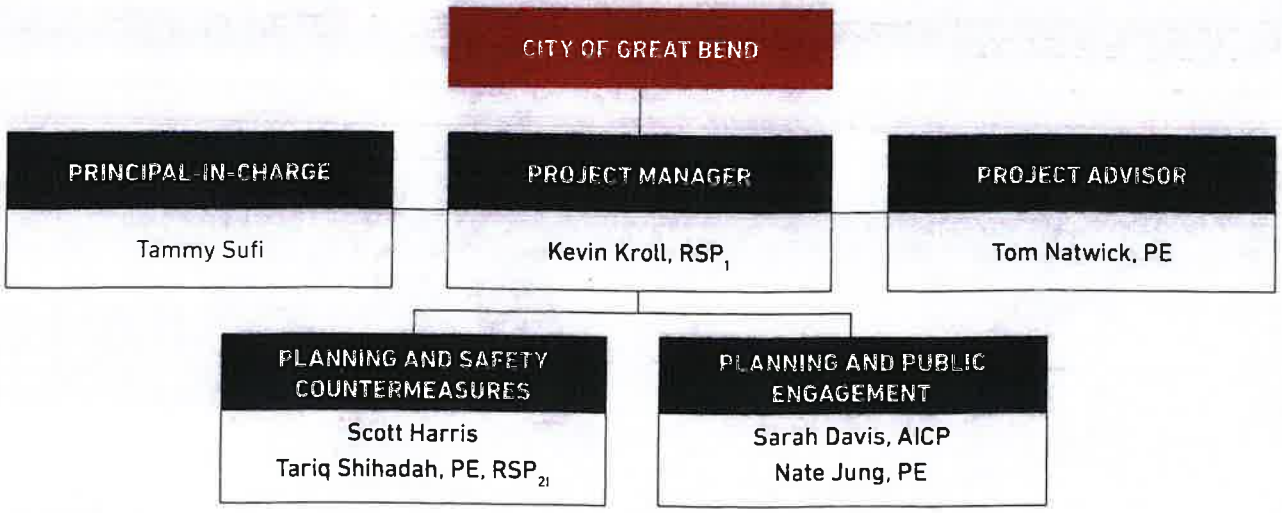
PROJECT TEAM

PROJECT TEAM

The organizational chart below illustrates our proposed approach to staffing the various elements of the Safe Streets for All (SS4A) Action Plan for the City of Great Bend.



TAMMY SUFI

PRINCIPAL-IN-CHARGE

PROFESSIONAL HIGHLIGHTS

Years of Experience: 25

Toole Design: 2003-2011, 2015-Present

Sprinkle Consulting: 2001-2003

Buckhurst, Fish, and Jacquemart: 1999-2001

Metropolitan Washington Council of Governments: 1998-1999

Downtown Austin Alliance: 1998

Rails-to-Trails Conservancy: 1997

EDUCATION/ CERTIFICATION

Master of Science, Community and Regional Planning, University of Texas: 1998

Bachelor of Arts, Art History, Wesleyan University: 1994

Tammy is the Director of Toole Design's Kansas City Office and a Senior Planner with more than 25 years experience leading a broad range of project types including bicycle and pedestrian plans, Complete Streets design guidelines, wayfinding plans, transit plans, and traffic studies. Her experience includes serving as Principal-in-Charge on several SS4A Safety Action Plans, and managing a multimillion dollar on-call contract for the Kansas Department of Transportation to support their active transportation program. Tammy is known for helping clients combine the community's vision with innovative and realistic solutions. In all of her projects, she seeks to ensure access and connectivity for all users through deep listening, flexibility, strong communication, and creative problem solving.

SELECTED PROJECT EXPERIENCE

Kansas Active Transportation Enhancement Program (KATE) On-Call
Following her successful leadership developing Kansas Active Transportation Plan, Tammy is now managing this multi-year on-call project for KDOT. In this role, Tammy oversees multiple task leaders and a subconsultant in a variety of tasks including rebuilding KDOT's Safe Routes to School Program, organizing and implementing a multi-day conference, leading an educational bi-monthly webinar series, and supporting KDOT's Transportation Alternatives grant selection process, infrastructure project management, and more.

MARC SS4A Comprehensive Safety Action Plan, Kansas City, MO
Tammy serves as the Principal-in-Charge for this multi-jurisdictional Safety Action Plan in the Kansas City region. Her role is to support overall strategy development and QA/QC on a variety of topics such as engagement, safety messaging and public outreach campaigns, and policy recommendations.

Salina Safety Action Plan, Salina, KS
Tammy served as the Principal-in-Charge on this project. This role included extensive Quality Control and working closely with the project team to provide strategy and advice.

Wichita Health Innovate, Coordinate and Transform Projects Multimodal Policy Tools, Wichita, KS
As part of a broad, multi-faceted project, Tammy led the development of practical tools for implementation of the City's Multimodal Policy. Building on the City's extensive efforts to improve multimodal transportation in recent years, Tammy conducted a series of workshops with high level staff to assess the City's organizational structure, culture, and decision making processes. Tammy's work also included developing new multimodal project checklists for the City to use in evaluating new and retrofit street projects, guidance on setting design speeds and posted speeds, and recommendations for updates to the City's sidewalk ordinance and subdivision standards to support walking and bicycling.

KEVIN KROLL, RSP

PROJECT MANAGER

PROFESSIONAL HIGHLIGHTS

Years of Experience: 12

Toole Design: 2023-Present

North Central Texas Council of Governments: 2015-2024

Alliance Transportation Group: 2013-2015

Ball State Center for Business and Economic Research: 2011-2013

EDUCATION/ CERTIFICATION

Master of Science, Urban and Regional Planning, Ball State University: 2013

Bachelor of Science, Geography, Indiana State University: 2009

Road Safety Professional Level 1

Kevin is a Senior Planner with experience working in both the public and private sector. Kevin's background focuses on roadway safety planning and programming, including many active transportation safety projects and analysis. Kevin led development of the North Central Texas Council of Government's Roadway Safety Plan and has worked in several states to assist in the development of long-range transportation plans for cities, MPOs, and states.

SELECTED PROJECT EXPERIENCE

Salina Safety Action Plan, Salina, KS
Kevin served as Project Manager for the recent Salina Comprehensive Safety Action Plan. This plan included a comprehensive assessment of where fatal and serious injuries occur on Salina roadways, what factors are leading to these crash instances, and how the City can prevent crashes from occurring in the future. This plan included a robust public engagement component and equity analysis to identify safety recommendations for the City.

Norfolk Safety Action Plan, Norfolk, NE
Kevin is the Deputy Project Manager for Norfolk Multimodal Transportation Action Plan. This plan looks at ways to reduce the number of fatalities and serious injuries in Norfolk as well as opportunities to improve multimodal transportation options through Complete Streets. His role has included completing the safety action plan's outline, completing the plan and policy review, and leading the development of plan recommendations.

Barr Foundation SS4A Grant Support, Quincy, MA
Toole Design was selected by the Barr Foundation to provide technical assistance to Massachusetts communities in scoping and submitting applications for the Safe Streets and Roads for All (SS4A) grant opportunity in 2024. Kevin acted as the Plan Lead for the City of Quincy's SS4A planning and demonstration grant. He helped Quincy identify a project to submit, assembled all of the required information and forms for the grant application, and wrote the project narrative. The grant was selected for funding.

MARC SS4A Comprehensive Safety Action Plan, Kansas City, MO
Kevin is leading development of the Mid America Regional Council's Safety Action Plan. This plan includes identification of the region's transportation safety issues and how MARC can work with and provide guidance to partner agencies to identify solutions. The plan includes several additional and innovative deliverables that explore alternative data sources, performance measures, and prioritization. There is robust public and stakeholder engagement as part of this plan, and also additional work with four subapplicants within the region.

KATE KDOT Safe Routes to School Project, Belle Plaine, KS
Kevin was the plan lead for the Belle Plaine and Wellsville Safe Routes to School (SRTS) action plans. His work included coordinating with the cities and their SRTS advisory team, leading field work, and completing plan development.

TOM NATWICK, PE

PROJECT ADVISOR

PROFESSIONAL HIGHLIGHTS

Years of Experience: 18

Toole Design: 2019-2021
2025-Present

Alta Planning + Design:
2016-2019; 2021-2025

Atkins Global: 2014-2016

Parametrix: 2013-2014

Cardno: 2012-2013

Arup: 2007-2012

EDUCATION/ CERTIFICATION

Bachelor of Science,
Civil Engineering,
Valparaiso University: 2007

Professional Engineer: AL, AR, CA, CO, FL, GA, ID, LA, MN, NC, TN, UT, WY

NCEES Record Holder

Tom has worked as a transportation engineer for a broad range of projects across the U.S. and internationally and is specialized in active transportation design. As a licensed engineer, his expertise includes the design of a range of on-street and off-street multimodal facilities in multiple states and jurisdictions. He has project experience leading the planning and design of modern roundabouts, protected intersections, trails, enhanced crossings, complex intersections, and providing safe connections to on-street facilities. He is passionate about designing streets for people and communicating multimodal engineering solutions.

SELECTED PROJECT EXPERIENCE

Bentonville Bikeway Designs, Bentonville, AR
Tom managed the design for two project corridors that involved street reconstruction and bikeway design. Design features included separated bike lanes, protected intersections, a roundabout, traffic calming measures, and advisory bike lanes. These projects included close coordination with ArDOT and integration with the City's trail and bikeway network.

St. Cloud APO Safety Action Plan, St. Cloud Area, MN
Toole Design is working as part of a team to complete the safety analysis portion of the Safety Action Plan for the St. Cloud Area Planning Office. Tom is acting as the Senior Engineer for this plan and helped provide design recommendations and countermeasures for multiple corridors, informed through creating the Descriptive Safety Analysis and a High Injury Network which identifies the roadway segments that have a history of fatal and serious injury crashes.

Cedar Avenue Reconstruction, Minneapolis, MN
Tom serves as a design advisor for the Cedar Avenue reconstruction project in Minneapolis, applying his extensive knowledge of pedestrian and bicycle facility design to enhance safety and mobility. Tom is providing guidance on design layout and signing and striping plans. Construction is scheduled for 2026.

AASHTO *Guide for the Development of Bicycle Facilities*
Tom developed design guidance and prepared graphics for multiple chapters of the 2024 guide including, Chapters 5 (Elements of Design), 7 (Design of Separated Bike Lanes and Side Paths, 8 (Bicycle Boulevards), 10 (Traffic Signals and Pedestrian Hybrid Beacons), 11 (Bicycle Facility Design at Interchanges, Alternative Intersections, & Roundabouts), and 13 (Structures) for the AASHTO Bike Guide update. The guide seeks to provide information on best practices for accommodating bicyclists in transportation networks. He has also provided quality control review of chapters in draft submittals during the review process. Specific areas of investigation include protected intersections, complex facility transitions, toucan crossings, bicycle ramps, bicycle channels, and treatments at bicycle boulevards.

SCOTT HARRIS

PLANNER, SAFETY COUNTERMEASURES FOCUS

PROFESSIONAL HIGHLIGHTS

Years of Experience: 4

Toole Design: 2022-Present

City of Philadelphia Mayor's Office of Transportation, Infrastructure, and Sustainability: 2021-2022

Kansas City Area Transportation Authority: 2021

University of Pennsylvania: 2021

EDUCATION/ CERTIFICATION

Master of City Planning, University of Pennsylvania: 2022

Juris Doctor, University of Missouri: 2010

Bachelor of Science, Finance, Missouri State University: 2007

Scott is a planner with public and community advocacy experience developing multimodal transportation plans and policies. Scott has assisted local municipalities and civic groups on a number of bicycle and pedestrian safety improvement projects. Prior to entering planning, Scott spent a decade as an attorney handling automobile litigation which today greatly informs his approach to all aspects of transportation and public space planning.

SELECTED PROJECT EXPERIENCE

MARC Comprehensive Safety Action Plan, Kansas City, MO
As Deputy Project Manager, Scott is helping lead development of a regional safety action plan implementing the Safe System Approach across the Kansas City region, prioritizing the small percentage of roadways that account for an outsize percentage of fatal and serious injury crashes.

KDOT Safe Routes to School, Topeka, KS
As part of an on-call contract with the Kansas Department of Transportation to support the Kansas Active Transportation Enhance Program, Toole Design is leading a significant overhaul of the state's Safe Routes to School (SRTS) Program. Scott is leading development of community SRTS plans across the state to increase the safety of biking and walking to school in Kansas communities. These plans provide safety recommendations that include infrastructure and engineering as well as educational programs and policies. In addition, this project includes the development of School Zone Guidance for Kansas communities that fills in gaps in current MUTCD guidance.

MARC Greater Kansas City Regional Bike Plan Update, Kansas City, MO
As Project Manager, Scott is leading a data-driven approach to increasing bicycling in the Kansas City region. Through development of a comprehensive level-of-stress analysis and suite of bike network analyses, the Kansas City region will for the first time be able to visualize low-stress bike connectivity and access to neighborhood amenities, while identifying and prioritizing opportunities to shift short trips to non-auto modes.

Mount Rainier Sidewalk Study, Mount Rainier, MD
Scott was part of the core team evaluating existing pedestrian and bicycle conditions in Mount Rainier and developing a framework for prioritizing future improvements and identifying relevant grant opportunities to fund implementation.

Hyattsville Multimodal Safety Toolkit, Hyattsville, MD
Scott led development of a multimodal safety toolkit informing city staff, residents, and local stakeholders about options for calming traffic and improving roadway safety for all users in Hyattsville. The project resulted in a public facing "toolkit" of design options which can be applied as appropriate in the City.

SARAH DAVIS, AICP

PLANNER, PUBLIC ENGAGEMENT FOCUS

PROFESSIONAL HIGHLIGHTS

Years of Experience: 5

Toole Design: 2021-Present

Strong Towns: 2021

KC Healthy Kids: 2021

City of Blue Springs: 2020

EDUCATION/ CERTIFICATION

Bachelor of Arts,
Urban Planning and Design,
University of Missouri: 2021

American Institute of Certified Planners

Sarah is a planner with experience in a variety of planning roles, from community development to policy. She prioritizes a human-centered approach to all of her work and focuses on both the analytical aspects of planning and the creativity in urban design. Bringing her diverse skillset to every project, Sarah is most interested in creating accessible communities that are not only beautiful, but also fun.

SELECTED PROJECT EXPERIENCE

Salina Safety Action Plan, Salina, KS
The City of Salina recently completed a Safety Action Plan. Sarah is involved with most aspects of this plan, from communications to equity analysis. Sarah is ensuring that the safety action plan responds to the history and needs of the Salina community.

Des Moines Area MPO Safety Action Plan, Des Moines, IA
Sarah assisted with mapping and developing a safety toolkit for this safety action plan. The Des Moines area includes a range of contexts from rural to urban. Sarah refined the mapping to ensure that safety issues in both rural and urban contexts are clearly highlighted. For the safety toolkit, Sarah developed a standalone document defining and describing several safety countermeasures that are recommended in the Des Moines Area.

INCOG Safety Action Plan
Sarah is developed the equity analysis component of this safety action plan. This included creating maps showing various demographic topics from the US Census. From zero car households to households in poverty, this equity analysis highlighted the points where equity issues intersect with safety issues. The analysis also utilizes Justice40 data provided by the USDOT.

MARC SS4A Comprehensive Safety Action Plan, Kansas City, MO
Sarah led the development of the Equity Analysis for the MARC Comprehensive Safety Action Plan. This task included mapping and research to understand socioeconomic trends in the Destination Safe Region. Sarah also assisted in several other production tasks for the Comprehensive Safety Action Plan, as well as education and engagement activities, including crosswalk assessment training.

Topeka MTPO SRTS, Topeka, KS
Sarah worked to complete a Safe Routes to School Plan for 14 elementary schools across the city of Topeka. This planning effort required coordination between consultants, the school district, the MTPO, and individual schools. Sarah was involved with each step of the SRTS planning process, from the walk audit to helping develop the final countermeasure, program, and policy recommendations.

NATE JUNG, PE

ENGINEER

PROFESSIONAL HIGHLIGHTS

Years of Experience: 6

Toole Design: 2023-Present

The Kleingers Group: 2022-2023

U.S. Army Corps of Engineers: 2020-2022

Metropolitan Sewer District of Greater Cincinnati: 2017-2019

EDUCATION/ CERTIFICATION

Bachelor of Science, Environmental Engineering, University of Cincinnati: 2020

Professional Engineer: MN

APPOINTMENTS/ AFFILIATIONS

American Society of Civil Engineers

Congress of New Urbanism

Nate is an engineer with experience working on local transportation projects. His experience includes design of Complete Streets, bicycle facility design, design of safe and accessible pedestrian facilities, rapid implementation design, roadway design, and Safe Routes to School plans. Nate specializes in Complete Streets, bicycle facility design, and ADA compliant pedestrian facility design.

SELECTED PROJECT EXPERIENCE

Kansas Active Transportation Enhancement Program (KATE) Safe Routes to School Program Support—School Zone Guidance
Nate is providing technical assistance in the development of school zone design guidance for KDOT. The guide involves the creation of new standards to aid in safety improvement projects on KDOT system highways in school zones as well as the creation of new guidance for local roads and streets.

Minneapolis 42nd Street Pedestrian Safety, Minneapolis, MN
Nate designed and developed preliminary plan sheets for a series of five bike intersections along the 42nd Street corridor in Minneapolis. The project included designing shared corner transitions for the future planned bikeway on 42nd Street as well as enhanced in-lane bus stops and siting for green infrastructure. The project also included enhanced crossings for pedestrians, both in the neighborhood and adjacent to a nearby school with considerations for school bus drop-off and pick-up.

Milwaukee County SS4A, Milwaukee County, WI
Nate created content for and presented at a webinar on the topic of Low-Cost Strategies for Vision Zero. The webinar was intended for an audience of professional staff at the municipalities in Milwaukee County. Topics included internal government policies, zoning codes, public space programming, and demonstration projects. The webinar also included panelists brought on by Toole Design staff to present on their experience in utilizing these strategies.

Nicollet Avenue Reconstruction, Minneapolis, MN
Nate served as an assisting design engineer on the 30% plans for a road reconstruction and construction project. The design plans call for converting an existing parking lot into a road and restoring the grid. The project includes a midblock crossing, a low-stress bicycle facility, and a raised crossing. Nate developed the construction and removal plans as well as the signing and striping plans.

Cedar Avenue Reconstruction, Hennepin County, MN
Nate developed preliminary signing and striping plan sheets for the reconstruction of Cedar Avenue. The project involved adding a sidewalk level bike lane between 28th Street and 24th Street as well as landscaping, signing, and striping.

TARIQ SHIHADAH, PE, RSP$_{2I}$

SAFETY ANALYST

PROFESSIONAL HIGHLIGHTS

Years of Experience: 9

Toole Design: 2023-Present

Jacobs: 2016-2023

EDUCATION / CERTIFICATION

Bachelor of Science, Civil and Environmental Engineering, University of Illinois at Urbana-Champaign: 2016

Professional Engineer: IL

Road Safety Professional Level 2: Infrastructure

APPOINTMENTS / AFFILIATIONS

Institute of Transportation Engineers, Member

Chi Epsilon, Civil Engineering Honor Society

AWARDS

Illinois Association of County Engineers Award, Recipient: 2014

Tariq is a transportation engineer with experience working on a broad variety of transportation and traffic safety analysis projects across the U.S., working with federal, state, and local agency partners. His expertise includes advanced quantitative and geospatial analysis of roadways, HSM implementation, transportation project analysis and HSIP and SS4A programming and implementation, strategic safety planning, and related research through the National Cooperative Highway Research Program (NCHRP). His work largely focuses on partnering with transportation agencies to pursue improved transportation safety and equitable mobility through data-driven and human-centered analysis and collaboration.

SELECTED PROJECT EXPERIENCE

Oklahoma DOT Vulnerable User Safety Analysis (VRUSA)
Tariq is provided support and subject matter expertise to Oklahoma DOT staff in the development of their Vulnerable Road User Safety Assessment. Using his broad national experience in implementation of federal safety policies and programs including HSIP implementation, SHSP development, and SS4A planning, Tariq supported plan development, stakeholder engagement, and data analysis, aligning the agency's activities with the goals of FHWA's VRU guidance.

Northwest Ohio Transportation Safety Action Plan
Tariq led the safety data analyses in support of the development of an SS4A-compliant transportation safety action plan for a four-county region in Northwest Ohio. This included extensive quantitative and geospatial safety analysis of the region's roads for all road users, identifying safety issues and mapping them to effective safety countermeasures and strategies. The project also included a complete review of existing safety planning and policy documents, extensive stakeholder and public engagement, and context-sensitive equity analysis of safety impacts and investment goals. Analyses will include the development of high-injury and high-risk roadway networks for municipalities in the region and the surrounding areas, identify critical candidate locations for implementation of safety treatments and strategies.

Bloomington SS4A Safety Action Plan, Bloomington, IN
Tariq led a comprehensive safety analysis of the City of Bloomington, including a scenario-based descriptive crash analysis, multiple diagnostic high-injury networks, and a machine learning-enabled systemic safety analysis of key risk factors. These analyses supported stakeholder engagement and outreach, and inform context-sensitive infrastructure and policy strategies for improving roadway safety for all road users.

AASHTO Support for the Development of the Second Edition of the *Highway Safety Manual*
Tariq provided extensive support to AASHTO's Senior Engineering Program Manager for Safety throughout the development of the second edition of the *Highway Safety Manual*. His work involved stakeholder and research coordination, content validation, progress tracking, and HSM Steering Group support.

PROJECT APPROACH

3

PROJECT UNDERSTANDING

We understand that improving safety in Great Bend will require a comprehensive approach to understanding safety and providing holistic recommendations. Toole Design takes a multidisciplinary approach to creating vibrant, healthy communities where people of all ages, abilities, and backgrounds have safe, convenient transportation choices. We are pioneers of Safety Action Plans, Vision Zero, Road Safety Audits, and Safe Routes to School. From our founding, safety is at the core of every project.

Through our planning process, we engage and educate local government staff, elected officials, stakeholders, and the public to create local champions that take ownership of plan recommendations and put them into action. We pledge to the City of Great Bend that the ideas presented in the SAP will be feasible and detailed enabling implementation success.

Toole Design's data analysts are experienced in analyzing, interpreting, and presenting crash data in a way that supports prioritization, identifies critical trends and contributing factors to understand root causes, and tells compelling stories.

In addition to thorough analysis, Toole Design has a long history of prioritizing safe transportation options, especially for vulnerable road users. This is not something that we have become interested in due to a recent increase in funding—it has been foundational to our approach for our entire 22-year history.

Our team has a deep understanding of local conditions in Kansas, a strong track-record of people-focused mobility, an emphasis on equitable outcomes, and an unrivaled knowledge of safety initiatives across the U.S.

PROJECT APPROACH

Toole Design excels in crafting plans that are practical, persuasive, and evidence based. A successful plan prioritizes desired outcomes while honoring scope, schedule, and budget. We will work with City of Great Bend staff throughout the project to monitor shifts, discuss where changing approach would serve the outcomes that matter most, and ensure we're on track to meet all grant requirements.

We propose organizing the SAP development process around four phases:

ENVISION: Establish a shared vision of the future.

UNDERSTAND: Learn what data and lived experience tell us about today and tomorrow.

SOLVE: Define the actions that will create the future the Great Bend and wants to see.

COMMIT: Create lasting leadership, staff, and community buy-in to move from plan to implementation.

We understand and have applied the Safe System Approach in communities across the country.

A successful plan emerges from dialogue between technical experts, decision-makers, and the community. We will ground our approach in best practices and existing efforts, while drawing insights from previous plans, policies, procedures, and public outreach. By drawing on the City's existing knowledge base we can focus development of the safety action plan on how to best move forward using a data driven and evidence-based approach. By organizing public involvement activities, advisory team meetings, and updates around each of the outlined phases, we can give everyone access to information and the opportunity to use their voice to positively influence key decisions.

The tasks below detail our approach to meet and exceed each requirement of SS4A Action Plan development process, and to meet Great Bend's specific needs outlined in the RFP.

TASK 1: PROJECT MANAGEMENT

Toole Design will ensure the project is managed effectively and fully coordinated with the City of Great Bend staff and the advisory team. Project Manager Kevin Kroll will coordinate the overall team, working collaboratively with City staff and communicating with local stakeholders and partners from project kickoff to completion.

TASK 1.1: KICKOFF MEETING, PROJECT COMMUNICATION, AND MANAGEMENT

Toole Design will hold a conversation with City of Great Bend staff soon after receiving the notice to proceed. During this meeting, we will discuss project objectives, a plan for obtaining key data for the project, Quality Assurance/Quality Control (QA/QC) procedures, and the overall schedule and key milestones for the project. We will present a draft Project Management Plan (PMP) and use feedback from the kickoff to tailor the Project Management Plan further to Great Bend's needs.

Toole Design understands that a clear PMP provides a critical roadmap for delivering the project in a timely, reliable, and effective manner. The PMP will include project priorities, communication preferences and protocols, formatting for technical reports and deliverables, a summary of all engagement components, milestones, and key stakeholders and a detailed schedule with milestones and critical dates for the project.

Toole Design will share lessons learned on data analysis and SAPs in other communities and regions, and will work with the City of Great Bend to identify the keys to successful local implementation of safer infrastructure investments and, ultimately, zero crashes that result in a fatal or serious injury.

Kevin Kroll will lead the day-to-day task activities for this project. He will ensure that meeting agendas are delivered prior to meetings and summary notes are sent to the City for review. Kevin will be a conduit of information as the project moves forward and will set up communication protocols and file sharing systems to ensure that staff can access summary notes, analysis findings, and draft recommendations all in one place as they are developed.

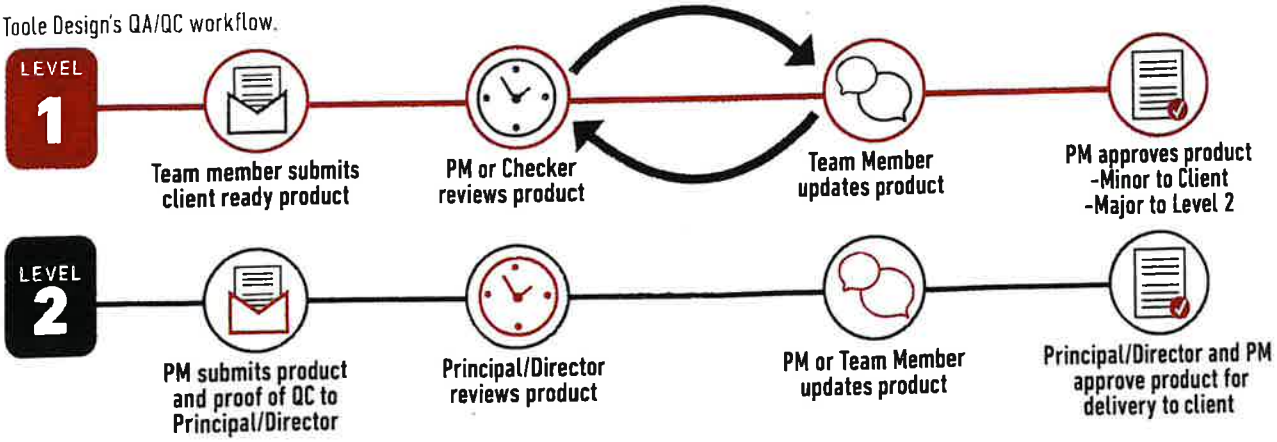
Toole Design will coordinate with city staff during bi-weekly check-in calls to ensure that communication is effective and determine the appropriate methods for upcoming meetings and tasks. These status calls will highlight completed activity, the status of task budgets, upcoming milestones and significant events, any scope issues that have arisen, and pending action items.

TASK 1.2: PROJECT ENGAGEMENT AND EDUCATION PLAN

Upon Notice to Proceed, our team will begin developing a detailed Public Engagement and Education Plan (PEEP) in collaboration with the City of Great Bend to establish a timeline and draft schedule of events for public engagement, identify target audiences and stakeholder groups, find outreach venues and platforms, and specify methods for integrating public input into the planning process.

Objectives for each scheduled event will also be outlined in this plan. Staff will work with the City and advisory team to identify and fulfill translation and equity needs for all engagement efforts.

Toole Design's QA/QC workflow.



TASK 1 DELIVERABLES:

- One draft and one final Project Management Plan
- One draft and one final Project Engagement and Education Plan
- Kickoff meeting agenda and summary notes
- Bi-weekly status calls, agendas, and summary notes
- File sharing system

TASK 2: CRASH DATA ANALYSIS

A strong data-driven analysis is vital to establish recommendations that will save lives in Great Bend. Results and findings from crash data analyses will directly inform safety projects, policies, and program recommendations. Our approach to this task combines guidance from national resources such as United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) with lessons learned from our previous work with other safety conscious communities across the country.

TASK 2.1: DATA COLLECTION AND REVIEW

Toole Design will conduct a thorough review of historical data and existing conditions to build a foundation of knowledge on which recommendations can be built. This will include data that the City of Great Bend has already collected along with the most recent crash data from the Kansas Department of Transportation (KDOT). In addition, we will identify any missing layers of information and relevant secondary sources of data needed to identify systemic safety issues and risk factors. Toole Design will communicate with city staff regarding next steps to obtain missing data if required to ensure that analysis is comprehensive and captures existing characteristics that impact safety. Additional sources of data could include but are not limited to Open Street Maps and StreetLight or Replica data.

Our team will collaborate with City of Great Bend staff to identify relevant GIS datasets that are necessary to analyze crash patterns and characteristics. Equally important will be to use sociodemographic, socioeconomic, crash, and land use data to objectively evaluate not only where crash risks exist but how local populations may be disproportionately impacted by fatal or serious injury crashes. Toole Design will use data from the US Census Bureau, American Community Survey (ACS), and USDOT's Historically Disadvantaged Census Tract map tool to better understand how recommendations work to ensure safe access to destinations throughout Great Bend.

TASK 2.2: HIGH-INJURY NETWORK MAPPING: CRASH HISTORY AND RISK FACTOR IDENTIFICATION

After vetting and preparing the crash data and contextual data collected in Task 2.1, Toole Design will begin several data analyses.

DESCRIPTIVE SAFETY ANALYSIS

Toole Design will create a descriptive safety analysis (DSA), which identifies systemic safety issues and historical trends to provide a baseline level of understanding of systemic crash causes and contributing factors of fatal and injury (FAI) crashes. This analysis will outline risks for different user groups defined in the city's crash data itself.

Toole Design created a Vision Zero dashboard for the City of Tacoma, WA to allow the City and the public to track progress toward reducing serious and fatal crashes.

HIGH INJURY NETWORK

We will use a sliding window analysis method to develop a quantifiable HIN for each travel mode. Our process is designed to use data inputs—crash location, mode, and severity—paired with national databases and sophisticated back-end scripted processes to make robust safety analysis easy and efficient. This method uses normalized segment lengths to ensure consistency throughout the study area and can include additional data sources if desired. Segment scoring can be weighted according to the desires of Great Bend staff and advisory team feedback. They can also be separated by roadway owner to better streamline project prioritization according to the implementing agency.

HIGH RISK NETWORK

Toole Design will apply an innovative systemic safety analysis methodology called Facility Profile Analysis (FPA) to determine roadway facilities with the greatest potential for safety improvement by identifying combinations of attributes associated with more severe crashes. The FPA approach separates facilities into mutually exclusive groups which are optimized to produce the greatest distinctions in safety performance, separating high- and low-performing roads and intersections based on an adaptable list of risk factors such as:

- Number of lanes
- Land use context
- Functional classification
- Speed limit
- Intersection density
- Proximity to schools, parks, and other public facilities
- Zero-vehicle household percentage
- Demographic and social equity context

TASK 2 DELIVERABLES:

- One draft and one final descriptive safety analysis technical memorandum
- One draft and one final High-Injury Network methodology technical memorandum
- One draft and on final High Risk Network methodology technical memorandum
- Draft and final HIN and HRN maps and shapefiles

TASK 3: TRANSPORTATION SAFETY EVALUATION .

There are many ways to evaluate transportation safety in Great Bend. This task proposes one set of solutions, but we look forward to additional discussions with Great Bend staff to make sure that our work fits the needs of the community.

TASK 3.1: WALKING AND BIKING NETWORK

Building on insights gained during community engagement (see Task 4) from Great Bend staff and community members, Toole Design will assess existing bicycling and walking infrastructure in Great Bend and identify areas that would benefit the most from improvements or connections. Toole Design staff will supplement in-office analysis with in-person fieldwork to ground-truth recommendations.

We will work with City staff to develop a recommended network for bicycling and walking that provides safe and comfortable routes to popular destinations, neighborhoods, and connects to existing paths. We anticipate a result that indicates whether an existing street is suitable for bicycling and walking, or if it is a street in need of additional investment to adequately serve bicyclists and pedestrians. Whenever possible, we will emphasize low-cost solutions and identify funding sources.

TASK 3.2: CROSSWALK ASSESSMENTS (OPTIONAL)

As part of this CSAP development, Toole Design proposes working with SafeAcross, a non-profit that focuses on encouraging courtesy between pedestrians and drivers. SafeAcross originated in Springfield, MO and includes a robust pedestrian safety messaging component that centers its approach on empathy towards pedestrians, especially towards vulnerable populations like children. This messaging can be incorporated into Task 3.

SafeAcross signage can be deployed at intersections with a history of pedestrian involved crashes or near misses and need to be evaluated to determine the effectiveness of the SafeAcross program in both reducing the number of pedestrian involved crashes and improving driver yield rates. For this task, Toole Design will work with City staff to identify a set of criteria with which to select intersections to be evaluated using the SafeAcross Crosswalk Assessment process. Up to three intersections may be identified for initial Crosswalk Assessments across the study area using this criteria. Toole Design and SafeAcross will also provide training so the City can continue these assessments after the plan is complete to monitor improvements in driver behavior.

Toole Design worked with the City of Wichita to develop a bike plan that provided safety recommendations to routes to neighborhoods and popular destinations.

Crosswalk assessments will last approximately one hour each and consist of a staff member attempting to safely cross a midblock or intersection crosswalk and assessing whether motorists yield the right-of-way to pedestrians according to state and local laws.

Learn more at: https://safeacross.com/

TASK 3 DELIVERABLES:

- A map displaying the recommended bicycling and walking network within Great Bend to complement existing facilities
- OPTIONAL: SafeAcross selection criteria and crosswalk assessments for up to 3 crossings
- OPTIONAL: Training to help Great Bend incorporate SafeAcross into its ongoing safety practices and performance monitoring

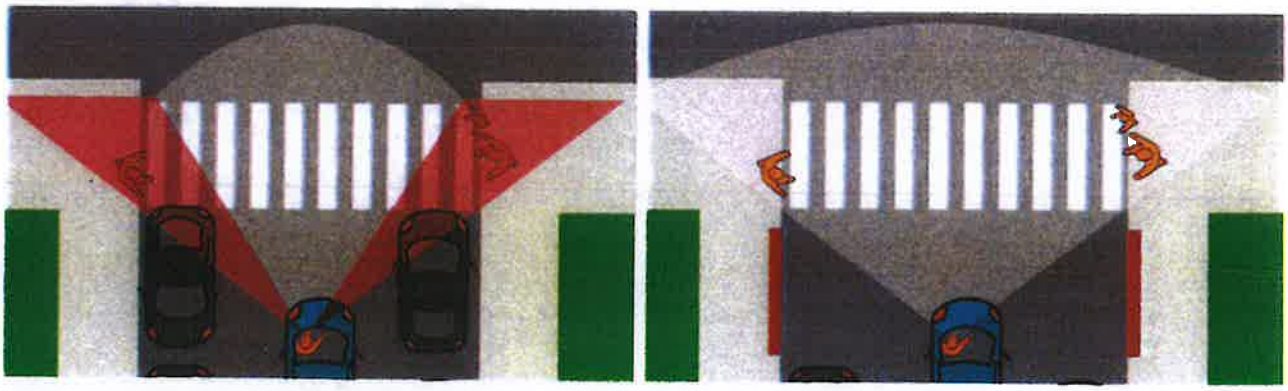
TASK 4: ENGAGEMENT AND COLLABORATION

Creating a shared understanding of traffic safety is key to ensuring that a positive traffic safety culture lives on after the plan is completed. In Great Bend, this will require an engagement strategy that recognizes the area's community context and needs. Our engagement and education efforts will focus on cooperation and collaboration, reaching out and listening to a wide range of people and fostering a culture of safety that grows even after the plan is completed.

TASK 4.1: STAKEHOLDER OUTREACH

Using as a guide the Project Engagement and Education Plan developed in Task 1.3, our team will engage staff and community stakeholders using the following three recommended elements:

- **Advisory Team Meetings:** The Advisory Team will act as the main advisory body for plan development. Planned work, methodology, and results will be presented to the group an anticipated four times to create a shared understanding of the Safe System Approach, generate buy-in for the SAP, and receive feedback on analysis and outreach methods and results. We will listen to what has been successful or not successful in the past, create opportunities for conversations related to safety policies, programs, and projects, and will incorporate the group's ideas into plan development.
- **Stakeholder Listening Sessions:** Our team will set up in-person and virtual listening sessions early in the project with advisory group members and other stakeholders to bring diverse perspectives on how traffic safety is related to their work. Listening sessions will be small group discussions (typically 5-15 people) and be organized so that multiple agencies and perspectives are represented at each meeting.



We have helped other safety-minded communities develop design guidance and policies for strategies such as "daylighting" intersections, providing better visibility among roadway users and helping them avoid crashes. The red curbs prohibit parking adjacent to intersections to make it easier for drivers to see people walking or wheeling and trying to cross the street.

TASK 4.2: COMMUNITY OUTREACH

We recognize that reaching the widest audience and communication with specific groups will require multiple forms of communication. Barriers like limited internet access, non-standard working hours, and a feeling of not being heard may keep some community members from participating. We will use multiple points of contact to meet community members in a variety of ways. We propose the following strategies:

- **Project Website, Survey, and Interactive Map:** We will develop content for a project website that includes links to an online interactive map and survey. The project website can be maintained by either the City or Toole Design. The interactive map will collect specific locations where residents feel unsafe or have experienced close calls. We will compare feedback from the interactive map with data analysis findings to confirm perceptions and validate crash analysis results. The map and survey will be mobile-compatible to accommodate people who access the internet only through their mobile devices.
- **Open House/Public Workshops:** Toole Design will hold two in-person interactive workshops to share data analysis findings and initial improvement recommendations and collect public feedback.
- **Pop-Up Events:** Holding pop-ups at pre-existing community events or locations is fundamental to meeting people where they are and reaching people who do not traditionally participate in planning initiatives. Working closely with city partners, these events will be designed to share educational materials, invite people to take the survey or contribute to interactive activities, share progress, and clarify questions. Toole Design envisions four total in-person pop-up events scheduled in the first few months of plan development.
- **Walk Audits:** These events are working meetings where agency staff, community members, and stakeholders meet on-site to assess safety issues. They provide deep but expedient opportunities to identify specific issues and start generating recommendations to address them. Toole Design will organize two local audits on high-crash corridors identified as part of the network screening analysis in Task 2.

Toole Design's engagement and education efforts focus on cooperation and collaboration by reaching out and listening to a wide range of people.

TASK 4 DELIVERABLES:

- Four Advisory Group meetings to receive guidance and feedback on plan development, and to present progress over the course of the planning process
- Two group stakeholder listening sessions to receive targeted, qualitative feedback on safety issues, existing processes and procedures, and other information that will inform plan development and recommendations
- A project website, and joint survey and webmap to collect citizen input on problem locations, concerns, and needs.
- Two in-person public workshops to share analysis and recommendations with the public
- Up to four pop-ups at local events
- Two walk audits with Advisory Group members to discuss safety issues at problem locations identified in the HIN and HRN analysis

TASK 5: POLICY AND PLANNING REVIEW

Toole Design will conduct a review of local plans, policies, guidelines, and standards that impact traffic safety. We will establish a process for review and documentation that results in an easily navigable inventory of policies across the region and proposed opportunities for safety enhancements.

Our recommendations will prioritize policies with the greatest safety impact. Our team understands the range of policy options that exist, and we will work with the City to identify specific gaps or barriers that exist within current plans, documents, processes, and policies. We can then work collaboratively to identify opportunities and make recommendations on how existing plans and policies can be updated or changed so that safety concerns are appropriately considered in all things the City of Great Bend does.

Additionally, we will review plans, reports, and prioritization processes for current project locations and timelines and provide feedback on how safety can be incorporated into those projects if it is not already adequately addressed. These locations will be mapped against the HIN developed in Task 2.

TASK 5 DELIVERABLES:

- One draft and one final plan and policy review technical memorandum
- A map of programmed projects compared to the HIN

TASK 6: RECOMMENDATIONS

Toole Design will work with the City of Great Bend to develop a set of data-driven and prioritized actions, strategies, and countermeasures that the City and Toole Design can use together to prioritize safety projects and programs and incorporate safety elements into existing CIP and maintenance processes.

We will accomplish this by integrating the safety analyses (i.e., HIN and HRN) with public input about perceived unsafe areas to develop the final list of locations with the highest risk of fatalities and serious injuries and a high potential for crash reductions. Locations will be categorized into tiers (e.g., low, medium, and high) based on safety analysis results.

TASK 6.1: COUNTERMEASURE TOOLKIT AND MATRIX

Toole Design will also develop a toolbox of Proven Safety Countermeasures (from the Federal Highway Association (FHWA), National Association of City Transportation Officials (NACTO), and other agencies) and tailor those tools to the Great Bend community. Upon approval of the toolkit by the City, we will utilize these Proven Safety Countermeasures to develop realistic strategies and programs on Great Bend's top safety concern corridors to ensure the city has a clear picture of priorities and is ready for implementation, as discussed above.

This toolkit will be accompanied by a Safety Countermeasures Matrix designed to help Great Bend identify and prioritize lower-cost safety measures that address high risk locations and prevent the proliferation of unsafe roadway designs.

Toole Design envisions this deliverable an Excel-based matrix that is easy for City staff to update as needed and links safety countermeasures to crash types, roadway attributes, land use context, community concerns, and other critical factors. This will enable designers, reviewers, and project managers to quickly identify a range of applicable solutions.

Toole Design's award-winning engagement as part of the Bloomington, IN SS4A plan included 15 pop-up activities (at Indiana University, a middle school lunch room, an LBGTQ+ bar, coffee shops, grocery stores, etc.), 3 evening events held at community gathering spots (cider bar on trivia night, ice cream parlor, and City Hall atrium), workshops with 7 elementary school classrooms, and a variety of meetings and walking tours with City stakeholder committee members.

TASK 6.2: CORRIDOR PROFILES

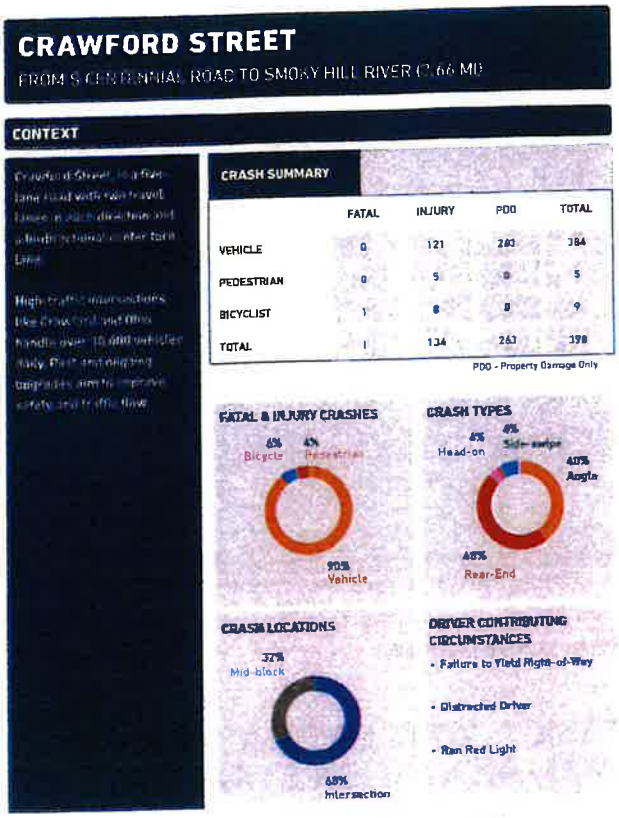
Toole Design will use the analysis and community feedback in tasks 2-4 to identify up to five corridors with the highest potential for safety and mobility improvements and work with the City to determine suitable safety treatments at those locations. These recommendations will include brief project descriptions, high-level cost estimates, documentation of implementation challenges and potential feasibility issues, and explanations of how the project provides safety benefits. Low-cost countermeasures will be emphasized and recommendations will also be separated between City- and State-owned facilities. This process will ready the City to identify projects for SS4A or other grant submittal.

TASK 6.3: POLICY AND PROGRAM RECOMMENDATIONS

Toole Design will develop a comprehensive list of actions and strategies to be incorporated into the SAP. These actions will encompass plan and policy changes, design guidance, enforcement, education, processes, and project development. To draft these actions, we'll incorporate what we learned in Tasks 2-5 and draw from our repository of policy best practices that have been proven to increase safety and tailor them to Great Bend.

The Safety Countermeasures Toolkit will be highly graphic and easy to understand document which will lead city staff to existing best practices in safer street design in three critical areas:

- **Proven Safety Countermeasures:** Identify effective safety measures to address fatal and serious injury crashes and remediate high risk intersections and corridors identified in previous tasks.
- **Systemic Roadway Design Changes:** Recommend changes to existing roadway designs that contribute to traffic violence and discomfort among community members.
- **Avoiding Unsafe Designs:** Steer practitioners away from roadway and intersection designs that create traffic safety risks and danger.

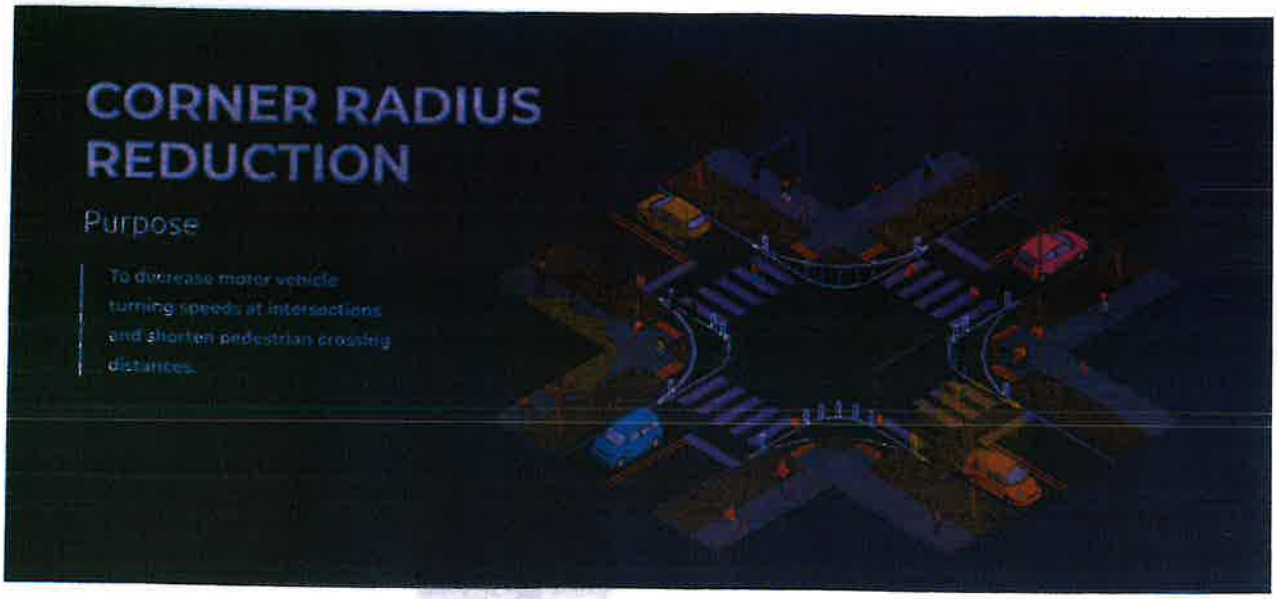


Toole Design created Corridor Profiles for the City of Salina demonstrating corridors with potential for safety improvements.

We will refine this initial list of actions and strategies with the advisory team to ensure they work for Great Bend. With that input, we will develop a prioritization methodology that considers the ease of implementation, required staffing and monetary resources, and expected effectiveness. We will use this methodology to create a final list of near-, mid-, and long-term recommendations that will set Great Bend up to take action with confidence and ultimately eliminate roadway fatalities.

TASK 6 DELIVERABLES:

- Draft and final safety countermeasures toolkit and safety countermeasures matrix
- Draft and final list of project recommendations and prioritization matrix
- Draft and final corridor profiles for up to the top five safety concern corridors in Great Bend
- Draft and final list of policy and program recommendations



Toole Design created a Safety Countermeasure Toolbox for the City of Salina that included design solutions to address factors contributing to unsafe roadway conditions.

TASK 7: COST ESTIMATES, IMPLEMENTATION STRATEGY, AND FUNDING

We understand that plan recommendations need to face the reality of city funding, and that whenever possible, state and federal grants should be sought to leverage local dollars and reduce the burden on Great Bend's City budget. Our project recommendations and implementation strategy will consider how this funding will be secured and how to obtain the greatest benefit relative to cost. Though often competitive, state and federal funding programs can be utilized to deploy systemic safety countermeasures or to tackle larger road reconstruction projects.

Through our work in similar communities we also find that small changes to annual maintenance and street reconstruction projects can provide opportunities to incorporate safety improvements as part of existing processes without adding additional cost burdens. Changes to policy and road design processes can ensure any new streets or major reconstruction projects incorporate Safe System elements into their design.

While grant funding is important and should be sought, we want to ensure that the City is not overly-reliant on outside funding in order to see lasting transportation safety success.

TASK 7.1: FUNDING STRATEGY

Toole Design is well-informed on potential grant opportunities and will advise City staff on the applicability of certain types of projects to various grant funding programs, such as SS4A demonstration and implementation. Our grant writing support has helped clients secure more than $115M, with an 86% success rate. Our national expertise with the SS4A program will help the City to target a potential implementation application toward project types that have been successful in recent federal awards (e.g., citywide programs of smaller rapid implementation projects rather than full reconstruction of a single corridor).

Additionally, the Toole Design Team will develop a limited number of concept drawings, visualizations, and cost estimates for use in future capital improvement programs and/or grant funding applications. The number of locations will be determined based upon the size and complexity of each location and corridor.

TASK 7.2: PROGRESS TRANSPARENCY AND PERFORMANCE MEASURES

Performance measures are valuable tools for transparency and accountability in transportation decision making. Safety-related measures can include a number of factors, but include the number of fatalities and serious injuries as a minimum. We will work with City staff to determine how they will measure success and provide any training necessary for City staff to evaluate implemented safety countermeasures after they are installed. Evaluating and sharing updates on project success or challenges helps build buy in and informs future project selection. We will provide a reporting template and create a data dashboard that can be incorporated into the City's website to allow City staff to regularly report on progress and safety statistics.

TASK 7 DELIVERABLES:

- Draft and Final visualizations for grant applications
- Draft and Final Reporting Template
- Draft and Final Data Dashboard

TASK 8: FINAL PLAN

Toole Design will work with City of Great Bend staff to tie together the findings and feedback from the previous tasks into a draft and final plan that is data informed, implementable, and visionary.

The Final Plan will be highly-graphic and reader friendly. Our graphic designers and planners will draw from their experience producing SAPs for other communities across the country. The result will be a Plan that is compelling, easy to understand, and accessible.

TASK 8 DELIVERABLES:

- One draft and one final Great Bend Safety Action Plan

Once policies are established, we must create a positive safety culture in each community. One way we do that is preparing infographics and social media posts.

RELEVANT PROJECT EXPERIENCE

4

RELEVANT PROJECT EXPERIENCE

In the pages that follow we have included an overview of some of our most relevant projects. We invite you to contact our clients regarding the quality of Toole Design's work and our staff's experience and performance.

SALINA SAFETY ACTION PLAN
SALINA, KS

City of Salina
Jim Kowach, Director of Public Works
785.309.5725, jim.kowach@salina.org

After the City of Salina discovered that some of its corridors scored amongst the worst in the state of Kansas for Vulnerable Roadway User (VRU) safety they applied for Safer Streets and Roads for All (SS4A) funding to put together the city's first comprehensive safety action plan (CSAP).

Toole Design developed that plan using a robust outreach and analysis process that identified Salina's unique needs and which actions they should take to improve safety for all its residents and visitors. Planning efforts provided a vision and collected feedback from the community and stakeholders for use in safety planning, prioritization, and implementation efforts. Toole Design provided implementable safety recommendations and actions that the city will now work to put into practice over the next few years.

Through this process the city learned that 78% of their fatal and injury crashes occurred on just 14% of their roadway miles. Concentrating on addressing the issues on these streets by implementing the correct safety countermeasures can significantly reduce these crashes. Another major recommendation for the city was the creation of a multidisciplinary vision zero group who will be responsible for implementing the recommendations of the plan moving forward.

The planning process was below budget and Toole Design worked with the client to identify which additions to the original scope would be most beneficial. Toole Design ended up helping the city scope a SS4A demonstration project for Crawford St and put together corridor profiles to outline specific concerns and solutions on the roadways that had the most fatalities and serious injuries in the city.

NORFOLK SAFETY ACTION PLAN
NORFOLK, NE

City of Norfolk, NE
Anna Allen, PE, Assistant City Engineer
402.844.2020, annaallen@norfolkne.gov

Norfolk is creating a unique plan that integrates a safety action plan and a Complete Streets plan with funding from a Safe Streets for All (SS4A) grant. Guided by goals focused on multimodal mobility and access, the project established a Vision Zero goal. Several analyses were completed that identified historic safety issues, safety risks, and active transportation opportunities and challenges. These analyses were supplemented with real world experiences of the community through a thorough engagement process that included targeted efforts to engage traditionally underrepresented communities. The recommendations focused on telling the story of how the interventions and actions will achieve the project goals with detailed justification. Several concepts helped the community envision the recommendations. The plan provides a compelling story that will be used for city budgeting processes and grant applications.

City of Norfolk community engagement including materials from proposed plan including about safety mapping.

MARC SS4A SAFETY ACTION PLAN
KANSAS CITY, MO

Mid-America Regional Council
Alicia Hunter, Planner III
816.701.8281, ahunter@marc.org

Toole Design was tasked with developing a plan to eliminate fatalities and serious injuries within the Mid America Regional Council Destination Safe Region. MARC has established the Destination Safe Committee, which advocates for safety projects and programs in the Kansas City metro area but also expands into the Pioneer Trails Regional Planning Commission. The study area includes urban, suburban, and rural areas and the Toole Design Team is working to address safety problems, listen to citizens' concerns, and identify appropriate actions in each of these varying contexts.

Work on this plan is ongoing but includes robust data analysis to identify crash patterns and locations, and proactively identify future risk. The team plan will also include patient data for bicyclists and pedestrians from local Injury Prevention Centers. This additional data will be used to supplement more traditional data analysis to identify where pedestrians may have been injured due to poor pavement conditions or other physical barriers.

The work in this plan will also provide analysis and recommendations for four sub applicants who contributed to project funding. Final development of the plan is expected in early 2026.

Toole Design worked closely with Kansas City staff to develop a plan that focused on the human experience of the transportation infrastructure.

NORTHWEST ARKANSAS SAFETY ACTION PLAN

Northwest Arkansas Regional Planning Commission
Tim Conklin, AICP, Executive Director
479.751.7125 x103, tconklin@nwarpc.org

Toole Design led the development of the Northwest Arkansas (NWA) Safety Action Plan which focused on reducing—and ultimately eliminating—fatal and serious injury crashes across the region's roadway network. This region is focused on being known for world-class bicycling and active tourism. Partnering with the Northwest Arkansas Regional Planning Commission (NWARPC) and municipal stakeholders, Toole Design crafted a Plan that recommends projects, policies, and programs that have been proven to reduce crash risk and save lives. Regional working group meetings, stakeholder listening sessions, online interactive maps, and several demonstration projects were conducted to hear local perceptions of safety that can directly influence recommendations.

Using a Safe System Approach, Toole Design assessed existing conditions and analyzed existing crash data to determine street characteristics that cause the most harm and emphasize a proactive and systemic approach to deploying proven safety countermeasures. The resulting High-Injury Network (HIN) for the region highlights where recommendations may be most effective and how regional partnership can be leveraged to fund and construct new projects.

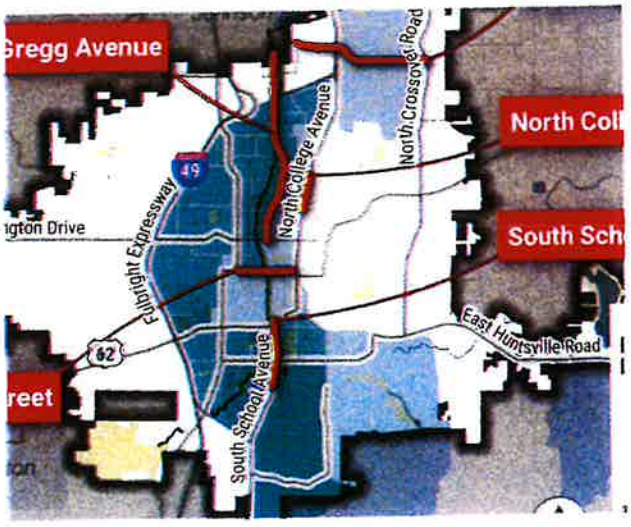
Toole Design is continuing this work in Phase 2 of the NWARPC's Regional Vision Zero effort, which was awarded a USDOT Safe Streets and Roads for All (SS4A) Supplemental Planning Grant. Under this extension of the regional Plan, Toole Design will develop a regional Complete Streets Design Guide that provides both design and process guidance for implementing safer streets for all modes, create individual Comprehensive Safety Action Plans for Bentonville, Centerton, Fayetteville, Rogers, and Springdale, and craft a variety of community engagement strategies and tools for the region.

KANSAS DOT SAFE ROUTES TO SCHOOL

Kansas Department of Transportation
Matt Messina, Chief of Multimodal Transportation
785.296.7448, matthew.messina@ks.gov

As part of an on-call contract with KDOT to support the Kansas Active Transportation Enhancement (KATE) Program, Toole Design is leading a significant overhaul of the state's Safe Routes to School (SRTS) Program. In recent years, KDOT's SRTS program had dwindled to a small program that focused primarily on funding infrastructure projects with federal Transportation Alternatives funding. Over the past year, Toole Design has supported KDOT's refreshed program through:

- **Communications Support.** Toole Design's ongoing communications work includes design and launch of a new program website, mailing list development, quarterly newsletters, social media campaigns, press releases, and more.
- **Planning and Programming Grants.** Toole Design developed a new program structure and application, supported the selection of grantees, and deployed a team of more than 10 planners and engineers to conduct surveys, engagement, and fieldwork to develop SRTS Plans for five Kansas communities within a short five-month timeframe. We were then asked to develop plans for an addition six communities.



Fayetteville High Injury Network and Equity Map.

- **Advisory Committee Staffing.** Toole Design helped identify key stakeholders and launch the new Kansas SRTS Advisory Committee. Toole Design serves as ongoing staffing for this committee.
- **Strategic Plan Development.** Toole Design launched a seven-month strategic planning process to guide the future growth of the SRTS Program.
- **Resource Development.** Toole Design developed resources for the KDOT SRTS program including the forthcoming School Zone Guide.

FAYETTEVILLE SS4A GRANT SUPPORT

FAYETTEVILLE, AR

City of Fayetteville
Matthew Mihalevich, Active Transportation Manager
479.575.8206

Toole Design supported the City of Fayetteville in their successful $25M application to the Safe Streets and Roads for All (SS4A) Implementation Grant program, which is enabling the city to address five high priority corridors for life-saving road safety improvements. The application built upon the roadway safety analyses, community engagement, high injury network (HIN), and action items identified in the NW Arkansas Regional Vision Zero Plan.

Toole Design provided city-level mapping and analysis of killed and serious injury (KSI) crashes by mode, crash type, and other contributing factors along regional HIN corridors within the city. The team then focused on project feasibility and prioritization, evaluating the corridors for their alignment with the city's growth and mobility plans, equity analyses, existing right-of-way, and match funding availability.

For the selected corridors, Toole Design assisted in assessing project readiness and establishing a high-level, phased project schedule for completing design and construction within the grant's five-year timeline. Finally, the project team worked to refine the application narrative to ensure a direct response to the Selection Criteria included in the USDOT's Notice of Funding Opportunity.

BARR FOUNDATION TECHNICAL ASSISTANCE ON-CALL: SHARED STREETS AND SPACE
BOSTON REGION, MA

Barr Foundation
Lisa Jacobson, Senior Program Manager, Mobility
617.854.3147, ljacobson@barrfoundation.org

From the beginning of the pandemic, the need for safe and accessible public spaces and transportation options has been magnified. The Shared Streets and Spaces grant program was born out of the State's approach to a unified pandemic response plan. Between June 2020 and April 2021, the grant program has awarded over $20M in grants for projects that meet key pandemic-related safety, accessibility, commerce, and equity goals. Funded by the Barr Foundation, Toole Design was rapidly brought on to help provide equitable access to professional planning and design services to communities.

Building on years of planning and designing rapid-response projects, Toole Design was able to quickly pivot to use quick-build materials—paint, planters, vertical delineators, etc.—to help communities rebalance their streets to meet the needs of the day. In some communities, Toole Design helped plan and design parklets or "streateries" in place of on-street parking or parking lots.

In others, public alleyways were reimagined into places for pop-up outdoor markets and bazaars complete with installations by local artists. From separated bike lanes to bus lanes to tactical curb extensions, Toole Design used flexible, inexpensive, and creative methods and materials to help communities apply for and receive grant funding for their communities.

Beginning with a kickoff with representatives from each community, Toole Design helps municipalities quickly clarify their project ideas and goals to ensure they meet the program's criteria. Toole Design works with communities to ensure they are well positioned for this grant program, which awards creativity and ability to rapidly install projects: We help identify both internal and external stakeholders and a plan to engage them, discuss a strategy for material procurement, and design an approach to project evaluation. These projects were often within extremely tight timelines, with under a month from project initiation to completion of plans and a grant application. In some cases, Toole Design was retained separately to help oversee or install projects. Toole Design is now helping to prepare a data-rich statewide evaluation of the program.

Since the grant program launched in June 2020, Toole Design has helped municipalities secure over $2.5M for their projects.

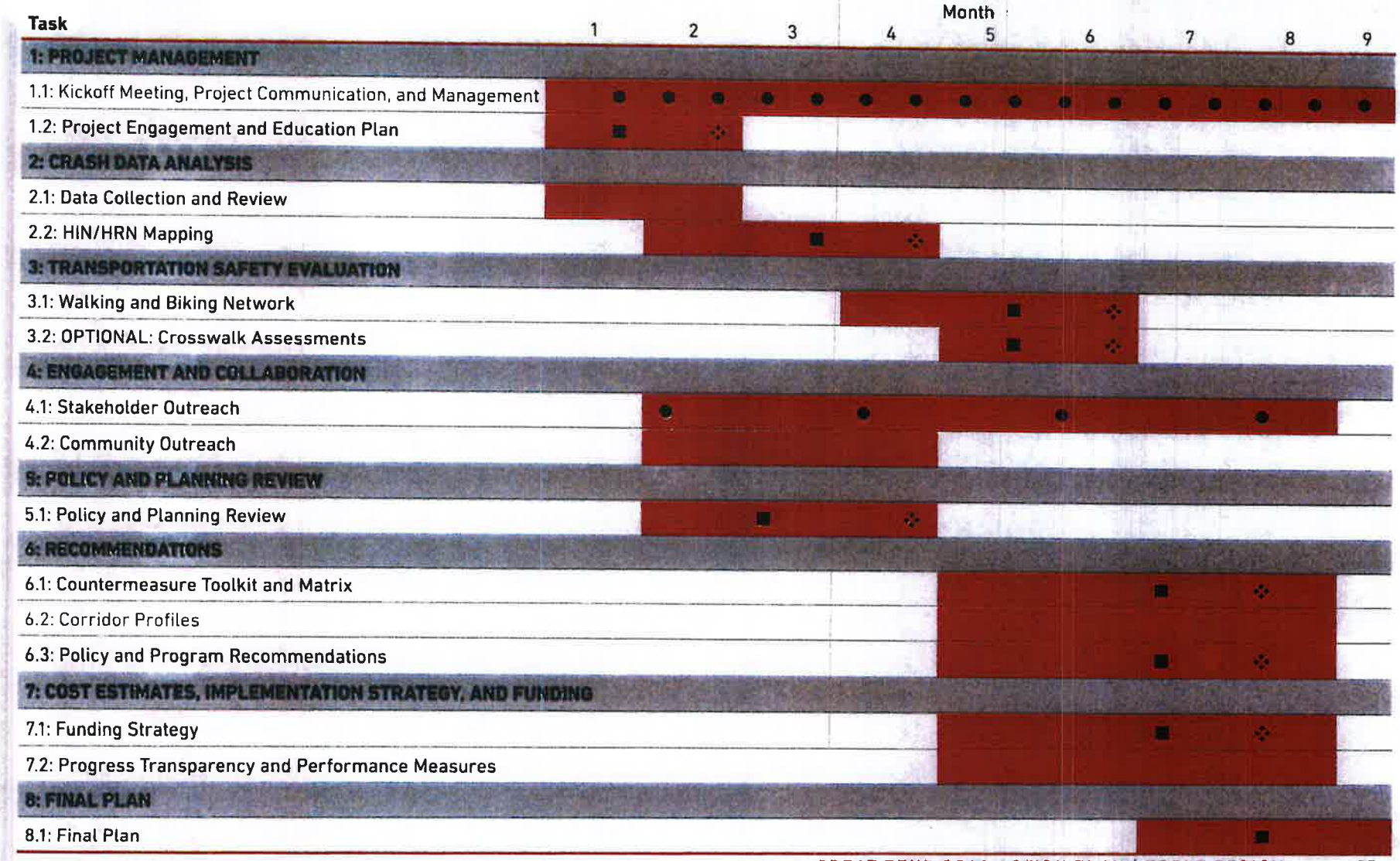
Wilson Street from Highland to Laurent safe crosswalks near the school and neighborhood traffic calming.

5

ESTIMATED TIMELINE

ESTIMATED TIMELINE

Toole Design is ready and available to launch and execute this project. We are committed to meeting or exceeding the City of Great Bend's expectations for this project in a timely manner, and we will commit our staff and resources throughout this project. The table below demonstrates Toole Design's proposed timeline for completion of the Great Bend SS4A Action Plan. ● Meetings ■ Draft Deliverable ❖ Final Deliverable



CONFLICT OF INTEREST

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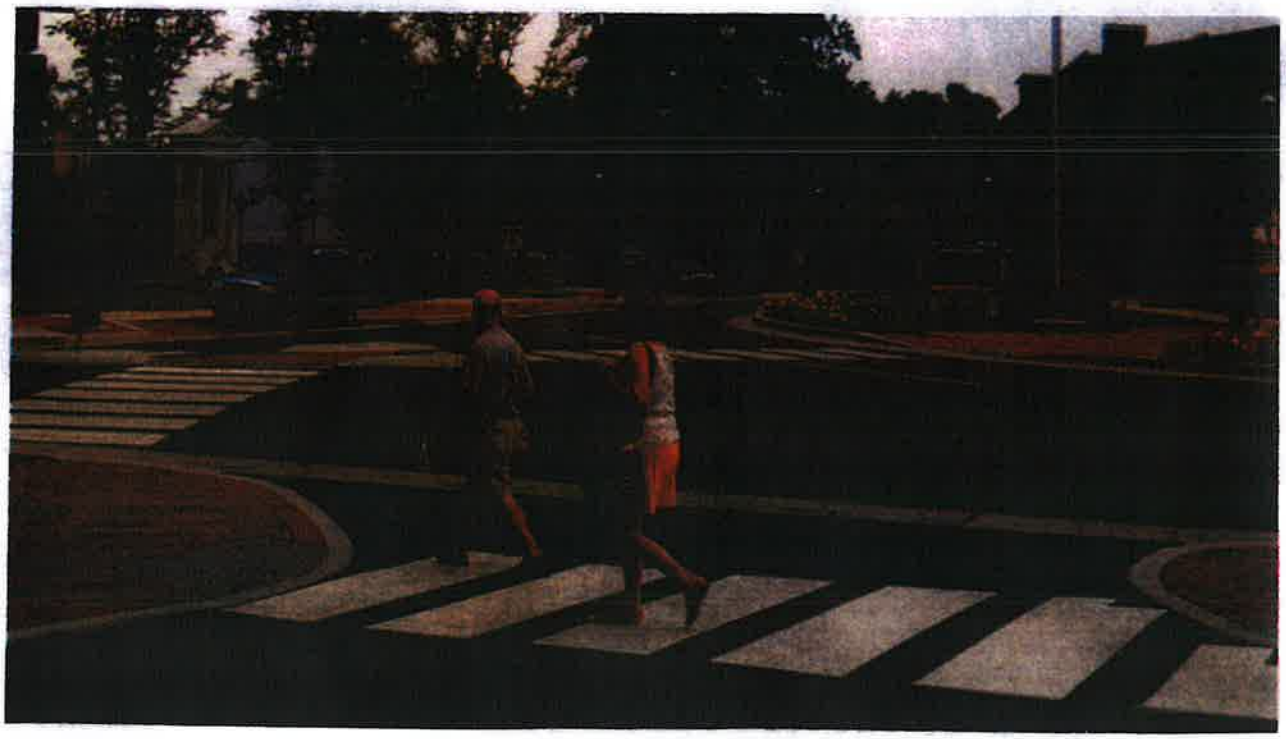
CONFLICT OF INTEREST STATEMENT

Toole Design Group, LLC hereby certifies that we have no real or perceived conflicts of interest with regards to the Safe Streets For All (SS4A) Action Plan for the City of Great Bend, KS.



It's more important than ever that people have safe streets to enjoy.

TOOLE
DESIGN

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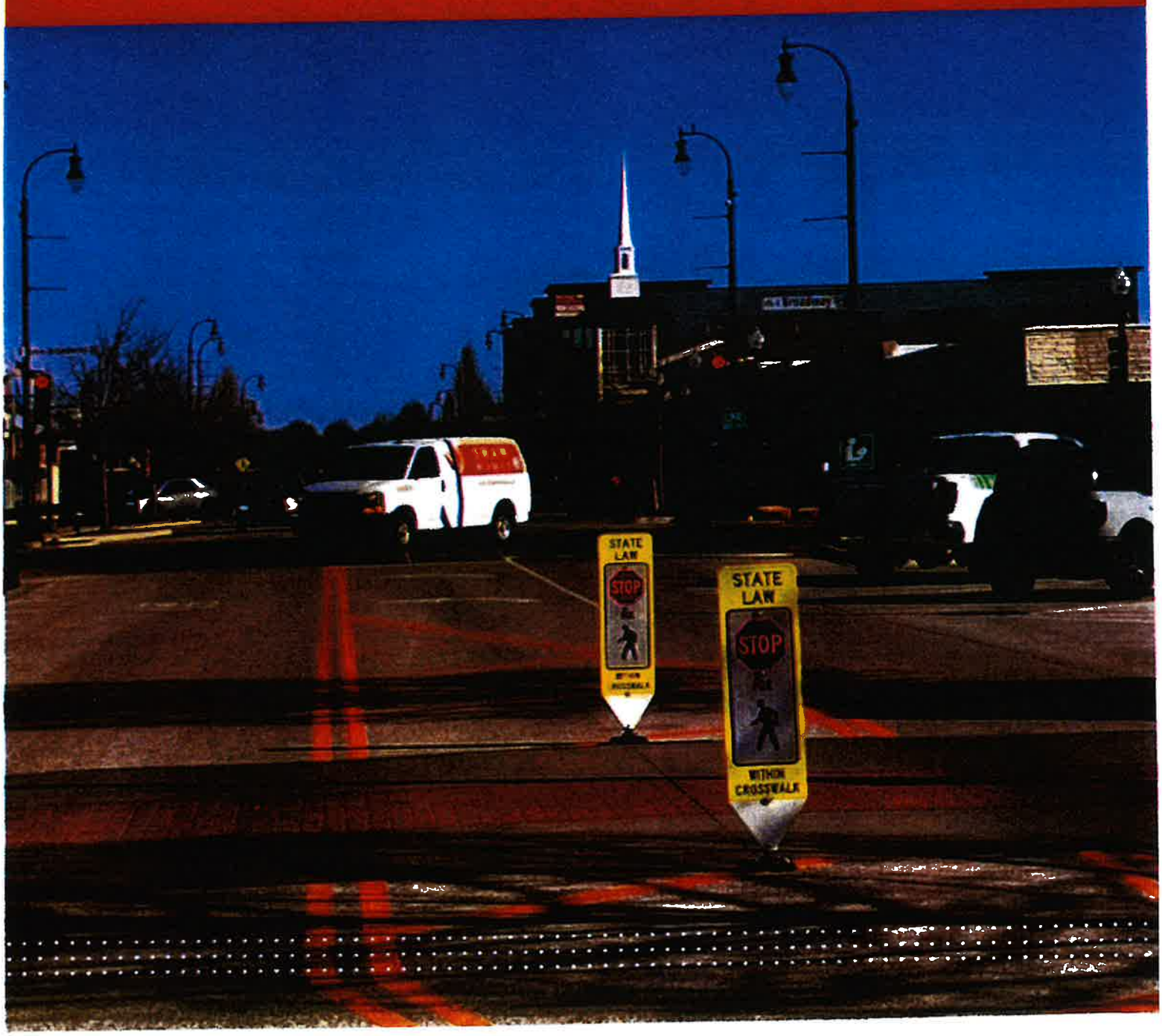
Kansas City, MO 64108
816.301.6510
www.tooledesign.com



THE CITY OF **GREAT BEND**

CITY OF GREAT BEND CITY COUNCIL AGENDA ITEM

MEETING DATE	12-01-2025	
RESOLUTION or ORDINANCE NUMBER		
AGENDA TITLE	Airport Industrial Complex Water Tower Improvements	
REQUESTING DEPARTMENT	Utilities	
PRESENTER	Darren Doonan - Utilities Director	
FISCAL INFORMATION	Cost as recommended:	RFP
	Budget Line Item:	pFas settlement money
	Balance Available:	
	New Appropriation Required:	☒YES ☐NO
PURPOSE		
BACKGROUND	Utilities is seeking to release an RFP draft scope for work pertaining to improvements to the Airport industrial complex water tower. This work is to further satisfy requirements stemming from the 2024 EPA/KDHE PWS inspections.	
SPECIAL NOTES		
PUBLIC INFORMATION PROCESS		
STAFF RECOMMENDATION	Motion to approve the release of an RFP draft scope for work pertaining to improvements to the Airport industrial complex water tower.	
REFERENCE DOCUMENTS ATTACHED	RFP, Scoring matrix for contractor bids, technical spec sheets for products named in draft scope.	

THE CITY OF
GREAT BEND

REQUEST FOR PROPOSAL
For
WATER TOWER IMPROVEMENTS AND REPAIRS

Airport Industrial Park Tower – 200,000 Gallon Elevated

DATE: 12-01-2025

City of Great Bend, KS
1209 Williams
Great Bend, KS 67530

GENERAL INFORMATION

PURPOSE:

The City of Great Bend, KS is accepting Requests for Proposal (RFP) for a plan to refurbish the Airport Industrial Park Tower. This written RFP states the scope of the requirements and specifies the general rules for preparing the proposal. The proposal should clearly demonstrate how the firm can best satisfy the requirements of the City of Great Bend. It is the sole intent of the RFP to determine the most qualified firm to contract these services. The City of Great Bend reserves the right to enter into an agreement with the firm presenting the proposal that is most advantageous to the City.

INQUIRIES:

The City's Utilities Department has prepared this RFP and has designated Mr. Darren Doonan, as the main point of contact. Please direct questions or comments concerning this RFP to:

Darren Doonan – Utilities Director
City of Great Bend, KS
(620) 793-4170 – Office
(620) 282-4699 - Mobile
ddoonan@greatbendks.net

SUBMISSION OF PROPOSALS:

Please prepare and submit two (2) copies of the proposal. Completed proposals should be delivered in a sealed envelope and clearly marked "RFP Water Tower Improvements and Repairs" and be submitted no later than January 15, 2026. Send to: **City of Great Bend – 1209 Williams, Great Bend, KS 67530 Attn: Darren Doonan.** Proposals received after the above date and time will be considered late and will not be accepted.

Any late proposals will be returned unopened to the firm. Responses will be evaluated objectively based on the firm's responses to the RFP.

The City of Great Bend will not pay costs incurred in the proposal preparation, including the costs for printing, mailing, etc. All costs for the preparation of the proposal shall be borne by the proposing firm. A visit to the jobsite by an employee of the proposing firm is mandatory for consideration of any quote.

NOTIFICATION OF WITHDRAWAL OF PROPOSAL:

Proposals may be modified or withdrawn by an authorized representative of the firm or by formal written notice prior to the final due date and time specified for proposal submission. Submitted

proposals will become the property of The City of Great Bend after the proposal submission deadline.

CONTRACTOR SELECTION PROCEDURE:

It is intended that one firm should be selected to perform the services for the City of Great Bend for this project. City representatives will score/rank each prospective firm in order of preference, based upon items addressed in the Qualifications that are received. The City of Great Bend, through its representatives, will select the highest ranked prospective contractor The City of Great Bend reserves the right to reject any or all proposals and reserves the right to re-issue the Request for Proposal.

EVALUATION CRITERIA:

Proposals will be evaluated by an evaluation committee using the following criteria:

A. Experience in performing the services requested for similar projects. Information and materials submitted for unrelated types of projects will not be considered by the evaluation committee.
B. Capabilities to perform work must be demonstrated. Including but not limited to, all steel modifications or improvements to water vessels.
C. Project methodology.
D. Expertise of personnel assigned to the projects.
E. In-place quality assurance procedures.
F. References from past and present clients to include the following:
    a. Ability to meet deadlines and cost projections.
    b. Staff assigned to projects.
    c. Typical response time for starting work.
    d. Overall quality of work.
G. Each firm submitting a proposal will be ranked by the following:

a. Professionalism and completeness of submittal:	10%
b. Experience and references:	10%
c. Project management and reporting:	25%
d. Qualifications and capabilities:	25%
e. Proposed Costs:	30%
f. Insurance coverage:	Pass/Fail

H. Upon completion of the scoring and ranking of the written proposals, the City may make a selection based on evaluation of the preceding categories. Alternatively, the City may, at its sole discretion, select one or more of the proposers to deliver a presentation and further clarification on their capabilities, experience, and approach.

ITEMS TO BE ADDRESSED IN PROPOSAL:

The details of the proposal shall include information on all of the following items. Additionally, each prospective firm may submit such other information as it deems appropriate for the proper evaluation of the proposal.

A. The proposal shall include an informative narrative report introducing your firm. Additionally, a statement of qualifications detailing the experience of all individuals responsible for providing service under this contract should be submitted. Principals involved should be listed along with the names and addresses of the individuals placed in charge of the administration of the terms and conditions of the contract.

B. The proposal shall include the details of the general work and renovation capabilities of the contractor. This shall include but not be limited to, available equipment, and historical project experience. The applicator shall be trained in application techniques and procedures of coating materials and shall demonstrate a minimum of 2 years successful experience in such application. The contractor shall maintain, throughout the duration of application, a crew of painters and steel rehabilitation workers who are fully qualified.

C. Additionally, any submitting firm shall include references of similar projects completed within the last 3 years. Include the Name of the System, Primary Contact, Telephone Number of Contact, Address of Contact, Tank Name and Tank Size. A minimum of five references must be provided.

D. All rules and regulations of the State of Kansas will be strictly adhered to. All permits, approvals, etc., required by the State of Kansas and the local municipality will be the responsibility of the successful contractor.

E. The successful contractor must demonstrate the capability to fully manage and maintain the services as outlined in the proposal.

F. Each contractor shall submit a formal Safety Program stating City policy on all safety measures. Documented procedures shall include workers' protection, confined space procedures, fall protection, containment procedures and general safety procedures.

G. Each contractor must include additional information to outline capabilities available for any situation arising regarding the City's water storage vessel which may arise in addition to the scope outlined.

SCHEDULE OF WORK – Airport Industrial Park Tower – 200,000 Gallon Elevated
Work to be performed in 2026

Repairs and Upgrades:

1. **Roof Ladder:** The Contractor shall secure the existing roof ladder to the roof structure with welded standoffs. Weld on lock hasp to primary tank access door and install City provided lock.
2. **Interior Dry Ladder:** The Contractor shall remove and dispose of the existing ladder cage system.
3. **Fall Protection:** The Contractor shall install cable climb fall arrest systems to the interior dry and exterior ladders.
4. **Roof Vent:** The Contractor shall replace the existing vent with a compliant fail-safe vent of equal size.
5. **Overflow:** The Contractor shall extend the existing overflow pipe to 12-24" above ground level and fit with self-closing flapper gate with integral screen projecting away from the tank. City to install a concrete splash pad.
6. **Spider Rods & Roof Openings:** The Contractor shall remove and dispose of the existing spider rods inside the tank. The perimeter gap between the tank shell and roof shall be seal welded, along with all spider rod openings and any other openings in the roof structure shall be seal welded to make the tank watertight.
7. **Tank Mixing System:** Contractor shall furnish and install an IXOM GridBee GS-9 Tank Mixing System or an approved equal, subject to review and acceptance by the City of Great Bend.
   The mixing system shall include the following minimum requirements:

   - Integrated SCADA-ready control panel housed in a NEMA 4–rated enclosure.
   - Dry-contact outputs for both alarm and run-status signals to allow integration into the City's existing SCADA environment.
   - All associated mechanical installation, anchoring, and commissioning of the mixing system shall be included in the Contractor's scope.

Note: All electrical work, including power supply routing, conduit, terminations, and Cellular monitoring system integration/programming, wiring, will be completed outside of this RFP by others.

8. **Balcony Guardrail:** The Contractor shall add 6" to the balcony guardrail and a 4" toe-kick to comply with current applicable standards.
9. **Level Indicator:** The Contractor shall repair manual sight tank level gauge.
10. **Coating Touchup:** Coating touchups shall be performed at all repair locations where not included as part of the new interior wet or exterior systems.
11. **Remove overflow ground tank:** Cut influent and effluent pipes to and from secondary ground overflow tank. Weld on flanges with blocker plates in all four locations, remove and discard extra pipe between tanks.

Interior and Exterior Coatings

1. **Tank Interior Wet Coatings and Caulking:**
   a. Surface Preparation: SSPC-SP10 Near White Abrasive Blast.
   b. First Coat: Tnemec Series 91H2O TnemeZinc applied at 2.5-3.5 mils dft.
   c. Stripe Coat (welds, corners, rafters, seams): Tnemec Series L140F PotaPox Plus applied at 4-6 mils dft.
   d. Intermediate Coat: Tnemec Series 21-1255 Beige Epoxoline applied at 4-8 mils dft.
   e. Finish Coat: Tnemec Series 21-15BL Tank White Epoxoline applied at 4-8 mils dft.
   f. Caulking: Interior seams and rafters to be caulked with SikaFlex 1A where required.

All work must be completed by December 31, 2026

Within 14 days after completion of the project, the contractor will provide an Operation and Maintenance manual (O&M) covering maintenance and upkeep annually for a period of no less than 15 years. This manual will be printed and presented in a 3-ring binder. A digital copy is also to be sent to the City via USB thumb drive or emailed to an approved City contact.

MISCELLANEOUS

1. **Hourly Rate:** Provide hourly rates for additional welding and repairs that may be required in addition to the specified scope.

INSURANCE AND BOND REQUIREMENTS

Insurance coverage specified herein constitutes the minimum requirements and said requirements shall in no way lessen or limit the liability of the Firm under the terms of the Contract. The Firm shall procure and maintain at their own expense any additional kinds and amounts of insurance that, in their own judgment, may be necessary for their proper protection in the prosecution of the work. The Firm shall carry insurance as prescribed herein and all policies shall be with companies satisfactory to City of Great Bend.

The contractor shall furnish and file a payment bond as required by K.S.A. 60-1111.

The contractor shall furnish a performance bond as required by K.S.A. 16-1909.

The Contractor and any subcontractor entering into any contract for services shall secure the insurance specified below. All insurance shall be issued by an insurance company(s) acceptable to the City. The insurance specified in this policy directive may be in a policy or policies of

insurance, primary or excess. Certificates of all required insurance shall be provided to the City upon execution of a contract. The following coverage shall be minimums.

A. Commercial General Liability Insurance

1. Each Occurrence Limit $5,000,000.00
2. General Aggregate $5,000,000.00
3. Products/Completed Operations Aggregate $5,000,000.00
4. Personal and Advertising Injury Limit $1,000,000.00
5. The policy will contain no height or overspray exclusion or limitation.
6. The CGL coverage will include Contractors Extended Property Damage or similar provision providing coverage for the property of others in the care, custody or control of the contractor.
7. The City will be included as an additional insured.

B. Business Automobile Liability Insurance (including owned, non-owned and hired vehicle)

1. Combined Single Limit Bodily Injury and Property Damage OR $1,000,000.00(each occurrence)
2. Bodily Injury $1,000,000.00(each person)
3. Property Damage $1,000,000.00(each occurrence)
   $1,000,000.00(each occurrence)

Note: Under the Commercial Automobile policy, the City shall be included as an additional insured.

C. Workers Compensation

1. State Statutory
2. Applicable Federal Statutory (e.g. Long Shore man)
3. Employer's Liability
   a. $100,000.00 Per Accident
   b. $100,000.00 Disease, Policy Limit
   c. $100,000.00 Disease, Each Employee

D. Professional Liability

If work under the contract includes professional design services, a $500,000.

Professional Liability Insurance Policy shall be carried by the Contractor.

E. Property Insurance

Contractor will provide property insurance on the work being performed until substantial completion.

The City does not represent that the above coverage and limits are adequate to protect the contractor's interest and assumes no responsibility therefore.

AFFIDAVIT

I, _____ being an authorized representative of the located _____ (County) _____ (State) _____ (Zip code)_____, Phone _____ have read and understood the contents of the formal proposal and hereby submit our proposal accordingly as of this date.

_____

_____

Signature of Authorized Representative

_____

Scoring Matrix - Great Bend, KS - Airport Industrial Park Water Tower Improvements RFP							
Criteria		**Options**					
Unless speficied otherwise, award points ranging from 1 to 5, with 1 being the lowest and 5 being the highest score.	**Weighting %**	**Company A**		**Company B**		**Company C**	
Professionalism & Completeness	10%	**Points 1 to 5**	**Weighted Score**	**Points 1 to 5**	**Weighted Score**	**Points 1 to 5**	**Weighted Score**
Years in Business (5pts >10yrs, 3pts 5-10yrs, 1pt <5yrs)			0		0		0
Qualifications of Field Sales - based on overall experience and technical expertise			0		0		0
Professional Advice - based on overall ability to engage with Owner and explain recommendations and long-term benefits			0		0		0
Completeness of Proposal - based on overall clarity and thoroughness of RFP submittal and supporting documents			0		0		0
TOTAL (sum of score x weighting %)			**0**		**0**		**0**
Experience & References	10%						
References from Financial Inst. - based on overall stability of Company financials and ability to perform the work from financial reference(s)			0		0		0
References from KS Contracts - based on overall positive/negative feedback from references provided from similar customers in Kansas			0		0		0
TOTAL (sum of score x weighting %)			**0**		**0**		**0**
Project Management & Reporting	25%						
Safety Program - based on overall throughness of safety program in place and provided as part of the RFP			0		0		0
Project Management - based on overall project management capabilities and programs in place to document, report, and manage projects			0		0		0
Inspection Reporting - based on overall completeness, detail, methodology, and recommendations made on inspection documents			0		0		0
TOTAL (sum of score x weighting %)			**0**		**0**		**0**
Qualifications	25%						
Engineering on Staff - based on overall qualifications of engineer(s) on staff and years of experience (1pt if none)			0		0		0
Provides engineering services in-house for permitting as part of standard business model (5pts for yes, 1pt for no)			0		0		0
TOTAL (sum of score x weighting %)			**0**		**0**		**0**
Proposed Cost	30%						
Sample Contract - sample contract provided as part of RFP is acceptable (5pts for yes, 1pt for no)			0		0		0
Completeness of Contract - based on overall thoroughness and details provided within the contract regarding scope of work to be performed			0		0		0
Payment Schedule & Terms - based on payment schedule and terms most beneficial to the Owner (5pts for most, 3pts for others, 1pt if not provided)			0		0		0
Overall Cost (rank in order with lowest cost receiving most points)			0		0		0
TOTAL (sum of score x weighting %)			**0**		**0**		**0**
TOTAL OVERALL WEIGHTED SCORE	100%		**0**		**0**		**0**

Note: Total Score for each category is - **Sum of Points Awarded x Weighting % = Total**	**Example:** Qualifications = 10pts x 25% = 2.5	10 x .25 = 2.5
Add total scores together so each Company receives a Total Overall Weighted Score for each evaluator	**Example:** Sum of Category Totals for Company A for Evaluator #1 = **Total Overall Weighted Score for Company A**	1.7 + 1 + 3.25 + 2.5 + 4.8 = **13.25**
Total Overall Weighted Score for each evaluator for each Company are added together and divided by the number of evaluators. That number is the average of the Total Overall Weighted Score	**Example:** Evaluator #1 Company A score + Evaluator #2 Company A score + Evaluator #3 Company A score = Total Company A score / by # of Evaluators = **Average Total Overall Weighted Score for Company A**	13.25 + 13.65 + 13.45 = 40.35 40.35 / 3 = **13.45**

TNEMEC

EPOXOLINE® SERIES 21

PRODUCT PROFILE

GENERIC DESCRIPTION Phenalkamine Epoxy

COMMON USAGE High solids, immersion-grade coating offering exceptional build per coat for long-term corrosion resistance. For use on the interior and exterior of steel or concrete tanks, reservoirs, pipes, valves, pumps, and equipment, as well as other steel and concrete substrates. Specially formulated to meet the latest requirements for use in potable water applications.

COLORS WH16 Off White, 35GR Black, 33GR Gray, 39BL Delft Blue, 1211 Red, 1255 Beige. **Note:** Epoxies chalk with extended exposure to sunlight. Lack of ventilation, incomplete mixing, miscatalyzation or the use of heaters that emit carbon dioxide and carbon monoxide during application and initial stages of curing may cause yellowing to occur. **Important: Due to the product's curing agent chemistry, color variations can be pronounced. However, these changes in color are aesthetic only and will not affect performance or certifications. Contact your Tnemec representative for more information.**

SPECIAL QUALIFICATIONS Certified by **NSF International** in accordance with **NSF/ANSI/CAN Std. 61** and the extraction requirements of **NSF/ANSI/CAN 600**. Series 21 is qualified for interior use on tanks and reservoirs, pipes, fittings, valves, and pumps. Reference Tnemec's certified product listing at www.nsf.org for additional details.

Series 21 conforms to **AWWA C 210**.

Conforms to **AWWA D102 Inside Systems No. 1, 2, 5, and 6**.

A two-coat and three-coat system of Series 21 meets the requirements of **AWWA C550** Protective Interior Coatings for Valves and Hydrants. Contact your Tnemec representative for more information.

COATING SYSTEM

PRIMERS **Steel:** Self-priming, Series 1, L69, L69F, N69, N69F, 91-H_2O, 93-H_2O, 94-H_2O, 98-H_2O, L140, L140F, N140, N140F, 394
Concrete: Self-priming, Series L69, L69F, N69, N69F, L140, L140F, N140, N140F
CMU: Self-priming
Note: The following maximum recoat windows apply; Series L140F, L69F, N140F, N69F, *21 days*; Series 21, *30 days*; Series 1, L69, N69, L140, N140, *12 months*.

TOPCOATS Series 21, 22, FC22, 73, L140, N140, 406, 1028, 1029, 1094, 1095, 1096.
Note: The following maximum recoat windows apply; Series 22, FC22, N140, *14 days*; Series L140, *21 days*; Series 21, 73, 406, 1028, 1029, *30 days*; Series 1094, 1096, *9 months*; Series 1095, *12 months*.

SURFACE PREPARATION

PRIMED STEEL **Immersion Service:** Scarify the Series L140, L140F, N140, N140F prime coat surface by brush-blasting with fine abrasive before topcoating if it has been exterior exposed for 30 days or longer and 21 is the specified topcoat.
Non-Potable, Immersion Service: Scarify the Series L69, L69F, N69, N69F prime coat surface by brush-blasting with fine abrasive before topcoating if it has been exterior exposed for 30 days or longer and 21 is the specified topcoat.

STEEL **Immersion Service:** SSPC-SP10/NACE 2 Near-White Blast Cleaning with a minimum angular anchor profile of 2.0 mils.
Non-Immersion Service: SSPC-SP6/NACE 3 Commercial Blast Cleaning with a minimum angular anchor profile of 2.0 mils. **Note:** Abrasive blast cleaning generally produces the best coating performance. If conditions will not permit this, Series 21 may be applied to SSPC-SP2 or SP3 Hand or Power Tool Cleaned surfaces.

STAINLESS STEEL **Atmospheric Service:** SSPC-SP16 Brush Off Blast Cleaning of Coated and Uncoated Galvanized Steel, Stainless Steels, and Non-Ferrous Metals with a minimum angular profile of 2.0 mils.
Immersion Service: SSPC-SP17 Thorough Abrasive Blast Cleaning of Non-Ferrous Metals with a minimum angular profile of 2.0 mils.

CAST/DUCTILE IRON All external surfaces of ductile iron pipe and fittings shall be delivered to the application facility without asphalt or any other protective lining on the exterior surface. All oils, small deposits of asphalt paint, grease, and soluble deposits should be removed and uniformly abrasive blasted using angular abrasive in accordance with NAPF 500-03-04: External Pipe Surface condition. When viewed without magnification, the exterior surfaces shall be free of all visible dirt, dust, loose annealing oxide, rust, mold coating and other foreign matter. Any area where rust reappears before application shall be reblasted. The surface shall contain a minimum angular anchor profile of 1.5 mils (38.1 microns) (Reference NACE RP0287 or ASTM D 4417, Method C).

CONCRETE Allow new cast-in-place concrete to cure a minimum of 28 days at 75°F (24°C). Verify concrete dryness in accordance with ASTM F 1869 "Standard Test Method for Measuring Moisture Vapor Emission Rate of Concrete Subfloor Using Anhydrous Calcium Chloride" (moisture vapor transmission should not exceed three pounds per 1,000 square feet in a 24 hour period), F 2170 "Standard Test Method for Determining Relative Humidity in Concrete using in situ Probes" (relative humidity should not exceed 80%), or D 4263 "Standard Test Method for Indicating Moisture in Concrete by the Plastic Sheet Method" (no moisture present). Prepare concrete surfaces in accordance with NACE No. 6/SSPC-SP13 Joint Surface Preparation Standards and ICRI Technical Guidelines. Abrasive blast, shot-blast, water jet or mechanically abrade concrete surfaces to remove laitance, curing compounds, hardeners, sealers and other contaminants and to provide a minimum ICRI-CSP 3 surface profile. Large cracks, voids and other surface imperfections should be filled with a recommended filler or surfacer.

ALL SURFACES Must be clean, dry and free of oil, grease, chalk and other contaminants.

TECHNICAL DATA

VOLUME SOLIDS 82% ± 2.0% (mixed) †

RECOMMENDED DFT 4.0 to 20.0 mils (100 to 510 microns). **Note:** Thickness requirements will vary with the substrate, application method, and exposure. Contact your Tnemec representative.

EPOXOLINE® | SERIES 21

CURING TIME

Temperature	To Handle	To Topcoat	Potable Water Immersion
90°F (32°C)	2 hours	4 hours	7 days
75°F (24°C)	3 hours	5 hours	7 days
65°F (18°C)	5 hours	9 hours	8 days
55°F (13°C)	12 hours	18 hours	10 days
45°F (7°C)	20 hours	24 hours	12 days
40°F (4°C)	22 hours	28 hours	16 days
35°F (2°C)	64 hours	72 hours	18 days

Curing time varies with surface temperature, air movement, humidity, and film thickness. **Note:** Series 21 will continue to cure below 32°F (0°C), but at a slower speed. Please contact Tnemec Technical Services to discuss project-specific details. **Note:** Maximum recoat time with itself is 30 days.

VOLATILE ORGANIC COMPOUNDS
Unthinned: 1.20 lbs/gallon (144 grams/litre)
Thinned 5% (No. 88 Thinner): 1.46 lbs/gallon (175 grams/litre) †

HAPS
Unthinned: 1.08 lbs/gal solids
Thinned 5% (No. 88 Thinner): 1.40 lbs/gal solids

THEORETICAL COVERAGE
1,315 mil sq ft/gal (31.5 m²/L at 25 microns). See APPLICATION for coverage rates. †

NUMBER OF COMPONENTS
Two: Part A (epoxy) and Part B (amine)

MIXING RATIO
By volume: two (Part A) to one (Part B)

PACKAGING

	Part A	Part B	When Mixed
Large Kit	Two 5-gallon pails	5-gallon pail	15 gallons (56.8 L)
Medium Kit	6-gallon pail (partially filled)	3-gallon pail (partially filled)	5 gallons (18.9 L)
Small Kit	1-gallon can (partially filled)	1-gallon can (partially filled)	1 gallon (3.79 L)
Touchup Kit	Quart can (partially filled)	Pint can (partially filled)	0.25 gallons (0.95 L)

NET WEIGHT PER GALLON
13.08 ± 0.25 lbs (5.93 ± 0.11 kg) †

STORAGE TEMPERATURE
Minimum 20°F (-7°C) Maximum 110°F (43°C)
Prior to application, the material temperature should be above 60°F (16°C). It is suggested the material be stored at this temperature at least 48 hours prior to use.

TEMPERATURE RESISTANCE
(Dry) Continuous 250°F (121°C) Intermittent 275°F (135°C)

SHELF LIFE
12 months at recommended storage temperature.

FLASH POINT - SETA
Part A: 85°F (29°C) Part B: 134°F (57°C)

HEALTH & SAFETY
Paint products contain chemical ingredients which are considered hazardous. Read container label warning and Material Safety Data Sheet for important health and safety information prior to the use of this product.
Keep out of the reach of children.

APPLICATION

COVERAGE RATES

	Dry Mils (Microns)	Wet Mils (Microns)	Sq Ft/Gal (m²/Gal)
Minimum	4.0 (100)	5.0 (125)	329 (30.5)
Maximum	20.0 (510)	24.0 (610)	66 (6.1)

Note: Maximum of 20.0 mils DFT in one coat. Allow for overspray and surface irregularities. Wet film thickness is rounded to the nearest 0.5 mil or 5 microns. Under certain environmental conditions, two coats may be required to achieve 20.0 mil thickness. Application of coating below minimum or above maximum recommended dry film thicknesses may adversely affect coating performance.

MIXING
Mix the entire contents of Part A and Part B separately. Scrape all of the Part B into the Part A pail by using a flexible spatula. Use a variable speed drill with a PS Jiffy blade and mix the blended components for a minimum of two minutes. Apply the mixed material within pot life limits after agitation. **Note:** Both components must be above 50°F (10°C) prior to mixing. For optimum application properties, the material temperature should be above 60°F (16°C). For applications to surfaces between 35°F to 50°F (2°C to 10°C) allow mixed material to stand 30 minutes and restir before use. **Note:** A large volume of material will set up quickly if not applied or lessened in mass. **Caution: Do not reseal mixed material. An explosion hazard may be created.**

THINNING
Caution: Do not add thinner to Part A prior to mixing with Part B. For air spray, airless spray, brush or roller, thin up to 5% or 3/8 pint per gallon with No. 88 Thinner.

POT LIFE
2 hours at 77°F (25°C) 1 hour at 90°F (32°C)

SPRAY LIFE
1 hour at 77°F (25°C) 30 minutes at 90°F (32°C)

APPLICATION EQUIPMENT

Air Spray

Gun	Fluid Tip	Air Cap	Air Hose ID	Mat'l Hose ID	Atomizing Pressure	Pot Pressure
DeVilbiss JGA	E	765 or 704	5/16" or 3/8" (7.9 or 9.5 mm)	3/8" or 1/2" (9.5 or 12.7 mm)	75-100 psi (5.2-6.9 bar)	10-20 psi (0.7-1.4 bar)

Low temperatures or longer hoses require higher pot pressure.

Airless Spray

Tip Orifice	Atomizing Pressure	Mat'l Hose ID	Manifold Filter
0.015"-0.025" (380-635 microns)	3000-4500 psi (207-310 bar)	1/4" or 3/8" (6.4 or 9.5 mm)	60 mesh (250 microns)

Use appropriate tip/atomizing pressure for equipment, applicator technique and weather conditions.
Roller: Roller application optional when environmental restrictions do not allow spraying. Use 3/8" or 1/2" (9.5 mm to 12.7 mm) synthetic woven nap covers.
Brush: Recommended for small areas only. Use high quality natural or synthetic bristle brushes.

SURFACE TEMPERATURE

Minimum 35°F (2°C) Maximum 135°F (57°C)
The surface should be dry and at least 5°F (3°C) above the dew point. **Note:** For Series 21 cure capabilities below 35°F (2°C), contact Tnemec Technical Services.

CLEANUP

Flush and clean all equipment immediately after use with the recommended thinner or MEK.

† Values may vary with color.

TNEMEC

HYDRO-ZINC® MCU SERIES 91-H_2O

PRODUCT PROFILE

GENERIC DESCRIPTION Aromatic Urethane, Zinc-Rich

COMMON USAGE A two-component, moisture-cured, zinc-rich primer for the interior and exterior of steel potable water tanks. Provides outstanding long-term corrosion resistance when used as a primer in conjunction with other Tnemec potable water tank coatings. It cures quickly and can be topcoated the same day at surface temperatures down to 35°F (2°C). Series 91-H_2O has no maximum recoat time, making it ideally suited as a primer for both sides of plate steel surfaces in water tank fabrication shops. Application methods include "dry-fall" under certain conditions (see Application). **Note:** When used in conjunction with cathodic protection, anodes or impressed current systems should not provide current demand more negative than –1.05 volts relative to a copper–copper sulfate reference electrode half-cell.

COLORS Greenish-gray

ZINC PIGMENT 83% by weight in dried film

SPECIAL QUALIFICATIONS Certified by **NSF International** in accordance with **NSF/ANSI/CAN Std. 61** and the extraction requirements of **NSF/ANSI/CAN 600**. Reference Tnemec's certified product listing at www.nsf.org for additional details.

Meets zinc-rich primer requirements of the latest edition of **AWWA D102** Standard for **Inside System No. 3, 5, and 6** and **Outside System No. 3, 4, and 6.** Series 91-H_2O uses a zinc pigment that meets the requirements of **ASTM D 520 Type III** and contains less than 0.002% lead.

This product is part of a coating system tested in accordance with ISO 12944-6 (2018). Contact your Tnemec representative for coating system test results.

COATING SYSTEM

TOPCOATS **Interior:** Series 21, 22, FC22, L140, L140F, N140, N140F, 406.
Exterior: Series 27, 66, L69, L69F, N69, N69F, 73, 115, V115, L140, L140F, N140, N140F, 161, 215, 1026, 1028, 1029, 1094, 1095, 1096. **Note:** Certain topcoat colors may not provide one-coat hiding depending on the method of application. Contact your Tnemec representative. **Note:** Series 91-H_2O must be exterior exposed for three days prior to topcoating with Series 1028 or 1029.

SURFACE PREPARATION

STEEL **Wet Interior/Severe Exposure:** SSPC-SP10/NACE 2 Near-White Blast Cleaning with a minimum angular anchor profile of 1.5 mils.
Dry Interior/Exterior Exposure: SSPC-SP6/NACE 3 Commercial Blast Cleaning with a minimum angular anchor profile of 1.5 mils.

DUCTILE IRON All external surfaces of ductile iron pipe and fittings shall be delivered to the application facility without asphalt or any other protective lining on the exterior surface. All oils, small deposits of asphalt paint, grease, and soluble deposits should be removed in accordance with NAPF 500-03-01. When viewed without magnification, the exterior surfaces shall be free of all visible dirt, dust, loose annealing oxide, rust, mold coating and other foreign matter.
Pipe: Uniformly abrasive blast using angular abrasive to a NAPF 500-03-04: External Pipe Surface condition. When viewed without magnification, the exterior surfaces shall be free of all visible dirt, dust, loose annealing oxide, rust, mold coating and other foreign matter.
Fittings: Uniformly abrasive blast using angular abrasive to a NAPF 500-03-05: Fitting Blast Clean #2 condition. When viewed without magnification, no more than 5% staining may remain on the surface and the exterior surfaces shall be free of all visible dirt, dust, annealing oxide, rust, mold coating and other foreign matter.

TECHNICAL DATA

VOLUME SOLIDS 63.0 ± 2.0% (mixed)

RECOMMENDED DFT 2.5 to 3.5 mils (65 to 90 microns). **Note:** Reference the NSF website at www.nsf.org for details on the maximum allowable DFT.

CURING TIME

Temperature †	To Handle •	To Recoat •
75°F (24°C)	1 hour	4 hours
65°F (18°C)	1 ½ hours	5 hours
55°F (11°C)	2 hours	6 hours
45°F (7°C)	2 ½ hours	7 hours
35°F (2°C)	3 hours	8 hours

† 50% relative humidity. • Without the addition of No. 44-710 Urethane Accelerator.
Note: Refer to product listings on www.nsf.org for specific potable water return to service information. Curing time will vary with surface temperature, humidity, and film thickness. **Ventilation:** When used as a tank lining or in enclosed areas, provide adequate ventilation during application and cure. Reference ventilation guidelines contained in the latest edition of **AWWA D102**. **Note:** For faster curing, low humidity, and/or low-temperature applications, add No. 44-710 Urethane Accelerator (see separate product data sheet). **Note:** For cure times to immersion service, reference the specified Tnemec interior topcoat product data sheet.

VOLATILE ORGANIC COMPOUNDS
Unthinned: 2.65 lbs/gallon (318 grams/litre)
Thinned 2.5%: 2.76 lbs/gallon (331 grams/litre)
Thinned 10%: 3.07 lbs/gallon (368 grams/litre)

HAPS
Unthinned: 5.05 lbs/gal solids
Thinned 2.5%: 5.33 lbs/gal solids (No. 2 Thinner)
Thinned 10%: 6.19 lbs/gal solids (No. 2 Thinner)

THEORETICAL COVERAGE 1,011 mil sq ft/gal (24.8 m^2/L at 25 microns). See APPLICATION for coverage rates.

NUMBER OF COMPONENTS Two: Part A and Part B

HYDRO-ZINC® MCU | SERIES 91-H_2O

PACKAGING Four-Gallon and One-Gallon Kits: Consist of one pre-measured container of liquid (Part A) and one pre-measured container of powder (Part B). When mixed, yields four gallons (15.1 L) or one gallon (3.79 L).

NET WEIGHT PER GALLON 23.94 ± 0.60 lbs (10.86 ± 0.27 kg)

STORAGE TEMPERATURE Minimum 20°F (-7°C) Maximum 110°F (43°C)

TEMPERATURE RESISTANCE Dry (Continuous) 250°F (121°C) Intermittent 300°F (149°C)

SHELF LIFE Part A: 12 months at recommended storage temperature.
Part B: 24 months at recommended storage temperature.

FLASH POINT - SETA Part A: 78°F (26°C) Part B: NA

HEALTH & SAFETY Paint products contain chemical ingredients which are considered hazardous. Read container label warning and Safety Data Sheet for important health and safety information prior to the use of this product.
Keep out of the reach of children.

APPLICATION

COVERAGE RATES

	Dry Mils (Microns)	Wet Mils (Microns)	Sq Ft/Gal (m²/Gal)
Suggested	3.0 (75)	5.0 (125)	337 (31.3)
Minimum	2.5 (65)	4.0 (100)	404 (37.5)
Maximum	3.5 (90)	5.5 (140)	289 (26.9)

Allow for overspray and surface irregularities. Film thickness is rounded to the nearest 0.5 mil or 5 microns. Application of coating below minimum or above maximum recommended dry film thicknesses may adversely affect coating performance. Reference Tnemec's certified product listing at www.nsf.org for details on the maximum allowable DFT.

MIXING **Note:** It is important to always use the entire contents of A and B components. Use a mechanical mixer and keep material under constant agitation while mixing. Slowly sift the entire contents of Part B zinc powder into liquid (Part A). **–Do Not Reverse This Procedure–** Adjust mixer speed to break up lumps and mix until the two components are thoroughly blended. Strain through a 35 to 50 mesh (300 to 600 microns) screen before using. For spray application, keep under low RPM agitation to prevent settling. For brush or roller application, stir frequently to prevent settling. Do not use mixed material beyond pot life limits.

THINNING For spray, thin up to 10% or 3/4 pint (380 mL) per gallon with No. 2 Thinner. Do not thin more than 2.5% when air pollution regulations limit the atmospheric discharge of volatile organic compounds (VOC) in coatings to a maximum of 340 grams/litre (2.80 lbs/gal). **Caution: Series 91-H_2O certification is based on thinning with No. 2 Thinner. Use of any other thinner voids NSF/ANSI/CAN Std. 61 certification.**

POT LIFE 8 hours at 77°F (25°C) and 50% R.H.
Caution: This product cures with moisture acting as a catalyst. Incorporation of moisture or moisture laden air (humidity) during use will shorten pot life. Avoid continual agitation at high RPM. When feasible keep containers of mixed material covered during use.

APPLICATION EQUIPMENT **Note:** When intermediate and finish coats are white or light colors, best hiding of this dark color primer can be achieved by spray application; or when roller applied, by using 1/4" nap covers.

Air Spray

Gun	Fluid Tip	Air Cap	Air Hose ID	Mat'l Hose ID	Atomizing Pressure	Pot Pressure
DeVilbiss JGA †	E	765 or 704	5/16" or 3/8" (7.9 or 9.5 mm)	3/8" or 1/2" (9.5 or 12.7 mm)	50-70 psi (3.4-4.8 bar)	10-20 psi (0.7-1.4 bar)

† (with heavy mastic spring) Low temperatures or longer hoses will require additional pressure. Use pressure pot equipped with an agitator and keep pressure pot at same level or higher than the spray gun. **Compressed air must be dry.**

Airless Spray

Tip Orifice	Atomizing Pressure	Mat'l Hose ID	Manifold Filter
0.017"-0.021" (430-535 microns) Reversible Tip	3500-4500 psi (241-310 bar)	1/4" or 3/8" (6.4 or 9.5 mm)	60 mesh (250 microns)

Use appropriate tip/atomizing pressure for equipment, applicator technique and weather conditions.
Roller: Use a 1/4" or 3/8" (6.4 mm or 9.5 mm) high quality synthetic woven nap cover. Stir material frequently or keep under agitation to prevent settling.
Brush: Use high quality natural or synthetic bristle brushes. Stir material frequently or keep under agitation to prevent settling.

SURFACE TEMPERATURE Minimum 35°F (2°C) Maximum 140°F (60°C) Maximum for Brush & Roller 120°F (49°C)
The surface should be dry and at least 5°F (3°C) above the dew point. **Note:** Series 44-710 Accelerator must be used if the surface temperature is 35°F to 60°F (2°C to 16°C) and 20% to 40% relative humidity.

AMBIENT HUMIDITY Minimum 20% Maximum 90%

CLEANUP Flush and clean all equipment immediately after use with the recommended thinner or xylene.

CAUTION Dry overspray can be wiped or washed from most surfaces. Satisfactory dry-fall performance depends upon height of work, weather conditions and equipment adjustment. Low temperature is of particular concern. Test for each application as follows: Spray from 15 to 25 feet towards paint container. The material then should readily wipe off. **Note:** Heat can fuse-dry overspray to surfaces. Always clean dry overspray from hot surfaces before fusing occurs. Be aware that exterior surface temperatures can be higher than air temperature.

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TNEMEC

POTA-POX® PLUS SERIES L140F

PRODUCT PROFILE

GENERIC DESCRIPTION Polyamidoamine Epoxy

COMMON USAGE Versatile epoxy coating (factory accelerated version of L140) for protection and finishing of steel. It has excellent resistance to abrasion and is suitable for immersion service. This product can be used for lining storage tanks that contain demineralized, deionized, distilled, or potable water.

COLORS 1255 Beige, 1211 Red, 15BL Tank White. **Note:** Epoxies chalk with extended exposure to sunlight. Lack of ventilation, incomplete mixing, miscatalyzation or the use of heaters that emit carbon dioxide and carbon monoxide during application and initial stages of curing may cause yellowing to occur.

SPECIAL QUALIFICATIONS Certified by **NSF International** in accordance with **NSF/ANSI/CAN Std. 61** and the extraction requirements of **NSF/ANSI/CAN 600**. Series L140F is qualified for interior use on tanks and fittings. Reference Tnemec's certified product listing at www.nsf.org for additional details.

COATING SYSTEM

SURFACER/FILLER/PATCHER Series 215, 217, 218

PRIMERS Self-priming, or Series 1, 91-H_2O, 94-H_2O, N140, N140F, L140, V140, V140F, 141

TOPCOATS **Interior:** Series 21, 22, FC22, L140, L140F, N140, N140F, V140, V140F, 141
Exterior: Series 22, 27, 66, L69, L69F, N69, N69F, V69, V69F, 73, 118, L140, L140F, N140, N140F, V140, V140F, 141, 156, 157, 161, 180, 181, 700, V700, 701, V701, 1026, 1028, 1029, 1078, 1078V, 1080, 1081, 1094, 1095, 1096, 1224. **Note:** When topcoating with Series 700, V700, 701, or V701, an intermediate coat of Series 73, 1095, or 1096 is required. **Note:** The following maximum recoat times apply; Series 1094, 1095, 14 days. **Note:** The following recoat times apply for Series L140F: Immersion Service—Surface must be scarified after 30 days. Atmospheric Service—After 30 days, scarification or an epoxy tie-coat is required. Contact your Tnemec representative for specific recommendations.

SURFACE PREPARATION

STEEL **Immersion Service:** SSPC-SP10/NACE 2 Near-White Blast Cleaning or ISO Sa 2 1/2 Very Thorough Blast Cleaning with a minimum angular anchor profile of 1.5 mils.
Non-Immersion Service: SSPC-SP6/NACE 3 Commercial Blast Cleaning or ISO Sa 2 Thorough Blast Cleaning with a minimum angular anchor profile of 1.5 mils. **Note:** Commercial Blast Cleaning generally produces the best coating performance for this exposure. If conditions will not permit this, in moderate exposures Series L140F may be applied to SSPC-SP2 or SP3 Hand or Power Tool Cleaned surfaces (SSPC Rust Grade Condition C).

CAST/DUCTILE IRON All external surfaces of ductile iron pipe and fittings shall be delivered to the application facility without asphalt or any other protective lining on the exterior surface. All oils, small deposits of asphalt paint, grease, and soluble deposits should be removed and uniformly abrasive blasted using angular abrasive in accordance with NAPF 500-03-04: External Pipe Surface condition. When viewed without magnification, the exterior surfaces shall be free of all visible dirt, dust, loose annealing oxide, rust, mold coating and other foreign matter. Any area where rust reappears before application shall be reblasted. The surface shall contain a minimum angular anchor profile of 1.5 mils (38.1 microns) (Reference NACE RP0287 or ASTM D 4417, Method C).

CONCRETE Allow new cast-in-place concrete to cure a minimum of 28 days at 75°F (24°C). Verify concrete dryness in accordance with ASTM F 1869 "Standard Test Method for Measuring Moisture Vapor Emission Rate of Concrete Subfloor Using Anhydrous Calcium Chloride" (moisture vapor transmission should not exceed three pounds per 1,000 square feet in a 24 hour period), F 2170 "Standard Test Method for Determining Relative Humidity in Concrete using in situ Probes" (relative humidity should not exceed 80%), or D 4263 "Standard Test Method for Indicating Moisture in Concrete by the Plastic Sheet Method" (no moisture present). Prepare concrete surfaces in accordance with NACE No. 6/SSPC-SP13 Joint Surface Preparation Standards and ICRI Technical Guidelines. Abrasive blast, shot-blast, water jet or mechanically abrade concrete surfaces to remove laitance, curing compounds, hardeners, sealers and other contaminants and to provide an ICRI-CSP 2-3 surface profile. Large cracks, voids and other surface imperfections should be filled with a recommended filler or surfacer.

PAINTED SURFACES **Non-Immersion Service:** Ask your Tnemec representative for specific recommendations.

PRIMED SURFACES **Immersion Service:** Scarify the Series L140F prime coat surface by abrasive-blasting with a fine abrasive before topcoating if the Series L140F prime coat has been in exterior exposure for 30 days or longer and Series 66, L69, L69F, N69, N69F, V69, N69 or 161 is the specified topcoat.

ALL SURFACES Must be clean, dry and free of oil, grease and other contaminants.

TECHNICAL DATA

VOLUME SOLIDS 66.0 ± 2.0% (mixed) †

RECOMMENDED DFT 2.0 to 10.0 mils (50 to 255 microns) per coat. **Note:** Reference the NSF website at www.nsf.org for details on the maximum allowable DFT. **Note:** Number of coats and thickness requirements will vary with the substrate, application method, and exposure. Contact your Tnemec representative.

CURING TIME AT 5 MILS DFT

Temperature	To Handle	To Recoat	Immersion
75°F (24°C)	4 hours	5 hours	7 days
65°F (18°C)	7-8 hours	9-11 hours	8 days
55°F (13°C)	12-14 hours	16-20 hours	9-10 days
45°F (7°C)	18-22 hours	28-32 hours	12-13 days
35°F (2°C)	28-32 hours	46-50 hours	16-18 days

Curing time varies with surface temperature, air movement, humidity and film thickness. **Ventilation:** When used in enclosed areas, provide adequate ventilation during application and cure. **Note:** Refer to product listings on www.nsf.org for specific potable water return to service information.

POTA-POX® PLUS | SERIES L140F

VOLATILE ORGANIC COMPOUNDS
Unthinned: 0.75 lbs/gallon (90 grams/litre) (TBAc exempt)
Unthinned: 1.02 lbs/gallon (122 grams/litre)
Thinned 5% (No. 49 Thinner): 0.75 lbs/gallon (90 grams/litre) (TBAc exempt)
Thinned 5% (No. 49 Thinner): 1.01 lbs/gallon (122 grams/litre) †

HAPS
Unthinned: 0.1 lbs/gal solids
Thinned 5% (No. 49 Thinner): 0.1 lbs/gal solids

THEORETICAL COVERAGE
1,059 mil sq ft/gal (26.0 m²/L at 25 microns). See APPLICATION for coverage rates. †

NUMBER OF COMPONENTS
Two: Part A (amine) and Part B (epoxy) — One (Part A) to one (Part B) by volume.

PACKAGING

	Part A	Part B	Yield (mixed)
Large Kit	5 gallon pail	5 gallon pail	10 gallons (37.9 L)
Small Kit	1 gallon can	1 gallon can	2 gallons (7.6 L)

NET WEIGHT PER GALLON
14.62 ± 0.25 lbs (6.63 ± 0.11 kg) (mixed) †

STORAGE TEMPERATURE
Minimum 20°F (-7°C) Maximum 110°F (43°C)
For optimum application properties, material temperature should be above 60°F (16°C) prior to application.

TEMPERATURE RESISTANCE
(Dry) Continuous 250°F (121°C) Intermittent 275°F (135°C)

SHELF LIFE
Part A: 24 months; Part B: 12 months at recommended storage temperature.

FLASH POINT - SETA
Part A: 98°F (37°C) Part B: 95°F (35°C)

HEALTH & SAFETY
Paint products contain chemical ingredients which are considered hazardous. Read container label warning and Material Safety Data Sheet for important health and safety information prior to the use of this product.
Keep out of the reach of children.

APPLICATION

COVERAGE RATES

	Dry Mils (Microns)	Wet Mils (Microns)	Sq Ft/Gal (m²/Gal)
Suggested	6.0 (150)	9.0 (230)	176 (16.4)
Minimum	2.0 (50)	3.0 (75)	529 (49.2)
Maximum	10.0 (255)	15.0 (375)	106 (9.8)

Note: Roller or brush application requires two or more coats to obtain recommended film thickness. Allow for overspray and surface irregularities. Wet film thickness is rounded to the nearest 0.5 mil or 5 microns. Application of coating below minimum or above maximum recommended dry film thicknesses may adversely affect coating performance. Reference the NSF website at www.nsf.org for details on the maximum allowable DFT. †

MIXING
Start with equal amounts of Series L140F Parts A and B. Power mix contents of each container separately, making sure no pigment remains on the bottom. Pour a measured amount of Part B into a clean container large enough to hold both components. Add an equal volume of Part A to Part B while under agitation. Continue agitation until the two components are thoroughly mixed. **Note:** Both components must be above 50°F (10°C) prior to mixing. For optimum mixing and application properties, the material should be above 60°F (16°C).

Thin by volume and thoroughly mix. Failure to thoroughly mix the Part A and Part B components prior to thinning can affect product's gloss and performance. Do not use mixed material beyond pot life limits. **Note:** For application to surfaces between 35°F to 50°F (2°C to 10°C), allow mixed material to stand 30 minutes and restir before using.

THINNING
Use No. 49 Thinner. For air spray, thin up to 5% or 1/4 pint (190 mL) per gallon. No thinning necessary for airless spray. For roller or brush application, thin up to 5% or 1/4 pint (190 mL) per gallon. **Caution: Series L140F NSF certification is based on thinning with No. 49 Thinner only.** Use of any other thinner voids **NSF/ANSI/CAN Std 61**.

POT LIFE
2 hours at 50°F (10°C) 1 hour at 75°F (24°C) 30 minutes at 100°F (38°C)

SPRAY LIFE
30 minutes at 75°F (24°C)
Note: Spray application after listed times will adversely affect ability to achieve recommended dry film thickness.

APPLICATION EQUIPMENT

Air Spray

Gun	Fluid Tip	Air Cap	Air Hose ID	Mat'l Hose ID	Atomizing Pressure	Pot Pressure
DeVilbiss JGA	E	704	5/16" or 3/8" (7.9 or 9.5 mm)	3/8" or 1/2" (9.5 or 12.7 mm)	50-80 psi (3.4-5.5 bar)	10-20 psi (0.7-1.4 bar)

Low temperatures or longer hoses require higher pot pressure.

Airless Spray

Tip Orifice	Atomizing Pressure	Mat'l Hose ID	Manifold Filter
0.015"-0.019" (380-485 microns)	3500-5100 psi (241-351 bar)	1/4" or 3/8" (6.4 or 9.5 mm)	60 mesh (250 microns)

Use appropriate tip/atomizing pressure for equipment, applicator technique, and weather conditions.
Roller: Use a 3/8" or 1/2" (9.5 mm or 12.7 mm) synthetic woven nap roller cover. Use longer nap to obtain penetration on rough or porous surfaces.
Brush: Recommended for small areas only. Use high-quality natural or synthetic bristle brushes.

SURFACE TEMPERATURE
Minimum 35°F (2°C) Maximum 135°F (57°C)
The surface should be dry and at least 5°F (3°C) above the dew point. Coating will not cure below minimum surface temperature.

CLEANUP Flush and clean all equipment immediately after use with the recommended thinner or MEK.

† Values may vary with color.

PRODUCT DATA SHEET

Sikaflex®-1A

ELASTOMERIC JOINT SEALANT / ADHESIVE

PRODUCT DESCRIPTION

Sikaflex®-1A is a premium-grade, high-performance, moisture-cured, 1-component, polyurethane-based, non-sag elastomeric sealant. Sikaflex-1a can be used in green and damp concrete applications. Meets Federal Specification TT-S-00230C, Type II, Class A. Meets ASTM C920, Type S, Grade NS, Class 35, Use T, NT, O, M, A, I. Canadian standard CAN/CGSB 19.13-M87.

USES

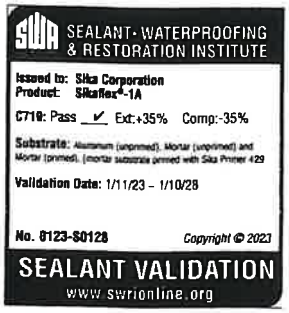
- Designed for all types of joints where maximum depth of sealant will not exceed 1/2 in.
- Excellent for small joints and fillets, windows, door frames, reglets, flashing, common roofing detail applictions, and many construction adhesive applications.
- Suitable for vertical and horizontal joints; readily placeable at 40°F
- Has many applications as an elastic adhesive between materials with dissimilar coefficients of expansion.
- Submerged conditions, such as canal and reservoir joints.

CHARACTERISTICS / ADVANTAGES

- Eliminates time, effort, and equipment for mixing, filling cartridges, pre-heating or thawing, and cleaning of equipment.
- Fast tack-free and final cure times.
- High elasticity - cures to a tough, durable, flexible consistency with exceptional cut and tear -resistance.
- Stress relaxation.
- Excellent adhesion - bonds to most construction materials without a primer.
- Excellent resistance to aging, weathering.
- Proven in tough climates around the world.
- Can be applied to green concrete 24 hours after pour
- Can be applied to damp concrete 1 hour after getting wet
- Non-staining.
- Jet fuel resistant.
- Certified to NSF/ANSI/CAN 61 for potable water (meets applicable requirements of NSF/ANSI 600).
- Urethane-based; suggested by EPA as a caulk and crack sealant for radon reduction.
- Paintable with water-, oil- and rubber-based paints.
- Capable of ±35% joint movement.

APPROVALS / STANDARDS

- ASTM C920, Type S, Grade NS, Class 35, Use T, NT, O, M, A, I
- SWRI validated acc. to ASTM C719 (No. 0123-S0128)
- Federal specification TT-S-00230 C Type II, Class A
- Canadian Standard CAN/CGSB 19.13-M87
- Certified to NSF/ANSI/CAN 61 for potable water (meets applicable requirements of NSF/ANSI 600).



PRODUCT INFORMATION

Packaging	10.1 fl. oz. (300 ml) cartridge, 20 fl. oz. (600 ml) sausage, 4.5 gal (17 L) in a 5 gal pail, 52 gal (197 L) in a 55 gal drum
Color	White, colonial white, aluminum gray, limestone, black, dark bronze, capitol tan, stone and medium bronze. Special architectural colors on request.
Shelf Life	**Cartridge**: 15 months in original, unopened packaging. **Sausage**: 18 months in original, unopened packaging. **Pail and Drum**: 6 months in original, unopened packaging.
Storage Conditions	Store at 40°-95°F (4°-35°C).

TECHNICAL INFORMATION

Testing	(21 day) 45±5	(ASTM C 661)
Elongation at Break	550 %	(ASTM D-412)
Tear Strength	55 lb./in.	(ASTM D-624)
Movement Capability	±35 %	(ASTM C-719)
Chemical Resistance	Good resistance to water, diluted acids, and diluted alkalines. Consult Technical Service for specific data.	
Resistance to Weathering	Excellent	
Service Temperature	-40 °F to +170 °F	

Adhesion in peel (ASTM C-794) (TT-S-00230C)

Substrate	Peel Strength	Adhesion loss
Concrete	20 lbs	0 %
Aluminium	20 lbs	0 %
Glass	20 lbs	0 %

Tensile stress at specified elongation (ASTM D 412)

21 day Tensile Stress	175 psi (1.21 MPa)
Stress @ 100%	85 psi (0,59 N/mm²)

APPLICATION INFORMATION

Coverage

10.1 oz Cartridge: Yield in Linear Feet

Width/Depth	1/4"	3/8"	1/2"
1/4"	24.3		
3/8"	16.2	10.8	
1/2"	12.1	8.1	6.1
3/4"	8.1	5.4	4.0
1"			3.0
1.25"			2.4
1.5"			2.0

20 oz Sausage: Yield in Linear Feet

Width/Depth	1/4"	3/8"	1/2"
1/4"	48.1		
3/8"	32.1	21.4	
1/2"	24.1	16.0	12.0
3/4"	16.0	10.7	8.0
1"			6.0
1.25"			4.8
1.5"			4.0

1 gallon: Yield in Linear Feet

Width/Depth	1/4"	3/8"	1/2"
1/4"	307.9		
3/8"	205.3	136.8	
1/2"	153.9	102.6	77.0
3/4"	102.6	68.4	51.3
1"			38.5
1.25"			30.8
1.5"			25.7

Cure Time	4 to 7 days (73 °F / 50 % r.h.)
Curing Rate	up to 1/8" after 24 hours (73 °F / 50 % r.h.)
Tack Free Time	3 to 6 hours (73 °F / 50 % r.h.)

BASIS OF PRODUCT DATA

Results may differ based upon statistical variations depending upon mixing methods and equipment, temperature, application methods, test methods, actual site conditions and curing conditions.

LIMITATIONS

- Allow 1 week cure at standard conditions when using Sikaflex-1a in total water immersion situations.
- When overcoating with water, oil and rubber based paints, compatibility and adhesion testing is essential.
- Sealant should be allowed to cure for 7 days prior to overcoating
- Avoid exposure to high levels of chlorine. (Maximum continuous level is 5 ppm of chlorine.)
- Do not use in swimming pools or other submerged conditions where the sealant will be exposed to strong oxidizers. Avoid submerged conditions where water temperatures will exceed 120 °F (50 °C)
- Maximum depth of sealant must not exceed 1/2 in.; minimum depth is 1/4 in.
- Maximum expansion and contraction should not exceed 35% of average joint width.
- Do not cure in the presence of curing silicone sealants.
- Avoid contact with alcohol and other solvent cleaners during cure.
- Do not apply when moisture-vapor-transmission condition exists from the substrate as this can cause bubbling within the sealant.
- Use opened units the same day.
- When applying sealant, avoid air-entrapment.
- Since system is moisture-cured, permit sufficient exposure to air.
- White color tends to yellow slightly when exposed to ultraviolet rays.
- Light colors can yellow if exposed to direct gas fired heating element.
- The ultimate performance of Sikaflex-1a depends on good joint design and proper application with joint surfaces properly prepared.
- The depth of sealant in horizontal joints subject to traffic is 1/2 in.
- Do not tool with detergent or soap solutions.
- Do not use in contact with bituminous/asphaltic materials.
- In green concrete applications sealing joints in poor or low strength concrete 24 hours after pour may impact ability of sealant to gain proper adhesion.
- In damp concrete applications all standing water and excess water must be eliminated prior to the 60 minute waiting time.

ENVIRONMENTAL, HEALTH AND SAFETY

For further information and advice regarding transportation, handling, storage and disposal of chemical products, user should refer to the actual Safety Data Sheets containing physical, environmental, toxicological and other safety related data. User must read the current actual Safety Data Sheets before using any products. In case of an emergency, call CHEMTREC at 1-800-424-9300, International 703-527-3887.

APPLICATION INSTRUCTIONS

SUBSTRATE PREPARATION

Product Conditioning: Condition material to 65°-75°F before using.
Clean all surfaces. Joint walls must be sound, clean, frost-free, and free of oil and grease. Curing compound residues and any other foreign matter must be thoroughly removed. A roughened surface will also enhance bond. Install bond breaker tape or backer rod to prevent bond at base of joint. Priming is not usually necessary. Most substrates only require priming if testing indicates a need or where sealant will be subjected to water immersion after cure.
For green concrete applications control joints must be cut 8 hours prior to sealant installation and in expansion joint forms must be removed 4 hours prior to sealant installation. For wet concrete applications all excess or standing water must be displaced and concrete must then dry for a minimum of 60 min prior to sealant installation. Consult Sikaflex Primer Technical Data Sheet or Technical Service for additional information on priming.

APPLICATION METHOD / TOOLS

Recommended application temperatures: 40°-100°F. For cold weather application, condition units at approximately 70°F; remove prior to using. For best performance, Sikaflex-1a should be gunned into joint when joint slot is at mid-point of its designed expansion and contraction. Place nozzle of gun into bottom of the joint and fill entire joint. Keep the nozzle in the sealant, continue on with a steady flow of sealant preceding the nozzle to avoid air entrapment. Avoid overlapping of sealant to eliminate entrapment of air.

Sikaflex-1a can be applied on green concrete after the concrete has cured for a minimum of 24 hours at 75°F.Control joints must be cut and open for min of 8 hours prior to application. Expansion joints must have forms removed a minimum of 4 hours prior to application. For damp concrete applications Sikaflex-1a can be applied 60 minutes after any and all water has been displaced.

Tooling & Finishing
Tool sealant to ensure full contact with joint walls and remove air entrapment. Joint dimension should allow for 1/4 inch minimum and 1/2 inch maximum thickness for sealant. Proper design is 2:1 width to depth ratio, For use in horizontal joints in traffic areas, the absolute minimum depth of the sealant is 1/2 in. and closed cell backer rod is recommended.

Removal
Use personal protective equipment (chemical resistant gloves/goggles/clothing). Without direct contact, remove spilled or excess product and placed in suitable sealed container. Dispose of excess product and container in accordance with applicable environmental regulations.

Over Painting
Allow 1-week cure at standard conditions when using Sikaflex-1a in total water immersion situations and prior to painting.

CLEANING OF TOOLS

Clean all tools and application equipment with Xylene immediately after use. Hardened material can only be removed mechanically.

OTHER RESTRICTIONS

See Legal Disclaimer.

LEGAL DISCLAIMER

- **KEEP CONTAINER TIGHTLY CLOSED**
- **KEEP OUT OF REACH OF CHILDREN**
- **NOT FOR INTERNAL CONSUMPTION**
- **FOR INDUSTRIAL USE ONLY**
- **FOR PROFESSIONAL USE ONLY**

Prior to each use of any product of Sika Corporation, its subsidiaries or affiliates ("SIKA"), the user must always read and follow the warnings and instructions on the product's most current product label, Product Data Sheet and Safety Data Sheet which are available at usa.sika.com or by calling SIKA's Technical Service Department at 1-800-933-7452. Nothing contained in any SIKA literature or materials relieves the user of the obligation to read and follow the warnings and instructions for each SIKA product as set forth in the current product label, Product Data Sheet and Safety Data Sheet prior to use of the SIKA product.

SIKA warrants this product for one year from date of installation to be free from manufacturing defects and to meet the technical properties on the current Product Data Sheet if used as directed within the product's shelf

life. User determines suitability of product for intended use and assumes all risks. User's and/or buyer's sole remedy shall be limited to the purchase price or replacement of this product exclusive of any labor costs. **NO OTHER WARRANTIES EXPRESS OR IMPLIED SHALL APPLY INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. SIKA SHALL NOT BE LIABLE UNDER ANY LEGAL THEORY FOR SPECIAL OR CONSEQUENTIAL DAMAGES. SIKA SHALL NOT BE RESPONSIBLE FOR THE USE OF THIS PRODUCT IN A MANNER TO INFRINGE ON ANY PATENT OR ANY OTHER INTELLECTUAL PROPERTY RIGHTS HELD BY OTHERS.**

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