

Council Meetings

November 7, 2023 - City Council Meeting

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Building the Best Hometown in America®

ALLIANCE, NEBRASKA
CITY COUNCIL MEETING
Alliance Learning Center
1750 Sweetwater Avenue
November 07, 2023 – 7:00 p.m.
AGENDA

- **Call to Order**
- **Roll Call**
- **Invocation and Pledge of Allegiance**
- **Open Meetings Act Announcement**

For the public's reference a copy of the Open Meetings Law has been posted on the northeast corner of this room in the audience area. This posting complies with the requirements of the Nebraska Legislature.

A. Consent Calendar

Approval of Minutes, Council Proceedings, Payroll and Claims

Approval of Cemetery Certificates

Resolution No. 23-88 – Carhenge Sign Lease Agreement

Resolution No. 23-89 – Budget Transfer Electric Engineering

Resolution No. 23-90 – Electric Transformer Purchase

Resolution No. 23-91 – Sewer Bypass Pump Purchase

Resolution No. 23-92 – Budget Transfer Landfill Loader Tires

Resolution No. 23-93 – Budget Transfer Landfill

Resolution No. 23-94 – Engineer Agreement 2024 Streets Project

Resolution No. 23-95 – 911 Interlocal Agreement

B. Conflict Claim of Council Member for Attendance at NE Municipal League Conference

† \$577.39 Councilman Mara Andersen

C. Resolution No. 23-96 - Preliminary Plat Application for Block 1, Myrtle Second Addition

Resolution No. 23-96 will approve the Preliminary Plat for Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska. The Alliance Planning Commission recommended approval of the Preliminary Plat at their October 10, 2023 meeting.

D. Ordinance No. 2968 – First Reading - Final Plat Application for Block 1, Myrtle Second Addition

Ordinance No. 2968 is before Council on first reading and will approve the Final Plat for Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska.

E. Ordinance No. 2969 – First Reading - Annexation for Block 1, Myrtle Second Addition

Ordinance No. 2969 is before Council on first reading, which will approve and amend the City Limit Map of the City of Alliance and annex Block 1, Myrtle Second Addition to be within corporate limits of the City.

F. Ordinance No. 2970 – First Reading - Rezone for Block 1, Myrtle Second Addition

City of Alliance Goals

Build Excellence Through Warm Communication and Genuine Alliances * Create a Fun Place to Live, Work and Play * Construct Homes and Develop Neighborhoods * Celebrate and Relax In Our Positive and Friendly Hometown * Promote a Strong and Vibrant Community

Ordinance No. 2970 is the proposed rezone of Block 1, Myrtle Second Addition to the City of Alliance from Ag, Agriculture to R-1, Single Family Residential zoning, this is the first reading of the proposed rezone.

G. Resolution No. 23-97 – Fire Truck Order Placement

Resolution No. 23-97 will authorize and approve the ordering of a new fire truck, with the understanding that the purchase is unlikely to take place until FY26-27, at which time the Council will decide to appropriate and expend sufficient funds to finalize the purchase.

H. Resolution No. 23-98 – Refuse Truck Purchase

Resolution No. 23-98 will authorize and approve the purchase a 2024 Freightliner Dump Truck from HGAC-Bu in the amount of \$282,568.00.

I. Resolution No. 23-99 – Employer Health Insurance Renewal

Resolution No. 23-99 will approve the renewal of health insurance with UNUM, Regional Care Inc., and Symetra as the City of Alliance’s Underwriters.

J. Resolution No. 23-100 – Employee Health Insurance Renewal

Resolution No. 23-100 will approve the employee health insurance renewal for medical, dental, vision and in-lieu benefits.

K. Resolution No. 23-101 – Hiring and Retention Pay Policy

Resolution No. 23-101 will establish and approve the Hiring and Retention Pay Policy for the City of Alliance.

L. Executive Session – City Clerk 6 Month Review

▪ **Motion to Adjourn**

Respectfully submitted,



Shelbi C. Pitt
City Clerk

† Added by addendum to agenda 24 hours prior to the meeting.
The City Council reserves the right to adjourn into closed session as per Section 84-1410 of the Nebraska Revised Statutes.

City of Alliance Goals

Build Excellence Through Warm Communication and Genuine Alliances * Create a Fun Place to Live, Work and Play * Construct Homes and Develop Neighborhoods * Celebrate and Relax In Our Positive and Friendly Hometown * Promote a Strong and Vibrant Community

CONSENT CALENDAR – NOVEMBER 07, 2023

1. Approval: Minutes of the Regular Meeting, October 17, 2023.
2. Approval: Payroll from October 20, 2023 in the total amount of \$277,594.75.
3. Approval: Claims against the following funds: General, General Debt Service, Trust and Agency, Street, Electric, Refuse Collection and Disposal, Sanitary Sewer, Water, Golf Course, Downtown Improvement Districts, R.S.V.P., Keno, and Capital Improvement; \$624,121.14.
4. Approval: Cemetery Certificate for Dubray, Debra M., McCart, Wayne E. & Shirley A. and, Zuniga, Jose G. & Micaela.
5. Approval: Resolution 23-88 which will authorize a Sign Lease agreement with Bradley Petersen for the placement of Carhenge advertisement and marketing billboard on Northeast Quarter of Sec 24, T33, Range 49 W 6th P.M., Dawes County, NE along Highway 20 west of Chadron, NE at the rate of \$700.00 per year.
6. Approval: Resolution 23-89 which will authorize a budget transfer from Capital Account #05-51-54-53-948 to Professional Engineering Services #05-51-52-43-948 in order to utilize the electricity with Sandhills Energy, a new overhead power line needs built, which requires professional engineering in the amount of \$80,000.00.
7. Approval: Resolution 23-90 which will authorize a budget transfer from Capital Account #05-51-54-53-948 to Professional Engineering Services #05-51-52-43-331 for a purchase of a 3000 KVA Transformer from Sandhills Energy in the amount of \$138,465.00.
8. Approval: Resolution 23-91 which approves the purchase of a Sewer Bypass Pump System from Russell Industries in the amount of \$64,000.00.
9. Approval: Resolution 23-92 which approves the purchase of 4 SETCO Landfill Loader Tires from Murphy Tractor and Equipment in the amount of \$36,979.18.
10. Approval: Resolution 23-93 which will authorize a budget transfer from Tires, Vehicle, Equipment #06-51-55-45-558 to Capital Outlay-Vehicles #06-41-42-59-960 and Refuse #06-51-55-45-553 to supplement the budget of the Landfill in the amount of \$33,000 to #06-51-55-45-558 and the amount of \$27,000 to #06-51-55-45-553.
11. Approval: Resolution 23-94 which will authorize the Mayor to enter into an agreement with MC Schaff and Associates for the 2024 Street Rehabilitation Project of 8th Street from Dakota Avenue to Mississippi Avenue in the amount of \$199,261.00.
12. Approval: Resolution 23-95 which authorizes the Mayor to sign an agreement with South Central/Panhandle Nebraska 911 Regional Interlocal agreement.

NOTE: City Manager Sorensen and City Treasurer Baker have reviewed these expenditures and to the best of their knowledge confirm that they are within budgeted appropriations to this point in the fiscal year.

Any item listed on the Consent Calendar may, by the request of any single Council Member, be considered as a separate item in the Regular Agenda.

October 17, 2023

ALLIANCE CITY COUNCIL

SPECIAL MEETING, TUESDAY, OCTOBER 17, 2023

STATE OF NEBRASKA)
)
COUNTY OF BOX BUTTE) §
)
CITY OF ALLIANCE)

The Alliance City Council met in a Regular Meeting, October 17, 2023 at 7:00 p.m. in the Alliance Learning Center Community Meeting Room, 1750 Sweetwater Avenue. A notice of meeting was published in the Alliance Times Herald on October 11, 2023. The notice stated the date, hour and place of the meeting, that the meeting was open to the public, and that an agenda of the meeting, kept continuously current, was available for public inspection at the office of the City Clerk in City Hall; provided the Council could modify the agenda at the meeting if it determined an emergency so required. A similar notice, together with a copy of the agenda, also had been provided to each of the City Council Members. An agenda, kept continuously current, was available for public inspection at the office of the City Clerk during regular business hours from the publication of the notice to the time of the meeting.

Mayor Jones opened the October 17, 2023 regular meeting of the Alliance, Nebraska City Council at 7:00 p.m. Present were Mayor Jones, Vice-Mayor McGhehey and Council Members Mischnick, Andersen, and Mashburn. Also present were City Clerk Pitt, City Manager Sorensen and City Treasurer Baker.

- Mayor Jones read the Open Meetings Act Announcement.
- The Consent Calendar was the first item on the agenda. A motion was made by Councilman Mischnick, which was seconded by Mashburn to approve the Consent Calendar as follows:

CONSENT CALENDAR – OCTOBER 17, 2023

1. Approval: Minutes of the Regular Meeting, October 03, 2023.
2. Approval: Payroll from October 06, 2023 in the total amount of \$355,132.72.
3. Approval: Claims against the following funds: General, General Debt Service, Trust and Agency, Street, Electric, Refuse Collection and Disposal, Sanitary Sewer, Water, Golf Course, Downtown Improvement Districts, R.S.V.P., Keno, and Capital Improvement; \$950,273.34.

October 17, 2023

4. Approval: Resolution 23-73 which will approve the acceptance of Set Property Tax.
5. Approval: Resolution 23-83 which will approve the authorization of the Mayor to execute all documents necessary to support the application of the Carnegie Arts Center to the Nebraska Arts Council.
6. Approval: Resolution 23-84 which will approve Social Archive Software Subscription Purchase in the amount of \$4,594.00.

NOTE: City Manager Sorensen and City Treasurer Baker have reviewed these expenditures and to the best of their knowledge confirm that they are within budgeted appropriations to this point in the fiscal year.

Any item listed on the Consent Calendar may, by the request of any single Council Member, be considered as a separate item in the Regular Agenda.

Roll call vote with the following results:

Voting Aye: Jones, McGhehey, Mischnick, Andersen, and Mashburn.

Voting Nay: None.

Motion carried.

- The second item on the agenda was to proclaim for Crime Prevent Month.

The Alliance Police Department were in attendance to receive the proclamation for Crime Prevention Month. Councilman Andersen read the following proclamation:

PROCLAMATION

WHEREAS, the strength of our City depends on how safe we keep our homes, neighborhoods, schools and workplaces; and,

WHEREAS, crime and fear of crime destroy our trust in others and in civic institutions, threatening the community's health, prosperity, and quality of life; and,

WHEREAS, people of all ages must be made aware of what they can do to prevent themselves, their families, neighbors and coworkers from being harmed by crime; and,

WHEREAS, the personal injury, financial loss, and community deterioration resulting from crime are intolerable and require investments from the whole community; and,

WHEREAS, crime prevention initiatives include self-protection and security, but they must go beyond these efforts to make neighborhoods safer for all ages and develop positive opportunities for young people; and,

October 17, 2023

WHEREAS, adults must invest time, resources, and policy support in effective prevention and intervention strategies for youth, and parents are encouraged to engage teens in programs which decrease crime in their communities; and,

WHEREAS, partnerships with law enforcement and other agencies such as civic groups, schools, faith communities, businesses and individuals create effective crime prevention programs as they help to nurture communal responsibility and instill community pride;

NOW, THEREFORE, the City Council of Alliance, Nebraska, does hereby proclaim:

Month of October as:

Crime Prevention Month

In the City of Alliance, Nebraska, and we urge all residents of our community to join me in learning more about Crime Prevention and work together to make a safer, stronger and more caring community.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the City of Alliance to be affixed on this 17th day of October in the year of the Lord Two Thousand Twenty-Three.

- Council next held a Public Hearing on the Class CK Liquor License Application of Golden Hour Barbeque. Following the public hearing, Council considered Resolution No. 23-85 which has been prepared to recommend approval of the license. Council was provided with the following background information:

[The City is in receipt of a Class CK Liquor License application from Golden Hour Barbeque, 402 Box Butte Avenue. The license application is included in the packet. No disqualifiers came from a background check conducted by the Alliance Police Department.]

HEARING PROCESS -

1. Mayor or council member announces agenda item.
2. Mayor opens public hearing and asks clerk what exhibits she has.
3. Clerk identifies application, checklist for 53-132, Chief's report, and other documents she may have received.
4. Mayor asks for a motion that the exhibits be received into the record, second and vote.
5. Mayor asks for those who are going to give testimony to stand and be sworn.
6. Mayor says "do you swear or affirm to tell the truth so help you God".
7. Individuals respond.
8. Those individuals should include the applicant who must prove to the council's satisfaction the elements on the top part of the checklist. They will also include individuals who may speak either in favor or against the application and police chief who will hit the high points of his report.
9. Mayor calls on applicant to make a presentation.
10. While applicant is still at the podium, the Mayor will call on the City Attorney for any questions and to council and himself for questions.

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11. Mayor asks for others who wish to speak in favor of the application and follows the same process for questions.
12. Mayor then calls upon those who wish to speak against and follows the same process for questions.
13. Mayor then calls on the police chief / staff for comments.
14. Mayor asks if there is any other testimony.
15. Mayor closes the public hearing and asks for comment from the City Attorney.
16. Mayor asks for comment from Council and himself.
17. Mayor asks for a motion.
18. The motion is either to make a positive or negative recommendation on the application to the Liquor Control and to reference the elements on the top of the checklist and ask staff to prepare Resolution for the Mayor's signature.
19. After a second, Mayor calls for a vote.]

Mayor Jones stated “now is the date, time, and place to conduct a Public Hearing to hear support, opposition, criticism, suggestions, or observations of the taxpayers relating to the Class CK Liquor License Application of Golden Hour Barbeque and opened the public hearing at 7:07 p.m.

City Clerk Pitt identified the following exhibits for the hearing:

- Exhibit 1 – Application of Golden Hour Barbeque, 402 Box Butte Avenue, Alliance, NE.
- Exhibit 2 – City Council checklist for Section 53-132 R.R.S. (1984)
- Exhibit 3 – Written statement of Police Department dated October 12, 2023.

Councilman Mischnick made a motion to accept Exhibits 1-3 into the record.
Councilman Andersen seconded the motion.

Roll call with the following results:

Voting Aye: Jones, McGhehey, Mischnick, Andersen and Mashburn.

Voting Nay: None.

Motion carried.

Next, Mayor Jones swore in Fletcher Sheridan and Flor Acosta Marquez, representatives of Golden Hour Barbeque and co-applicants of the Class CK License. As well as acting Police Chief Felker to give testimony regarding the liquor application.

Council asked what kind of business Golden Hour Barbeque was. Fletcher stated this business would be a Texas Barbeque, Monday through Friday in the evenings, with the Coffee Shop still in the morning hours. The event space will remain intact, and will be used as over flow seating during dining hours.

October 17, 2023

The applicants had a positive background check and were eligible to hold a liquor license.

No additional testimony was offered and Public Hearing closed at 7:17 p.m.

A motion was made by Vice-Mayor McGhehey, seconded by Councilman Mischnick to approve Resolution No. 23-85 which follows in its entirety:

RESOLUTION NO. 23-85

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA:

On February 21, 2023 the matter of the Class CK Liquor License Application of Golden Hour Barbeque, 402 Box Butte Avenue, Alliance, NE, came on for consideration by the Council.

The following exhibits were offered and received:

- Exhibit 1 - Application of Golden Hour Barbeque, 402 Box Butte Avenue
- Exhibit 2 - City Council checklist for Section 53-132 R.R.S. (1984)
- Exhibit 3 - Written statement from the Alliance Police Department

Witnesses were sworn and testimony was received in support of the Class CK Liquor License at the public hearing on this date from Golden Hour Barbeque.

Upon consideration of the evidence and the criteria to be considered by the City Council pursuant to law, the City Council finds as follows:

Applicant complies with the provisions of Section 53-131.01 R.R.S. (2003).

Applicant has met its burden with regard to the checklist that is provided by Section 53-132 R.R.S. (1984) and demonstrates a willingness and ability to properly manage the liquor license held by Golden Hour Barbeque in conformance to the rules and regulations of the Nebraska Liquor Control Act.

Based on the above findings, the City Council recommends to the Nebraska Liquor Control Commission that the Class CK Liquor License Application of Golden Hour Barbeque at the premise described in the application be approved. The City of Alliance shall transmit a copy of this Resolution to the Commission.

Roll call vote with the following results:

Voting Aye: Jones, McGhehey, Mischnick, Andersen and Mashburn.

Voting Nay: None.

Motion carried.

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- Resolution No. 23-86 which will recommend approval of the Manager Application of Fletcher Sheridan for Golden Hour Barbeque, was the next item on the agenda. Council was provided with the following information:

[The City of Alliance is in receipt of a Manager Application from Fletcher Sheridan for the liquor license of Golden Hour Barbeque located at 402 Box Butte Avenue. The Police Department has completed a background check and has found no reason to deny the application.]

Mr. Fletcher was in attendance at the meeting and appeared before Council to answer questions.

A motion was made by Vice-Mayor McGhehey, seconded by Councilman Mischnick to approve Resolution No. 23-86 which follows in its entirety:

RESOLUTION NO. 23-86

WHEREAS, The City of Alliance has received a notice and copy of a Manager Application for Golden Hour Barbeque, 402 Box Butte Avenue, Alliance, Nebraska submitted by Fletcher Sheridan; and

WHEREAS, City staff has reviewed the application and finds no reason why the proposed manager, Fletcher Sheridan, would be disqualified from serving as manager.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Council of the City of Alliance, Nebraska, that the Manager's Application of Fletcher Sheridan for Golden Hour Barbeque, 402 Box Butte Avenue, Alliance, Nebraska is hereby recommended for approval to the Nebraska Liquor Control Commission.

BE IT FURTHER RESOLVED, that the City shall notify the Nebraska Liquor Control Commission of this Council decision.

Roll call vote with the following results:

Voting Aye: Jones, McGhehey, Mischnick, Andersen and Mashburn.

Voting Nay: None.

Motion carried.

- The fourth item on the agenda was the Resolution No. 23-87 which allow the City of Alliance to enter a Real Estate Purchase Agreement with BCM Properties, LLC. The Agreement will authorize the City to conduct due diligence and possibly acquire by Warranty Deed the property most commonly known as 1207 West 2nd Street, Alliance, Nebraska.

At this time Councilman Mischnick declared conflict of interest on this matter, asking to be excused.

October 17, 2023

A motion was made by Councilman Andersen, seconded by Councilman Mashburn to approve Resolution No. 23-87 which follows in its entirety:

RESOLUTION NO. 23-87

WHEREAS, The City of Alliance, Nebraska (City) has discussed and considered acquiring real property, by purchase, from BCM Properties, LLC.

WHEREAS, prior to acquiring any interest in the real property the City will conduct a public hearing to receive input for the City Council to consider in making a decision whether to acquire the real property or not.

WHEREAS, the City Council of the City now, by majority vote, resolves as follows:

NOW, THEREFORE BE IT RESOLVED:

1) The City Council approves the Real Estate Purchase Agreement dated October ___, 2023.

2) Pursuant to the Real Estate Purchase Agreement, the City is authorized to conduct due diligence and possibly acquire by Warranty Deed the following described real property:

The North One-Half (N.) of Block Three (3), A Replat of Block Two (2), and the North One-Half (N½) of Block Three (3), Wyoming Avenue Addition, an addition to the City of Alliance, Box Butte County, Nebraska. The legal description may differ from the title insurance commitment, but when obtained the legal description of the Title Company will be used in the Warranty Deed.
More commonly known as 1207 West 2ND, Alliance, Nebraska.

3) Earl Jones, as Mayor of the City, is authorized to execute the Real Estate Purchase Agreement.

Roll call vote with the following results:

Voting Aye: Jones, McGhehey, Andersen and Mashburn.

Voting Nay: None.

Motion carried.

- The last item on the agenda was the discussion of the Employee Retention.

October 17, 2023

The Alliance City Council adjourned the October 17, 2023 City Council Meeting at 8:14 p.m.

(SEAL)

Earl Jones, Mayor

Shelbi C. Pitt, City Clerk

Complete minutes of the Alliance City Council may be viewed by the public during regular work hours at the City Clerk's Office, 324 Laramie Avenue, Alliance, Nebraska.

COUNCIL PROCEEDINGS

The Alliance, Nebraska City Council met in a Regular Meeting on Tuesday, October 17, 2023 at 7:00 p.m. Present were Council Members Mischnick, Jones, McGhehey, Andersen and Mashburn.

Council acted on and/or discussed the following items of business:

1. Approved the Consent Calendar. Ayes: All. Motion carried.
2. Proclaimed the month of October as Crime Prevention Month.
3. Conducted a Public Hearing on the Class CK Liquor License Application of Golden Hour Barbeque. Passed Resolution No. 23-85 recommending approval of the license to the Nebraska Liquor Control Commission. Ayes: All. Motion carried.
4. Approved Resolution No. 23-86 recommending approval to the Nebraska Liquor Control Commission of the Manager Application of Fletcher Sheridan for Golden Hour Barbeque. Ayes: All. Motion carried.
5. Approved Resolution No. 23-87, which approved the authorization of the City of Alliance to enter a Real Estate Purchase Agreement with BCM Properties, LLC. The Agreement will authorize the City to conduct due diligence and possibly acquire by Warranty Deed the property of the Warehouse located at 1207 West 2nd Street, in the amount of \$25,000 for the first six months with the potential to purchase the property after suitability study is done. The purchase price of the Warehouse would be \$695,000 with additional costs incurred for design and remodeling. Ayes: All. Motion carried.
6. DISCUSSION ITEM ONLY – EMPLOYEE RETENTION PROGRAM

Meeting adjourned at 8:14 p.m.

Earl Jones, Mayor

Attest:

Shelbi C Pitt, City Clerk

Complete minutes of the Alliance City Council may be viewed by the public during regular work hours at the City Clerk's Office, 324 Laramie Avenue, Alliance, Nebraska.

PAYROLL COSTS TO BE REPORTED TO COUNCIL

PAY DATE: 10/20/2023

GROSS PAYROLL

\$ 247,348.82

(GET FROM SINGLE LINE SUMMARY REPORT)

EMPLOYER COSTS

(GET FROM BENEFITS REGISTER REPORT)

FICA \$ 14,536.58

MEDICARE \$ 3,629.26

POLICE PENSION - PRINCIPAL \$ 1,890.21

FIRE PENSION - PRINCIPAL \$ 2,149.25

GENERAL PENSION - PRINCIPAL \$ 7,712.75

MISSION SQUARE PENSION \$ 327.88

H S A SANDHILLS STATE BANK

HEALTH/LIFE INSURANCE - HEALTH FUND

TOTAL BENEFITS \$ 30,245.93

TOTAL PAYROLL COSTS

\$ 277,594.75

CITY CLERK - SHELBI PITT

Report Criteria:

Invoices with totals above \$0 included.
 Paid and unpaid invoices included.
 [Report].Invoice Number = All {NOT LIKE} %ANDERSEN 9/23%
 [Report].Invoice Number = {OR} {IS NULL}

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
General Fund					
01-0000-03346 Clearing	General Fund				
FIRSTBANK CARD	PAID BY OTHER (APL FOUNDATION	O'CONNOR 10	10/09/2023	157.52	10/31/2023
01-0000-03346 Clearing	General Fund				
AMAZON CAPITAL SERVICES	EQUIPMENT	113-4498131-8	08/15/2023	98.00	10/12/2023
Total :				255.52	
Total :				255.52	
01-10-10-42-294 Conferences, Cont Education	General Fund	City Council	City Council		
LEAGUE OF NE MUNICIPALITIES/N	ANNUAL CONFERENCE	193635	10/19/2023	110.00	
Total City Council:				110.00	
Total City Council:				110.00	
01-11-11-42-294 Conferences, Cont Education	General Fund	City Administration	City Administration		
LEAGUE OF NE MUNICIPALITIES/N	ANNUAL CONFERENCE	193635	10/19/2023	110.00	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150450	09/20/2023	11.46	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	ORDINANCES	150458	10/11/2023	33.24	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150452	09/27/2023	9.71	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	COUNCIL PROCEEDINGS	150460	10/11/2023	11.18	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	COUNCIL PROCEEDINGS	150453	09/27/2023	14.36	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	LEGAL-MISC	150461	10/11/2023	16.27	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150451	09/20/2023	50.29	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	COUNCIL PROCEEDINGS	150459	10/11/2023	11.61	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150446	09/13/2023	86.45	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	LEGAL-MISC	150454	09/27/2023	49.27	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150462	10/11/2023	10.86	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	COUNCIL PROCEEDINGS	150447	09/13/2023	16.20	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	LEGAL-MISC	150455	10/04/2023	41.94	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	NOTICE OF MEETING	150463	10/11/2023	10.01	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	LEGAL-MISC	150448	09/13/2023	68.56	
01-11-11-44-431 Legal, Public Notices	General Fund	City Administration	City Administration		
ALLIANCE TIMES HERALD	LEGAL-MISC	150456	10/04/2023	9.49	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-11-11-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund ORDINANCES	City Administration 150464	City Administration 10/18/2023	30.70	
01-11-11-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund NOTICE OF MEETING	City Administration 150449	City Administration 09/13/2023	9.71	
01-11-11-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund COUNCIL PROCEEDINGS	City Administration 150457	City Administration 10/04/2023	24.12	
01-11-11-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	General Fund 308-762-5400 CITY MANAGER	City Administration 150470	City Administration 09/24/2023	189.62	10/31/2023
01-11-11-44-452 Long Distance Expense ALLO COMMUNICATIONS LLC	General Fund 308-762-5400 CITY MANAGER 2	City Administration 150470	City Administration 09/24/2023	.09	10/31/2023
01-11-11-45-511 Office Supplies CULLIGAN WATER CONDITIONING	General Fund COOLER RENTAL	City Administration 150474	City Administration 10/25/2023	6.95	
01-11-11-59-940 Capital Outlay-Office Equip CIVIC PLUS	General Fund ANNUAL FEE RENEWAL	City Administration 279907	City Administration 10/11/2023	14,240.25	
Total City Administration:				15,062.34	
Total City Administration:				15,062.34	
01-31-31-43-335 Other Technical Services FIRSTBANK CARD	General Fund ADOBE	Police Administration FELKER 10/23	Police Department 10/11/2023	21.39	10/18/2023
01-31-31-43-335 Other Technical Services FIRSTBANK CARD	General Fund ADOBE	Police Administration LUKENS 10/23	Police Department 10/12/2023	21.39	10/18/2023
01-31-31-43-373 Contract Custodial Services IDEAL LINEN INC	General Fund MOPS AND MATS	Police Administration 11190451	Police Department 09/26/2023	139.29	
01-31-31-44-421 Membership Dues AMERICAN ASSOC OF AIRPORT EX	General Fund MEMBERSHIP SUBSCRIPTION	Police Administration 1127269	Police Department 07/16/2023	1,254.00	
01-31-31-44-441 Electricity COA UTILITIES	General Fund ELECTRIC	Police Administration 10-20-23 UTILI	Police Department 10/05/2023	140.64	10/18/2023
01-31-31-44-442 Water-Sewer COA UTILITIES	General Fund WATER / SEWER	Police Administration 10-20-23 UTILI	Police Department 10/05/2023	112.41	10/18/2023
01-31-31-44-443 Refuse COA UTILITIES	General Fund REFUSE	Police Administration 10-20-23 UTILI	Police Department 10/05/2023	24.00	10/18/2023
01-31-31-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 8845 9631 60	Police Administration OCT - 23	Police Department 10/18/2023	33.00	10/31/2023
01-31-31-44-483 NRCNTSVC-Building Public Wrks CULLIGAN WATER CONDITIONING	General Fund RO RENTAL	Police Administration 150477	Police Department 10/25/2023	267.95	
01-31-31-44-483 NRCNTSVC-Building Public Wrks CULLIGAN WATER CONDITIONING	General Fund RO RENTAL	Police Administration 150476	Police Department 10/25/2023	23.95	
01-31-31-45-511 Office Supplies NEBRASKA TOTAL OFFICE	General Fund OFFICE SUPPLIES	Police Administration 0123269-001	Police Department 10/11/2023	34.45	
01-31-31-45-511 Office Supplies CARTER'S HOME HARDWARE & AP	General Fund BATTERIES	Police Administration 21854/1	Police Department 10/18/2023	3.99	
01-31-31-45-563 Cleaning Supplies IDEAL LINEN INC	General Fund MATS	Police Administration 11182738	Police Department 08/01/2023	40.46	
01-31-31-45-563 Cleaning Supplies IDEAL LINEN INC	General Fund MATS	Police Administration 11194289	Police Department 10/24/2023	40.46	
Total Police Administration:				2,157.38	
01-31-32-42-294 Conferences, Cont Education NE LAW ENFORCEMENT TRAINING	General Fund BASIC TRAINGING SESSION	Police Operations 12782	Police Department 10/23/2023	175.00	
01-31-32-42-294 Conferences, Cont Education CONSOLIDATED MGNT CO INC	General Fund TRAINING MEALS	Police Operations 226134	Police Department 10/25/2023	109.75	
01-31-32-42-294 Conferences, Cont Education CONSOLIDATED MGNT CO INC	General Fund TRAINING MEALS	Police Operations 226035	Police Department 10/11/2023	87.75	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-31-32-42-294 Conferences, Cont Education	General Fund	Police Operations	Police Department		
CONSOLIDATED MGNT CO INC	TRAINING MEALS	226084	10/18/2023	109.75	
01-31-32-43-379 Other Contract Operating Svcs	General Fund	Police Operations	Police Department		
RED BEARD GARAGE	APD TOWS	9082	10/27/2023	175.00	
01-31-32-44-441 Electricity	General Fund	Police Operations	Police Department		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	28.85	10/31/2023
01-31-32-44-456 Cellular Telephone Expense	General Fund	Police Operations	Police Department		
FIRSTNET	POLICE INSTALL FOR DISPATCH SY	287306230913	10/03/2023	500.00	10/31/2023
01-31-32-44-456 Cellular Telephone Expense	General Fund	Police Operations	Police Department		
FIRSTNET	CELL PHONE POLICE	287306230913	10/03/2023	2,150.39	10/31/2023
01-31-32-44-464 PMCNTSVC-Vehicle Repair	General Fund	Police Operations	Police Department		
PRESSURE PALACE	APD FLEET WASHES	27	10/03/2023	100.30	
01-31-32-44-482 NRCNTSVC-Vehicle Repair Mtc	General Fund	Police Operations	Police Department		
ALLIANCE MOTORS UNLIMITED, IN	OIL CHANGE	67751	10/27/2023	108.81	
01-31-32-44-486 NRCNTSVC-Veh, Equip, Tire Rep	General Fund	Police Operations	Police Department		
WESTCO	TIRES	155185	09/01/2023	396.59	
01-31-32-45-531 Uniforms	General Fund	Police Operations	Police Department		
FIRSTBANK CARD	UNIFORMS	PETERSON 10	10/12/2023	279.19	10/18/2023
01-31-32-45-531 Uniforms	General Fund	Police Operations	Police Department		
FIRSTBANK CARD	UNIFORMS	PETERSON 10	10/12/2023	106.98	10/18/2023
01-31-32-45-531 Uniforms	General Fund	Police Operations	Police Department		
KINSCO LLC	UNIFORMS	5919-1	10/17/2023	150.00	
01-31-32-45-531 Uniforms	General Fund	Police Operations	Police Department		
KINSCO LLC	UNIFORMS	0015511-1	10/05/2023	100.00	
01-31-32-45-531 Uniforms	General Fund	Police Operations	Police Department		
KINSCO LLC	UNIFORMS	5919-0	10/05/2023	150.00	
01-31-32-45-563 Cleaning Supplies	General Fund	Police Operations	Police Department		
IDEAL LINEN INC	MOPS AND MATS	11182737	08/01/2023	44.51	
01-31-32-45-563 Cleaning Supplies	General Fund	Police Operations	Police Department		
IDEAL LINEN INC	MOPS AND MATS	11184660	08/15/2023	44.51	
Total Police Operations:				4,603.42	
01-31-33-44-441 Electricity	General Fund	Police Support Services	Police Department		
BOX BUTTE COUNTY SHERIFF	APD ELECTRIC	150439	10/11/2023	917.04	
01-31-33-44-442 Water-Sewer	General Fund	Police Support Services	Police Department		
BOX BUTTE COUNTY SHERIFF	APD WATER/SEWER	150439	10/11/2023	72.46	
01-31-33-44-443 Refuse	General Fund	Police Support Services	Police Department		
BOX BUTTE COUNTY SHERIFF	APD REFUSE	150439	10/11/2023	72.06	
01-31-33-44-451 Telephone Line Expense	General Fund	Police Support Services	Police Department		
AS CENTRAL SERVICES	TELECOMMUNICATIONS CHARGES	1393962	10/12/2023	258.00	
01-31-33-44-451 Telephone Line Expense	General Fund	Police Support Services	Police Department		
AS CENTRAL SERVICES	TELECOMMUNICATIONS CHARGES	1396034	10/23/2023	537.60	
01-31-33-44-452 Long Distance Expense	General Fund	Police Support Services	Police Department		
QWEST - PHOENIX	91388248	660703151	10/16/2023	496.52	
01-31-33-45-543 Office Machinery, Equip Parts	General Fund	Police Support Services	Police Department		
FIRSTBANK CARD	DOLLAR GENERAL	MCCRACKEN	10/12/2023	42.41	10/18/2023
Total Police Support Services:				2,396.09	
01-31-34-44-441 Electricity	General Fund	Animal Control	Police Department		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	119.79	10/31/2023
01-31-34-44-442 Water-Sewer	General Fund	Animal Control	Police Department		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	10.87	10/31/2023
01-31-34-44-443 Refuse	General Fund	Animal Control	Police Department		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	24.00	10/31/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-31-34-44-451 Telephone Line Expense	General Fund	Animal Control	Police Department		
ALLO COMMUNICATIONS LLC	308-762-1761 ANIMAL SHELTER	150470	09/24/2023	36.74	10/31/2023
01-31-34-44-457 Internet Operating Expense	General Fund	Animal Control	Police Department		
ALLO COMMUNICATIONS LLC	308-761-2506 INTERNET	150470	09/24/2023	60.00	10/31/2023
01-31-34-45-526 Other Supplies	General Fund	Animal Control	Police Department		
FARM PLAN	SUPPLIES	51213548	10/24/2023	67.44	
Total Animal Control:				318.84	
Total Police Department:				9,475.73	
01-37-37-44-411 Building, Office Rent	General Fund	Firefighting	Fire Department		
CITY OF ALLIANCE	BUILDING LEASE	14777	10/01/2023	39.00	
01-37-37-44-423 Database Subscriptions	General Fund	Firefighting	Fire Department		
EMERGENCY SERVICES MARKETI	SUBSCRIPTION	23-41490	10/24/2023	810.00	
01-37-37-44-441 Electricity	General Fund	Firefighting	Fire Department		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	631.40	10/31/2023
01-37-37-44-442 Water-Sewer	General Fund	Firefighting	Fire Department		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	31.18	10/31/2023
01-37-37-44-443 Refuse	General Fund	Firefighting	Fire Department		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	18.00	10/31/2023
01-37-37-44-444 Natural Gas	General Fund	Firefighting	Fire Department		
BLACK HILLS ENERGY	2290 8652 37	OCT - 23	10/18/2023	67.80	10/31/2023
01-37-37-44-451 Telephone Line Expense	General Fund	Firefighting	Fire Department		
ALLO COMMUNICATIONS LLC	308-762-5400 FIRE	150470	09/24/2023	40.45	10/31/2023
01-37-37-44-451 Telephone Line Expense	General Fund	Firefighting	Fire Department		
ALLO COMMUNICATIONS LLC	308-762-2151 FIRE HALL	150470	09/24/2023	77.76	10/31/2023
01-37-37-44-451 Telephone Line Expense	General Fund	Firefighting	Fire Department		
CHARTER COMMUNICATIONS	176247201	176247201101	10/14/2023	55.37	
01-37-37-44-456 Cellular Telephone Expense	General Fund	Firefighting	Fire Department		
FIRSTNET	CELL PHONE FIRE	287306230913	10/03/2023	126.45	10/31/2023
01-37-37-44-479 CNTSVC Other	General Fund	Firefighting	Fire Department		
IDEAL LINEN INC	MOPS AND TOWELS	11194789	10/26/2023	43.00	
01-37-37-44-479 CNTSVC Other	General Fund	Firefighting	Fire Department		
IDEAL LINEN INC	MOPS AND TOWELS	11192882	10/12/2023	43.00	
01-37-37-44-483 NRCNTSVC-Building Public Wrks	General Fund	Firefighting	Fire Department		
A & T ELECTRIC	REPLACE BULBS	4191	10/05/2023	1,116.00	
Total Firefighting:				3,099.41	
01-37-38-44-456 Cellular Telephone Expense	General Fund	Ambulance	Fire Department		
FIRSTNET	CELL PHONE EMS	287306230913	10/03/2023	126.45	10/31/2023
01-37-38-45-521 Medical Supplies	General Fund	Ambulance	Fire Department		
BOUND TREE MEDICAL, LLC	MEDICAL SUPPLIES	85138512	10/30/2023	123.99	
01-37-38-45-521 Medical Supplies	General Fund	Ambulance	Fire Department		
BOUND TREE MEDICAL, LLC	MEDICAL SUPPLIES	85125231	10/18/2023	75.90	
01-37-38-45-521 Medical Supplies	General Fund	Ambulance	Fire Department		
BOX BUTTE GENERAL HOSPITAL	MEDICAL SUPPLIES	150473	10/27/2023	167.01	
01-37-38-45-521 Medical Supplies	General Fund	Ambulance	Fire Department		
LIFE-ASSIST INC	MEDICAL SUPPLIES	1375728	10/27/2023	308.70	
01-37-38-45-531 Uniforms	General Fund	Ambulance	Fire Department		
SANDRY FIRE SUPPLY LLC	UNIFORMS	INV-031059	10/20/2023	48.00	
01-37-38-59-960 Capital Outlay-Vehicles	General Fund	Ambulance	Fire Department		
ROCKY MOUNTAIN EMERGENCY V	2023 F-450 CHASSIS FOR AMBULA	4295	10/18/2023	65,002.00	
Total Ambulance:				65,852.05	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
Total Fire Department:				68,951.46	
01-41-44-44-456 Cellular Telephone Expense	General Fund	Facility Maintenance	Public Works		
FIRSTNET	CELL PHONE PUBLIC FAC	287306230913	10/03/2023	46.37	10/31/2023
01-41-44-45-526 Other Supplies	General Fund	Facility Maintenance	Public Works		
NEBRASKA TOTAL OFFICE	OFFICE SUPPLIES	0123323-001	10/17/2023	23.25	
01-41-44-45-526 Other Supplies	General Fund	Facility Maintenance	Public Works		
QUILL CORPORATION	OFFICE SUPPLIES	35167553	10/16/2023	74.97	
Total Facility Maintenance:				144.59	
01-41-46-43-373 Contract Custodial Services	General Fund	Municipal Building	Public Works		
IDEAL LINEN INC	MOPS AND MATS	11194292	10/24/2023	139.29	
01-41-46-44-441 Electricity	General Fund	Municipal Building	Public Works		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	1,282.64	10/31/2023
01-41-46-44-442 Water-Sewer	General Fund	Municipal Building	Public Works		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	18.40	10/31/2023
01-41-46-44-443 Refuse	General Fund	Municipal Building	Public Works		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	24.00	10/31/2023
01-41-46-44-444 Natural Gas	General Fund	Municipal Building	Public Works		
BLACK HILLS ENERGY	8314 2036 34	OCT - 23	10/18/2023	60.87	10/31/2023
01-41-46-44-451 Telephone Line Expense	General Fund	Municipal Building	Public Works		
ALLO COMMUNICATIONS LLC	308-762-5400 MUNICIPAL BUILDING	150470	09/24/2023	40.45	10/31/2023
01-41-46-59-915 Capital Outlay-Buildings	General Fund	Municipal Building	Public Works		
M.C. SCHAFF & ASSOCIATES INC	PARKS AND REC HAIL	23280	10/04/2023	400.00	
Total Municipal Building:				1,965.65	
Total Public Works:				2,110.24	
01-61-60-44-451 Telephone Line Expense	General Fund	Community Development	Community Develop		
ALLO COMMUNICATIONS LLC	308-762-5400 BUILDING AND ZONIN	150470	09/24/2023	80.90	10/31/2023
01-61-60-44-456 Cellular Telephone Expense	General Fund	Community Development	Community Develop		
FIRSTNET	CELL PHONE C & D	287306230913	10/03/2023	102.82	10/31/2023
Total Community Development:				183.72	
Total Community Development:				183.72	
01-71-71-42-294 Conferences, Cont Education	General Fund	Parks	Cultural and Leisure		
ANGIE FLESNER	REIMBURSEMENT	150445	10/15/2023	33.22	
01-71-71-43-373 Contract Custodial Services	General Fund	Parks	Cultural and Leisure		
REGION 1 OHD	CONTRACT CUSTODIAL SERVICES	4241021	10/18/2023	240.00	
01-71-71-44-411 Building, Office Rent	General Fund	Parks	Cultural and Leisure		
CITY OF ALLIANCE	BUILDING LEASE	14769	10/01/2023	2,500.00	
01-71-71-44-441 Electricity	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	75.37	10/31/2023
01-71-71-44-441 Electricity	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	ELECTRIC	10-20-23 UTILI	10/05/2023	1,320.10	10/18/2023
01-71-71-44-442 Water-Sewer	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	1,373.98	10/31/2023
01-71-71-44-442 Water-Sewer	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	WATER / SEWER	10-20-23 UTILI	10/05/2023	4,089.55	10/18/2023
01-71-71-44-443 Refuse	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	194.26	10/31/2023
01-71-71-44-443 Refuse	General Fund	Parks	Cultural and Leisure		
COA UTILITIES	REFUSE	10-20-23 UTILI	10/05/2023	240.20	10/18/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept	Segment Department	Invoice Number	Invoice Date	Net Invoice Amount	Date Paid
01-71-71-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 4303 0966 09	Parks	Cultural and Leisure	OCT - 23	10/18/2023	53.93	10/31/2023
01-71-71-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 8316 6747 88	Parks	Cultural and Leisure	OCT - 23	10/18/2023	125.05	10/31/2023
01-71-71-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 8650 1637 80	Parks	Cultural and Leisure	OCT - 23	10/18/2023	38.68	10/31/2023
01-71-71-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 1529 6736 12	Parks	Cultural and Leisure	OCT - 23	10/18/2023	40.07	10/31/2023
01-71-71-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	General Fund 308-762-5400 PARKS	Parks	Cultural and Leisure	150470	09/24/2023	40.45	10/31/2023
01-71-71-44-486 NRCNTSVC-Veh, Equip, Tire Rep KAISER TIRE	General Fund TIRE REPAIR	Parks	Cultural and Leisure	9786	10/12/2023	61.00	
01-71-71-45-534 Safety Commodities CARTER'S HOME HARDWARE & AP	General Fund WATER	Parks	Cultural and Leisure	21595/1	09/26/2023	35.67	
01-71-71-45-551 Fuel,Oil,Lube-Veh,Mach,Equip WESTCO	General Fund BULK FUEL PARKS	Parks	Cultural and Leisure	U3323361	10/25/2023	978.27	
01-71-71-45-551 Fuel,Oil,Lube-Veh,Mach,Equip DARREN'S CARQUEST AUTO PART	General Fund HYDRAULIC FLUID	Parks	Cultural and Leisure	2723-469851	10/12/2023	77.01	
01-71-71-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	General Fund MOWER PARTS	Parks	Cultural and Leisure	P18556	10/18/2023	1,553.36	
01-71-71-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	General Fund 2 AIR FILTERS	Parks	Cultural and Leisure	P18919	10/25/2023	84.12	
01-71-71-45-556 Parts-Vehicle, Mach, Equip MIDWEST FARM SERVICE-ALLIANC	General Fund PARTS	Parks	Cultural and Leisure	45400	10/12/2023	113.54	
01-71-71-45-558 Tires-Vehicle, Equipment KAISER TIRE	General Fund 4 NEW TIRES FOR SKIDLOADER	Parks	Cultural and Leisure	9967	10/26/2023	910.00	
01-71-71-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Parks	Cultural and Leisure	7845539	10/10/2023	71.76	
01-71-71-45-561 Bldg Maintenance Material CARTER'S HOME HARDWARE & AP	General Fund BUILDING MAINTENANCE	Parks	Cultural and Leisure	21919/1	10/23/2023	22.14	
01-71-71-45-561 Bldg Maintenance Material CARTER'S HOME HARDWARE & AP	General Fund BUILDING MAINTENANCE	Parks	Cultural and Leisure	21878/1	10/20/2023	55.41	
01-71-71-45-561 Bldg Maintenance Material CARTER'S HOME HARDWARE & AP	General Fund BUILDING MAINTENANCE	Parks	Cultural and Leisure	21861/1	10/19/2023	15.45	
01-71-71-45-561 Bldg Maintenance Material CARTER'S HOME HARDWARE & AP	General Fund BUILDING MAINTENANCE	Parks	Cultural and Leisure	21857/1	10/18/2023	179.96	
01-71-71-45-562 Fountain Maintenance FARM PLAN	General Fund FOUNTAIN MAINTENANCE	Parks	Cultural and Leisure	51210919	10/16/2023	79.80	
01-71-71-45-563 Cleaning Supplies IDEAL LINEN INC	General Fund CUSTODIAL SUPPLIES	Parks	Cultural and Leisure	11193832	10/19/2023	57.90	
01-71-71-46-675 Irrigation Material BERNIES ACE HARDWARE	General Fund IRRIGATION MATERIALS	Parks	Cultural and Leisure	288437	10/19/2023	20.57	
Total Parks:						14,530.08	
01-71-72-43-373 Contract Custodial Services LINDA L MUNDT	General Fund CUSTODIAL SERVICES	Senior Center	Cultural and Leisure	1104	10/26/2023	80.00	
01-71-72-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund LEGAL NOTICES	Senior Center	Cultural and Leisure	150470	09/13/2023	9.03	
01-71-72-44-441 Electricity COA UTILITIES	General Fund ELECTRIC	Senior Center	Cultural and Leisure	10-20-23 UTILI	10/05/2023	351.86	10/18/2023
01-71-72-44-442 Water-Sewer COA UTILITIES	General Fund WATER / SEWER	Senior Center	Cultural and Leisure	10-20-23 UTILI	10/05/2023	81.04	10/18/2023
01-71-72-44-443 Refuse COA UTILITIES	General Fund REFUSE	Senior Center	Cultural and Leisure	10-20-23 UTILI	10/05/2023	24.00	10/18/2023
01-71-72-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 8177 7736 40	Senior Center	Cultural and Leisure	OCT - 23	10/18/2023	141.43	10/31/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-71-72-44-451 Telephone Line Expense	General Fund	Senior Center	Cultural and Leisure		
ALLO COMMUNICATIONS LLC	308-762-1293 SENIOR CENTER	150470	09/24/2023	34.38	10/31/2023
01-71-72-44-457 Internet Operating Expense	General Fund	Senior Center	Cultural and Leisure		
ALLO COMMUNICATIONS LLC	308-762-1293 INTERNET	150470	09/24/2023	50.00	10/31/2023
01-71-72-44-478 CNTSVC Other	General Fund	Senior Center	Cultural and Leisure		
NE SAFETY & FIRE EQUIPMENT IN	ANNUAL FIRE INSPECTION	114889	10/03/2023	40.00	
01-71-72-44-478 CNTSVC Other	General Fund	Senior Center	Cultural and Leisure		
NE SAFETY & FIRE EQUIPMENT IN	HYDRO TEST	37738	10/03/2023	45.00	
01-71-72-44-483 NRCNTSVC-Building Public Wrks	General Fund	Senior Center	Cultural and Leisure		
PRESTO-X	PEST CONTROL	52227310	10/23/2023	88.00	
01-71-72-45-561 Bldg Maintenance Material	General Fund	Senior Center	Cultural and Leisure		
BERNIES ACE HARDWARE	BUILDING MAINTENANCE	288898	10/27/2023	44.98	
Total Senior Center:				989.72	
01-71-74-44-441 Electricity	General Fund	Cemetery	Cultural and Leisure		
COA UTILITIES	ELECTRIC	10-20-23 UTILI	10/05/2023	1,332.97	10/18/2023
01-71-74-44-456 Cellular Telephone Expense	General Fund	Cemetery	Cultural and Leisure		
FIRSTNET	CELL PHONE C&LS	287306230913	10/03/2023	64.73	10/31/2023
01-71-74-45-526 Other Supplies	General Fund	Cemetery	Cultural and Leisure		
FARM PLAN	OTHER SUPPLIES	51213947	10/25/2023	50.84	
01-71-74-45-526 Other Supplies	General Fund	Cemetery	Cultural and Leisure		
CARTER'S HOME HARDWARE & AP	OTHER SUPPLIES	21856/1	10/18/2023	24.19	
01-71-74-45-551 Fuel,Oil,Lube-Veh,Mach,Equip	General Fund	Cemetery	Cultural and Leisure		
FARM PLAN	FUEL SUPPLEMENT	51214348	10/26/2023	89.97	
01-71-74-45-551 Fuel,Oil,Lube-Veh,Mach,Equip	General Fund	Cemetery	Cultural and Leisure		
WESTCO	BULK FUEL	U3323366	10/26/2023	1,022.92	
01-71-74-45-556 Parts-Vehicle, Mach, Equip	General Fund	Cemetery	Cultural and Leisure		
DARREN'S CARQUEST AUTO PART	PARTS	2723-469616	10/10/2023	199.95	
Total Cemetery:				2,785.57	
01-71-75-44-442 Water-Sewer	General Fund	Swimming Pool	Cultural and Leisure		
COA UTILITIES	WATER / SEWER	10-20-23 UTILI	10/05/2023	242.04	10/18/2023
01-71-75-44-442 Water-Sewer	General Fund	Swimming Pool	Cultural and Leisure		
COA UTILITIES	ELECTRIC	10-20-23 UTILI	10/05/2023	132.78	10/18/2023
01-71-75-44-444 Natural Gas	General Fund	Swimming Pool	Cultural and Leisure		
BLACK HILLS ENERGY	4332 1963 21	OCT - 23	10/18/2023	38.68	10/31/2023
01-71-75-44-451 Telephone Line Expense	General Fund	Swimming Pool	Cultural and Leisure		
QWEST - PHOENIX	65909090	661514705	10/20/2023	12.24	
01-71-75-45-561 Bldg Maintenance Material	General Fund	Swimming Pool	Cultural and Leisure		
FARM PLAN	ANTIFREEZE	51208766	10/12/2023	155.61	
Total Swimming Pool:				581.35	
01-71-76-43-335 Other Technical Services	General Fund	Knight Museum	Cultural and Leisure		
PASTPERFECT SOFTWARE INC.	ANNUAL SUPPORT RENEWAL	2023-36295	10/23/2023	432.00	
01-71-76-44-421 Membership Dues	General Fund	Knight Museum	Cultural and Leisure		
FIRSTBANK CARD	MEMBERSHIP DUES	BROWN 10/23	10/12/2023	118.00	10/18/2023
01-71-76-44-431 Legal, Public Notices	General Fund	Knight Museum	Cultural and Leisure		
ALLIANCE TIMES HERALD	PUBLIC NOTICE	150472	10/11/2023	10.11	
01-71-76-44-431 Legal, Public Notices	General Fund	Knight Museum	Cultural and Leisure		
ALLIANCE TIMES HERALD	PUBLIC NOTICE	150469	09/13/2023	9.42	
01-71-76-44-441 Electricity	General Fund	Knight Museum	Cultural and Leisure		
COA UTILITIES	ELECTRIC	10-20-23 UTILI	10/05/2023	2,762.12	10/18/2023
01-71-76-44-442 Water-Sewer	General Fund	Knight Museum	Cultural and Leisure		
COA UTILITIES	WATER / SEWER	10-20-23 UTILI	10/05/2023	10.87	10/18/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-71-76-44-443 Refuse COA UTILITIES	General Fund REFUSE	Knight Museum 10-20-23 UTILI	Cultural and Leisure 10/05/2023	120.10	10/18/2023
01-71-76-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	General Fund 308-762-2384 KNIGHT MUSEUM	Knight Museum 150470	Cultural and Leisure 09/24/2023	206.27-	10/31/2023
01-71-76-44-469 PMCNTSVC-Other CENTURY BUSINESS PRODUCTS	General Fund COPIER CONTRACT	Knight Museum 700804	Cultural and Leisure 10/23/2023	87.72	
01-71-76-45-513 Copy Machine Supplies CREATIVETEK INC	General Fund TONER	Knight Museum 38823	Cultural and Leisure 08/18/2023	899.00	
01-71-76-45-561 Bldg Maintenance Material BERNIES ACE HARDWARE	General Fund BUILDING MAINTENANCE	Knight Museum 288036	Cultural and Leisure 10/12/2023	13.98	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund CREDIT	Knight Museum 577227	Cultural and Leisure 10/26/2023	148.60-	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7850383	Cultural and Leisure 10/13/2023	22.87	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7870183	Cultural and Leisure 10/23/2023	14.08	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund CREDIT	Knight Museum 577357	Cultural and Leisure 10/27/2023	53.92-	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7876086	Cultural and Leisure 10/26/2023	7.02	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7877085	Cultural and Leisure 10/26/2023	53.92	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7872013	Cultural and Leisure 10/24/2023	3.51	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7878648	Cultural and Leisure 10/27/2023	98.56	
01-71-76-45-561 Bldg Maintenance Material BLOEDORN LUMBER - ALLIANCE	General Fund BUILDING MAINTENANCE MATERIA	Knight Museum 7877052	Cultural and Leisure 10/26/2023	202.55	
01-71-76-45-561 Bldg Maintenance Material JACK'S REFRIGERATION INC	General Fund REFRIGERANT 7 POUNDS	Knight Museum 64508	Cultural and Leisure 10/20/2023	302.42	
01-71-76-45-561 Bldg Maintenance Material CREATIVETEK INC	General Fund INSTALLATION SERVICES	Knight Museum 3171	Cultural and Leisure 10/13/2023	841.50	
01-71-76-45-563 Cleaning Supplies IDEAL LINEN INC	General Fund CUSTODIAL SUPPLIES	Knight Museum 11191417	Cultural and Leisure 10/03/2023	60.16	
Total Knight Museum:				5,661.12	
01-71-77-43-335 Other Technical Services FIRSTBANK CARD	General Fund OTHER TECHNICAL SERVICES	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	24.49	10/31/2023
01-71-77-43-379 Other Contract Operating Svcs BIBLIONIX LLC	General Fund Apollo one year renewal	Library 9370	Cultural and Leisure 09/15/2023	2,420.00	
01-71-77-44-423 Database Subscriptions NEBRASKA LIBRARY COMMISSION	General Fund PRODUCTS AND SERVICES	Library 32059	Cultural and Leisure 10/01/2023	802.90	
01-71-77-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund PUBLIC NOTICES	Library 150468	Cultural and Leisure 09/06/2023	6.17	
01-71-77-44-431 Legal, Public Notices ALLIANCE TIMES HERALD	General Fund PUBLIC NOTICES	Library 150471	Cultural and Leisure 10/04/2023	6.09	
01-71-77-44-436 Mail, Delivery Services FIRSTBANK CARD	General Fund MAILING	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	14.99	10/31/2023
01-71-77-44-441 Electricity COA UTILITIES	General Fund ELECTRIC	Library 10-20-23 UTILI	Cultural and Leisure 10/05/2023	6,383.68	10/18/2023
01-71-77-44-442 Water-Sewer COA UTILITIES	General Fund WATER / SEWER	Library 10-20-23 UTILI	Cultural and Leisure 10/05/2023	675.34	10/18/2023
01-71-77-44-443 Refuse COA UTILITIES	General Fund REFUSE	Library 10-20-23 UTILI	Cultural and Leisure 10/05/2023	240.20	10/18/2023
01-71-77-44-444 Natural Gas BLACK HILLS ENERGY	General Fund 8075 2560 61	Library OCT - 23	Cultural and Leisure 10/18/2023	2,389.88	10/31/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-71-77-44-451 Telephone Line Expense	General Fund	Library	Cultural and Leisure		
ALLO COMMUNICATIONS LLC	308-762-1387 LIBRARY	150470	09/24/2023	137.52	10/31/2023
01-71-77-44-483 NRCNTSVC-Building Public Wrks	General Fund	Library	Cultural and Leisure		
NE STATE FIRE MARSHAL AGENCY	BOILER INSPECTION	129139	10/16/2023	144.00	
01-71-77-45-526 Other Supplies	General Fund	Library	Cultural and Leisure		
CULLIGAN WATER CONDITIONING	WATER AND SALT	150475	10/25/2023	22.10	
01-71-77-45-561 Bldg Maintenance Material	General Fund	Library	Cultural and Leisure		
BERNIES ACE HARDWARE	BUILDING MAINTENANCE	288384	10/18/2023	4.58	
01-71-77-45-561 Bldg Maintenance Material	General Fund	Library	Cultural and Leisure		
BERNIES ACE HARDWARE	BUILDING MAINTENANCE	288861	10/27/2023	7.59	
01-71-77-45-561 Bldg Maintenance Material	General Fund	Library	Cultural and Leisure		
BLOEDORN LUMBER - ALLIANCE	BUILDING MAINTENANCE MATERIA	7833373	10/04/2023	26.59	
01-71-77-45-561 Bldg Maintenance Material	General Fund	Library	Cultural and Leisure		
CRESCENT ELECTRIC SUPPLY CO.	LIBRARY LIGHT BULBS	S511838624.00	10/24/2023	233.08	
01-71-77-45-561 Bldg Maintenance Material	General Fund	Library	Cultural and Leisure		
CARTER'S HOME HARDWARE & AP	BUILDING MAINTENANCE	21758/1	10/10/2023	12.99	
01-71-77-45-563 Cleaning Supplies	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	CLEANING SUPPLIE	O'CONNOR 10	10/09/2023	41.75	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
DEMCO INC	Book bags	7373475	09/29/2023	193.88	
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	22.76	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	20.99	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	26.31	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	30.00	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	12.98	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	24.63	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	22.38	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	54.00	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	22.61	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	17.61	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	27.05	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	13.69	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	4.95-	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	20.96	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	14.17	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	16.99	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	22.75	10/31/2023
01-71-77-46-521 Books	General Fund	Library	Cultural and Leisure		
FIRSTBANK CARD	BOOKS	O'CONNOR 10	10/09/2023	23.96	10/31/2023

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	34.94	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	199.99	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	49.98	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	12.25	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	1,045.94	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	16.48	10/31/2023
01-71-77-46-613 Audio and Visual Materials FIRSTBANK CARD	General Fund A/V	Library O'CONNOR 10	Cultural and Leisure 10/09/2023	24.81	10/31/2023
Total Library:				15,561.10	
01-71-78-44-441 Electricity COA UTILITIES	General Fund ELECTRIC	Sallows Museum 10-20-23 UTILI	Cultural and Leisure 10/05/2023	101.77	10/18/2023
01-71-78-44-442 Water-Sewer COA UTILITIES	General Fund WATER / SEWER	Sallows Museum 10-20-23 UTILI	Cultural and Leisure 10/05/2023	3.35	10/18/2023
01-71-78-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	General Fund 308-762-2385 SALLOWES MUSEUM	Sallows Museum 150470	Cultural and Leisure 09/24/2023	41.26-	10/31/2023
01-71-78-44-479 CNTSVC Other PRESTO-X	General Fund PEST CONTROL	Sallows Museum 52227756	Cultural and Leisure 10/01/2023	162.16	
Total Sallows Museum:				226.02	
Total Cultural and Leisure Services:				40,334.96	
01-79-80-44-436 Mail, Delivery Services FIRSTBANK CARD	General Fund POSTAGE	Carhenge BROWN 10/23	Culture and Leisure 10/12/2023	60.30	10/18/2023
01-79-80-44-436 Mail, Delivery Services FIRSTBANK CARD	General Fund SIGN BRACKETS	Carhenge BROWN 10/23	Culture and Leisure 10/12/2023	47.88	10/18/2023
01-79-80-44-443 Refuse CITY OF ALLIANCE	General Fund DUMPSTER CHARGE	Carhenge 14763	Culture and Leisure 10/01/2023	405.79	
01-79-80-44-451 Telephone Line Expense QWEST - SEATTLE	General Fund 308-762-3569	Carhenge 150440	Culture and Leisure 09/25/2023	42.26	
01-79-80-46-626 Inventory Costs REGATTA APPAREL GROUP	General Fund BALANCE DUE ON SHIPPING OF S	Carhenge 1797B	Culture and Leisure 08/25/2023	96.32	
Total Carhenge:				652.55	
Total Culture and Leisure Services:				652.55	
Total General Fund:				137,136.52	
Electric Fund					
05-51-50-44-441 Electricity COA UTILITIES	Electric Fund ELECTRIC	Administration 11-07-2023 UTI	Utility Superintenden 10/26/2023	297.09	10/31/2023
05-51-50-44-442 Water-Sewer COA UTILITIES	Electric Fund WATER / SEWER	Administration 11-07-2023 UTI	Utility Superintenden 10/26/2023	11.74	10/31/2023
05-51-50-44-444 Natural Gas BLACK HILLS ENERGY	Electric Fund 7098 7521 63	Administration OCT - 23	Utility Superintenden 10/18/2023	60.67	10/31/2023
05-51-50-44-451 Telephone Line Expense QWEST - PHOENIX	Electric Fund 65908899	Administration 661516159	Utility Superintenden 10/20/2023	5.86	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
05-51-50-44-451 Telephone Line Expense QWEST - PHOENIX	Electric Fund 65908623	Administration 661516162	Utility Superintenden 10/20/2023	4.40	
05-51-50-44-451 Telephone Line Expense QWEST - PHOENIX	Electric Fund 65909176	Administration 661515361	Utility Superintenden 10/20/2023	5.86	
05-51-50-44-451 Telephone Line Expense QWEST - PHOENIX	Electric Fund 65908523	Administration 661514625	Utility Superintenden 10/20/2023	7.50	
05-51-50-44-451 Telephone Line Expense QWEST - SEATTLE	Electric Fund 308-762-7958	Administration 150442	Utility Superintenden 09/25/2023	36.47	
05-51-50-44-451 Telephone Line Expense QWEST - SEATTLE	Electric Fund 308-762-3388	Administration 150444	Utility Superintenden 09/25/2023	36.47	
05-51-50-44-451 Telephone Line Expense QWEST - SEATTLE	Electric Fund 308-762-7939	Administration 150443	Utility Superintenden 09/25/2023	36.47	
05-51-50-44-451 Telephone Line Expense QWEST - SEATTLE	Electric Fund 308-762-1723	Administration 150441	Utility Superintenden 09/25/2023	36.47	
05-51-50-45-511 Office Supplies NEBRASKA TOTAL OFFICE	Electric Fund OFFICE SUPPLIES	Administration 0123280-001	Utility Superintenden 10/12/2023	57.64	
05-51-50-45-511 Office Supplies NEBRASKA TOTAL OFFICE	Electric Fund OFFICE	Administration 0123400-001	Utility Superintenden 10/24/2023	42.50	
Total Administration:				639.14	
05-51-52-46-658 Substation-Maintenance U.S. DEPARTMENT OF ENERGY	Electric Fund ROUTINE METER MAINTENANCE	Transmission 1013416	Utility Superintenden 10/13/2023	633.50	
Total Transmission:				633.50	
05-51-53-43-335 Other Technical Services ENVIRONMENTAL COMPLIANCE S	Electric Fund COMPLIANCE AUDIT AND ONE YEA	Urban Distribution 205468	Utility Superintenden 10/09/2023	1,350.00	
05-51-53-44-413 Other Rents RAILROAD MGMT COMPANY, LLC	Electric Fund LICENSE FEES	Urban Distribution 491816	Utility Superintenden 09/28/2023	379.14	
05-51-53-44-423 Database Subscriptions LANDIS+GYR TECHNOLOGY INC	Electric Fund MONTHLY FLAT FEE	Urban Distribution 90382183	Utility Superintenden 10/13/2023	1,092.42	
05-51-53-44-442 Sewer COA UTILITIES	Electric Fund WATER / SEWER	Urban Distribution 11-07-2023 UTI	Utility Superintenden 10/26/2023	172.49	10/31/2023
05-51-53-44-456 Cellular Telephone Expense FIRSTNET	Electric Fund CELL PHONE ELECTRIC	Urban Distribution 287306230913	Utility Superintenden 10/03/2023	224.09	10/31/2023
05-51-53-44-457 Internet Operating Expense ALLO COMMUNICATIONS LLC	Electric Fund 308-762-1907 INTERNET-SCADA	Urban Distribution 150470	Utility Superintenden 09/24/2023	855.00	10/31/2023
05-51-53-44-464 PMCNTSVC-Vehicle Repair ALTEC INDUSTRIES INC	Electric Fund #405 SERVICE	Urban Distribution 51221013	Utility Superintenden 05/18/2023	428.50	10/18/2023
05-51-53-44-464 PMCNTSVC-Vehicle Repair ALTEC INDUSTRIES INC	Electric Fund #405 SERVICE	Urban Distribution 51220546	Utility Superintenden 05/17/2023	429.75	10/18/2023
05-51-53-44-464 PMCNTSVC-Vehicle Repair HEARTLAND DIESEL	Electric Fund DIESEL	Urban Distribution 5024	Utility Superintenden 10/19/2023	1,127.70	
05-51-53-44-464 PMCNTSVC-Vehicle Repair HEARTLAND DIESEL	Electric Fund DIESEL	Urban Distribution 5024	Utility Superintenden 10/19/2023	1,000.00	
05-51-53-44-482 NRCNTSVC-Vehicle Repair Mtc WOLF FORD OF ALLIANCE	Electric Fund OIL CHANGE	Urban Distribution 50150	Utility Superintenden 10/24/2023	77.70	
05-51-53-45-526 Other Supplies ALTEC INDUSTRIES INC	Electric Fund 3/8" Nylon Hardware Kit	Urban Distribution 12409002	Utility Superintenden 10/13/2023	93.80	
05-51-53-45-532 Protective Gear SLATE ROCK FR LLC	Electric Fund UNIFORMS	Urban Distribution 69924	Utility Superintenden 10/06/2023	71.83	
05-51-53-45-534 Safety Commodities NE SAFETY & FIRE EQUIPMENT IN	Electric Fund FIRE EXTINGUISHER	Urban Distribution 64268	Utility Superintenden 10/06/2023	2,750.00	
05-51-53-45-534 Safety Commodities CARTER'S HOME HARDWARE & AP	Electric Fund WATER	Urban Distribution 21595/1	Utility Superintenden 09/26/2023	125.00	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
05-51-53-45-534 Safety Commodities	Electric Fund	Urban Distribution	Utility Superintenden		
ULINE SHIPPING SUPPLY	OPEN TOP STEEL DRUM	169450303	10/09/2023	412.91	
05-51-53-45-544 Small Tools, Equipment	Electric Fund	Urban Distribution	Utility Superintenden		
FARM PLAN	TOOLS	51211753	10/19/2023	18.18	
05-51-53-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Urban Distribution	Utility Superintenden		
ALTEC INDUSTRIES INC	PARTS	12418618	10/25/2023	83.16	
05-51-53-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Urban Distribution	Utility Superintenden		
ALTEC INDUSTRIES INC	HOSE ASSEMBLY	12419277	10/26/2023	240.38	
05-51-53-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Urban Distribution	Utility Superintenden		
PANHANDLE BOLT COMPANY	PARTS	0032997	10/11/2023	5.67	
05-51-53-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Urban Distribution	Utility Superintenden		
STURDEVANT'S AUTO PARTS	PARTS	834011242	10/26/2023	102.38	
05-51-53-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Urban Distribution	Utility Superintenden		
STURDEVANT'S AUTO PARTS	PARTS	834011263	10/26/2023	96.69	
05-51-53-45-561 Bldg Maintenance Material	Electric Fund	Urban Distribution	Utility Superintenden		
BLOEDORN LUMBER - ALLIANCE	BUILDING MAINTENANCE MATERIA	7859833	10/18/2023	103.99	
05-51-53-45-561 Bldg Maintenance Material	Electric Fund	Urban Distribution	Utility Superintenden		
BLOEDORN LUMBER - ALLIANCE		7859833	10/18/2023	32.65	
05-51-53-45-561 Bldg Maintenance Material	Electric Fund	Urban Distribution	Utility Superintenden		
BLOEDORN LUMBER - ALLIANCE	BUILDING MAINTENANCE MATERIA	7859739	10/18/2023	146.01	
05-51-53-46-659 Other Electric Commodities	Electric Fund	Urban Distribution	Utility Superintenden		
4IMPRINT INC	PENS	25785460	09/07/2023	351.42	
05-51-53-59-970 Capital Outlay-Other Improv	Electric Fund	Urban Distribution	Utility Superintenden		
CROELL REDI MIX INC	CONCRETE	796820	10/24/2023	3,852.00	
05-51-53-59-970 Capital Outlay-Other Improv	Electric Fund	Urban Distribution	Utility Superintenden		
CROELL REDI MIX INC	CONCRETE IN POLE YARD	782383	09/19/2023	4,140.90	
Total Urban Distribution:				19,763.76	
05-51-54-45-556 Parts-Vehicle, Mach, Equip	Electric Fund	Rural Line Dist and Maint	Utility Superintenden		
NE SAFETY & FIRE EQUIPMENT IN	FIRE EXTINGUISHER	64268	10/06/2023	2,750.00	
Total Rural Line Dist and Maint:				2,750.00	
Total Utility Superintendent:				23,786.40	
Total Electric Fund:				23,786.40	
Refuse Fund					
06-41-42-45-556 Parts-Vehicle, Mach, Equip	Refuse Fund	Refuse Collection	Public Works		
FARM PLAN	PARTS	51216327	10/30/2023	139.09	
06-41-42-47-755 Keep Alliance Beautiful	Refuse Fund	Refuse Collection	Public Works		
KEEP ALLIANCE BEAUTIFUL	1ST QTR SUPPORT FOR KAB	2023-2024-1	10/10/2023	12,500.00	
Total Refuse Collection:				12,639.09	
Total Public Works:				12,639.09	
06-51-55-43-331 Professional Engineering Svcs	Refuse Fund	Refuse Disposal	Public Works		
SCS AQUATERRA	ON CALL SUPPORT	0480280	09/30/2023	1,040.38	
06-51-55-43-331 Professional Engineering Svcs	Refuse Fund	Refuse Disposal	Public Works		
SCS AQUATERRA	TITLE 132 PERMIT RENEWAL	0480944	09/30/2023	1,524.00	
06-51-55-43-331 Professional Engineering Svcs	Refuse Fund	Refuse Disposal	Public Works		
SCS AQUATERRA	GROUNDWATER MONITORING	0480294	09/30/2023	437.50	
06-51-55-43-331 Professional Engineering Svcs	Refuse Fund	Refuse Disposal	Public Works		
SCS AQUATERRA	REPLACEMENT BALER PROCURE	0480947	09/30/2023	1,107.00	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
06-51-55-44-441 Electricity COA UTILITIES	Refuse Fund ELECTRIC	Refuse Disposal 11-07-2023 UTI	Public Works 10/26/2023	643.16	10/31/2023
06-51-55-44-442 Water-Sewer COA UTILITIES	Refuse Fund WATER / SEWER	Refuse Disposal 11-07-2023 UTI	Public Works 10/26/2023	36.51	10/31/2023
06-51-55-44-444 Natural Gas BLACK HILLS ENERGY	Refuse Fund 7095 5903 91	Refuse Disposal OCT - 23	Public Works 10/18/2023	409.05	10/31/2023
06-51-55-44-479 CNTSVC Other TELECOM WEST INC	Refuse Fund WIRELESS INTERNET - LANDFILL	Refuse Disposal 281603SEP	Public Works 09/02/2023	80.50	
06-51-55-44-479 CNTSVC Other TELECOM WEST INC	Refuse Fund WIRELESS INTERNET - LANDFILL	Refuse Disposal 150236AUG	Public Works 08/02/2023	80.50	
06-51-55-44-479 CNTSVC Other TELECOM WEST INC	Refuse Fund WIRELESS INTERNET - LANDFILL	Refuse Disposal 881609OCT	Public Works 10/02/2023	80.50	
06-51-55-45-531 Uniforms IDEAL LINEN INC	Refuse Fund UNIFORMS	Refuse Disposal 11193827	Public Works 10/19/2023	74.64	
06-51-55-45-534 Safety Commodities NE SAFETY & FIRE EQUIPMENT IN	Refuse Fund SERVICE CALL	Refuse Disposal 62349	Public Works 06/15/2023	344.54	
06-51-55-45-534 Safety Commodities CARTER'S HOME HARDWARE & AP	Refuse Fund WATER	Refuse Disposal 21595/1	Public Works 09/26/2023	35.66	
06-51-55-45-554 Refuse-Oil,Grease DARREN'S CARQUEST AUTO PART	Refuse Fund HYDRAULIC FLUID	Refuse Disposal 2723-470291	Public Works 10/18/2023	875.18	
06-51-55-45-554 Refuse-Oil,Grease DARREN'S CARQUEST AUTO PART	Refuse Fund WASHER FLUID	Refuse Disposal 2723-470291	Public Works 10/18/2023	4.69	
06-51-55-45-556 Parts-Vehicle, Mach, Equip ALLIANCE TRACTOR & IMPLEMENT	Refuse Fund PARTS	Refuse Disposal 5103	Public Works 10/16/2023	41.09	
06-51-55-45-556 Parts-Vehicle, Mach, Equip ALLIANCE TRACTOR & IMPLEMENT	Refuse Fund PARTS	Refuse Disposal 5096	Public Works 10/16/2023	96.87	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51206461	Public Works 10/06/2023	20.45	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51211050	Public Works 10/17/2023	19.96	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51208113	Public Works 10/10/2023	21.99	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51209521	Public Works 10/14/2023	4.96	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51208864	Public Works 10/12/2023	51.33	
06-51-55-45-556 Parts-Vehicle, Mach, Equip FARM PLAN	Refuse Fund PARTS	Refuse Disposal 51211148	Public Works 10/17/2023	48.14	
06-51-55-45-556 Parts-Vehicle, Mach, Equip PANHANDLE BOLT COMPANY	Refuse Fund PARTS	Refuse Disposal 0033014	Public Works 10/20/2023	13.90	
06-51-55-45-556 Parts-Vehicle, Mach, Equip PANHANDLE BOLT COMPANY	Refuse Fund PARTS	Refuse Disposal 0032993	Public Works 10/10/2023	156.12	
06-51-55-45-556 Parts-Vehicle, Mach, Equip CARTER'S HOME HARDWARE & AP	Refuse Fund PARTS	Refuse Disposal 21774/1	Public Works 10/11/2023	11.99	
06-51-55-45-556 Parts-Vehicle, Mach, Equip CARTER'S HOME HARDWARE & AP	Refuse Fund PARTS	Refuse Disposal 21739/1	Public Works 10/09/2023	34.99	
06-51-55-45-556 Parts-Vehicle, Mach, Equip CARTER'S HOME HARDWARE & AP	Refuse Fund PARTS	Refuse Disposal 21935/1	Public Works 10/24/2023	3.49	
06-51-55-45-556 Parts-Vehicle, Mach, Equip CARTER'S HOME HARDWARE & AP	Refuse Fund PARTS	Refuse Disposal 21803/1	Public Works 10/14/2023	2.49	
06-51-55-45-556 Parts-Vehicle, Mach, Equip MURPHY TRACTOR	Refuse Fund PARTS	Refuse Disposal 2116034	Public Works 10/09/2023	262.48	
06-51-55-45-558 Tires-Vehicle, Equipment SANDBERG IMPLEMENT INC	Refuse Fund SKIDSTEER TIRES	Refuse Disposal IV39267	Public Works 10/13/2023	4,103.44	
06-51-55-45-558 Tires-Vehicle, Equipment MURPHY TRACTOR	Refuse Fund TIRES	Refuse Disposal 2114694	Public Works 10/05/2023	75.95	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
Total Refuse Disposal:				11,743.45	
Total Public Works:				11,743.45	
Total Refuse Fund:				24,382.54	
Sewer Fund					
07-52-58-43-379 Other Contract Operating Svcs	Sewer Fund	Sewer	Public Works		
BUD'S PEST CONTROL	SEWER PEST CONTROL	5251	10/10/2023	40.00	
07-52-58-44-425 Employment Required Licenses	Sewer Fund	Sewer	Public Works		
NE DEPT OF ENVIRONMENT AND E	RENEWAL FEE - B.SWEDEEN	41069	10/13/2023	115.00	
07-52-58-44-441 Electricity	Sewer Fund	Sewer	Public Works		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	1,826.59	10/31/2023
07-52-58-44-451 Telephone Line Expense	Sewer Fund	Sewer	Public Works		
ALLO COMMUNICATIONS LLC	308-762-7136 LIFT STATION C	150470	09/24/2023	34.38	10/31/2023
07-52-58-44-451 Telephone Line Expense	Sewer Fund	Sewer	Public Works		
ALLO COMMUNICATIONS LLC	308-762-4742 SCADA	150470	09/24/2023	34.38	10/31/2023
07-52-58-44-456 Cellular Telephone Expense	Sewer Fund	Sewer	Public Works		
FIRSTNET	CELL PHONE WATER	287306230913	10/03/2023	121.17	10/31/2023
07-52-58-44-457 Internet Operating Expense	Sewer Fund	Sewer	Public Works		
ALLO COMMUNICATIONS LLC	308-762-4742 INTERNET	150470	09/24/2023	35.00	10/31/2023
07-52-58-45-544 Small Tools, Equipment	Sewer Fund	Sewer	Public Works		
BLOEDORN LUMBER - ALLIANCE	TOOLS	7879699	10/28/2023	12.31	
07-52-58-45-544 Small Tools, Equipment	Sewer Fund	Sewer	Public Works		
FARM PLAN	TOOLS	51207874	10/09/2023	5.98	
07-52-58-45-544 Small Tools, Equipment	Sewer Fund	Sewer	Public Works		
PANHANDLE FAB INC.	SMALL TOOLS/EQUIP	46125	10/06/2023	270.00	
07-52-58-45-556 Parts-Vehicle, Mach, Equip	Sewer Fund	Sewer	Public Works		
DARREN'S CARQUEST AUTO PART	PARTS	2723-470286	10/18/2023	28.54	
07-52-58-45-561 Bldg Maintenance Material	Sewer Fund	Sewer	Public Works		
GRAINGER	DOOR SWEEP	9856512232	10/02/2023	27.66	
07-52-58-45-576 Herbicides, Pesticides	Sewer Fund	Sewer	Public Works		
WESTCO	HERBICIDE/PESTICIDE	70-124561	10/09/2023	1,526.30	
Total Sewer:				4,077.31	
Total Public Works:				4,077.31	
Total Sewer Fund:				4,077.31	
Water Fund					
08-52-51-43-383 Water Testing Services	Water Fund	Water Treatment	Public Works		
NE PUBLIC HEALTH ENVIRONMENT	TESTING	570261	10/17/2023	252.00	
08-52-51-43-383 Water Testing Services	Water Fund	Water Treatment	Public Works		
NE PUBLIC HEALTH ENVIRONMENT	TESTING	571083	10/17/2023	76.00	
08-52-51-44-441 Electricity	Water Fund	Water Treatment	Public Works		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	17,492.90	10/31/2023
08-52-51-44-483 NRCNTSVC-Building Public Wrks	Water Fund	Water Treatment	Public Works		
BUD'S PEST CONTROL	WATER PEST CONTROL	5251	10/10/2023	64.20	
08-52-51-45-544 Small Tools, Equipment	Water Fund	Water Treatment	Public Works		
FARM PLAN	TOOLS	51208077	10/10/2023	61.96	
08-52-51-45-556 Parts-Vehicle, Mach, Equip	Water Fund	Water Treatment	Public Works		
BERNIES ACE HARDWARE	PARTS	288635	10/23/2023	39.55	
08-52-51-45-556 Parts-Vehicle, Mach, Equip	Water Fund	Water Treatment	Public Works		
GRAINGER	PARTS	9861702018	10/05/2023	196.88	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
Total Water Treatment:				18,183.49	
08-52-52-42-294 Conferences, Cont Education	Water Fund	Distribution	Public Works		
NE DEPT OF ENVIRONMENT AND E	RENEWAL FEE - B.SWEDEEN	39734	10/13/2023	115.00	
08-52-52-44-441 Electricity	Water Fund	Distribution	Public Works		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	359.90	10/31/2023
08-52-52-44-442 Water-Sewer	Water Fund	Distribution	Public Works		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	3.35	10/31/2023
08-52-52-44-443 Refuse	Water Fund	Distribution	Public Works		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	24.00	10/31/2023
08-52-52-44-452 Long Distance Expense	Water Fund	Distribution	Public Works		
ALLO COMMUNICATIONS LLC	308-762-5400 WATER	150470	09/24/2023	.06	10/31/2023
08-52-52-44-479 CNTSVC Other	Water Fund	Distribution	Public Works		
HOA SOLUTIONS INC	150HP 480VAC VFD	11445	10/13/2023	19,000.00	
08-52-52-44-482 NRCNTSVC-Vehicle Repair Mtc	Water Fund	Distribution	Public Works		
MURPHY TRACTOR	VEHICLE REPAIR	2111308	09/29/2023	2,112.84	
08-52-52-44-482 NRCNTSVC-Vehicle Repair Mtc	Water Fund	Distribution	Public Works		
WOLF FORD OF ALLIANCE	OIL CHANGE	49342	08/28/2023	77.70	
08-52-52-44-489 NRCNTSVC-Other Mach, Equip	Water Fund	Distribution	Public Works		
CARTER'S HOME HARDWARE & AP	EQUIPMENT	21884/1	10/20/2023	14.99	
08-52-52-45-534 Safety Commodities	Water Fund	Distribution	Public Works		
CARTER'S HOME HARDWARE & AP	WATER	21595/1	09/26/2023	125.00	
08-52-52-45-544 Small Tools, Equipment	Water Fund	Distribution	Public Works		
FARM PLAN	TOOLS	51215098	10/27/2023	32.08	
08-52-52-45-556 Parts-Vehicle, Mach, Equip	Water Fund	Distribution	Public Works		
VERNON MANUFACTURING CO INC	PARTS	19770	10/06/2023	1,600.00	
Total Distribution:				23,464.92	
Total Public Works:				41,648.41	
Total Water Fund:				41,648.41	
Golf Course					
21-71-75-42-294 Conferences, Cont Education	Golf Course	Golf Course	Cultural and Leisure		
JERAD PALMER	REIMBURSEMENT	PALMER 10/23	10/22/2023	172.59	
21-71-75-44-433 Other Advertising Services	Golf Course	Golf Course	Cultural and Leisure		
ALLIANCE TIMES HERALD	ADS	150438	09/27/2023	15.00	
21-71-75-44-441 Electricity	Golf Course	Golf Course	Cultural and Leisure		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	2,444.99	10/31/2023
21-71-75-44-442 Water-Sewer	Golf Course	Golf Course	Cultural and Leisure		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	412.54	10/31/2023
21-71-75-44-443 Refuse	Golf Course	Golf Course	Cultural and Leisure		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	240.20	10/31/2023
21-71-75-44-444 Natural Gas	Golf Course	Golf Course	Cultural and Leisure		
BLACK HILLS ENERGY	7929 1256 65	OCT - 23	10/18/2023	55.23	10/31/2023
21-71-75-44-444 Natural Gas	Golf Course	Golf Course	Cultural and Leisure		
BLACK HILLS ENERGY	8588 2648 38	OCT - 23	10/18/2023	119.39	10/31/2023
21-71-75-44-456 Cellular Telephone Expense	Golf Course	Golf Course	Cultural and Leisure		
FIRSTNET	CELL PHONE C&LS	287306230913	10/03/2023	46.37	10/31/2023
21-71-75-44-483 NRCNTSVC-Building Public Wrks	Golf Course	Golf Course	Cultural and Leisure		
ACR GLASS	REPAIR DOORS AT GOLF COURSE	82049	09/26/2023	80.00	
21-71-75-44-486 NRCNTSVC-Veh, Equip, Tire Rep	Golf Course	Golf Course	Cultural and Leisure		
WESTCO	TIRE REPAIR	156143	10/16/2023	35.84	
21-71-75-45-551 Fuel,Oil,Lube-Veh,Mach,Equip	Golf Course	Golf Course	Cultural and Leisure		
WESTCO	BULK FUEL MAINTENANCE SHOP	UU3323234	10/05/2023	1,014.54	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
21-71-75-45-556 Parts-Vehicle, Mach, Equip STURDEVANT'S AUTO PARTS	Golf Course PARTS	Golf Course 934011193	Cultural and Leisure 10/25/2023	8.99	
21-71-75-45-576 Herbicides, Pesticides JIRDON AGRI CHEMICALS INC	Golf Course HERBICIDE	Golf Course 82-33109	Cultural and Leisure 10/19/2023	1,314.68	
21-71-75-46-625 Concession Supplies PEPSI COLA OF WESTERN NEBRA	Golf Course CONCESSION	Golf Course 5100122702	Cultural and Leisure 10/05/2023	111.44	
21-71-75-46-626 Inventory Costs OUTDOOR CUSTOM SPORTSWEAR	Golf Course CLOTHING	Golf Course 443477	Cultural and Leisure 10/02/2023	1,191.46	
21-71-75-46-626 Inventory Costs ACUSHNET COMPANY	Golf Course BALLS	Golf Course 916640636	Cultural and Leisure 10/02/2023	259.81	
21-71-75-46-627 Special Order Costs VW GOLF INC	Golf Course SPECIAL ORDER GREG LAUDER	Golf Course 74124	Cultural and Leisure 10/09/2023	88.26	
21-71-75-46-627 Special Order Costs VW GOLF INC	Golf Course SPECIAL ORDER DON VAN NORMA	Golf Course 74192	Cultural and Leisure 10/11/2023	58.30	
21-71-75-46-627 Special Order Costs VW GOLF INC	Golf Course SPECIAL ORDER	Golf Course 74289	Cultural and Leisure 10/16/2023	77.70	
21-71-75-46-627 Special Order Costs ACUSHNET COMPANY	Golf Course SPECIAL ORDER IRON HORSE SCR	Golf Course 91661209	Cultural and Leisure 10/05/2023	158.22	
21-71-75-46-627 Special Order Costs CALLAWAY GOLF SALES CO	Golf Course SPECIAL ORDER GLENDA MCCUNE	Golf Course 937208465	Cultural and Leisure 10/24/2023	705.60	
21-71-75-46-675 Irrigation Material WESTERN VALLEY IRRIGATION	Golf Course FUSES	Golf Course 67298	Cultural and Leisure 10/16/2023	49.94	
Total Golf Course:				8,661.09	
Total Cultural and Leisure Services:				8,661.09	
Total Golf Course:				8,661.09	
Airport					
22-41-43-44-441 Electricity COA UTILITIES	Airport ELECTRIC	Airport Operations 11-07-2023 UTI	Airport 10/26/2023	2,115.52	10/31/2023
22-41-43-44-442 Water-Sewer COA UTILITIES	Airport WATER / SEWER	Airport Operations 11-07-2023 UTI	Airport 10/26/2023	36.57	10/31/2023
22-41-43-44-443 Refuse H & H SANITATION & RECYCLING	Airport Refuse Collection, Airport	Airport Operations 43932	Airport 10/25/2023	58.50	
22-41-43-44-444 Natural Gas BLACK HILLS ENERGY	Airport 6920 6237 05	Airport Operations OCT - 23	Airport 10/18/2023	71.79	10/31/2023
22-41-43-44-444 Natural Gas BLACK HILLS ENERGY	Airport 9862 2110 07	Airport Operations OCT - 23	Airport 10/18/2023	42.82	10/31/2023
22-41-43-44-456 Cellular Telephone Expense FIRSTNET	Airport CELL PHONE AIRPORT	Airport Operations 287306230913	Airport 10/03/2023	92.74	10/31/2023
22-41-43-44-476 CNTSVC-FBO Operator HEARTLAND AVIATION INC	Airport CONTRACT SERVICES FBO	Airport Operations 150465	Airport 10/20/2023	875.00	
22-41-43-44-477 CNTSVC-Hangar Management HEARTLAND AVIATION INC	Airport HANGAR MANAGEMENT	Airport Operations 150465	Airport 10/20/2023	593.23	
22-41-43-44-479 CNTSVC Other IDEAL LINEN INC	Airport RUGS	Airport Operations 11194290	Airport 10/24/2023	45.94	
22-41-43-44-482 NRCNTSVC-Vehicle Repair Mtc SANDRY FIRE SUPPLY LLC	Airport ANNUAL SERVICE	Airport Operations INV-030436	Airport 09/19/2023	497.00	
22-41-43-44-483 NRCNTSVC-Building Public Wrks PRO OVERHEAD DOOR CO INC	Airport DOOR REPLACEMENT AND REPAIR	Airport Operations 6271	Airport 10/04/2023	667.25	
22-41-43-44-483 NRCNTSVC-Building Public Wrks BENZEL PEST CONTROL INC	Airport GENERAL INSECT QUARTERLY	Airport Operations 173646	Airport 09/15/2023	125.00	
22-41-43-45-526 Other Supplies CARTER'S HOME HARDWARE & AP	Airport OTHER SUPPLIES	Airport Operations 21778/1	Airport 10/12/2023	38.97	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
22-41-43-45-526 Other Supplies	Airport	Airport Operations	Airport		
CARTER'S HOME HARDWARE & AP	OTHER SUPPLIES	21972/1	10/26/2023	59.96	
22-41-43-45-526 Other Supplies	Airport	Airport Operations	Airport		
DARREN'S CARQUEST AUTO PART	ICE MELT	2723-471211	10/30/2023	17.95	
22-41-43-45-526 Other Supplies	Airport	Airport Operations	Airport		
DARREN'S CARQUEST AUTO PART	SUPPLIES	2723-470458	10/20/2023	29.99	
22-41-43-45-534 Safety Commodities	Airport	Airport Operations	Airport		
NE SAFETY & FIRE EQUIPMENT IN	FIRE ALARM INSPECTION	115034	10/25/2023	135.00	
22-41-43-45-534 Safety Commodities	Airport	Airport Operations	Airport		
NE SAFETY & FIRE EQUIPMENT IN	ANNUAL FIRE INSPECTION	115037	10/25/2023	450.00	
22-41-43-45-551 Fuel,Oil,Lube-Veh,Mach,Equip	Airport	Airport Operations	Airport		
STURDEVANT'S AUTO PARTS	OIL	834010591	10/10/2023	79.42	
22-41-43-45-556 Parts-Vehicle, Mach, Equip	Airport	Airport Operations	Airport		
FARM PLAN	PARTS	51216165	10/30/2023	73.98	
22-41-43-45-556 Parts-Vehicle, Mach, Equip	Airport	Airport Operations	Airport		
STURDEVANT'S AUTO PARTS	PARTS	834010985	10/19/2023	19.07	
22-41-43-45-556 Parts-Vehicle, Mach, Equip	Airport	Airport Operations	Airport		
DARREN'S CARQUEST AUTO PART	PARTS	2723-469779	10/12/2023	38.78	
22-41-43-45-556 Parts-Vehicle, Mach, Equip	Airport	Airport Operations	Airport		
DARREN'S CARQUEST AUTO PART	PARTS	2723-470910	10/26/2023	31.12	
22-41-43-45-556 Parts-Vehicle, Mach, Equip	Airport	Airport Operations	Airport		
SIDDONS MARTIN EMERGENCY G	PARTS	305-SIV000371	10/11/2023	315.33	
Total Airport Operations:				6,510.93	
Total Airport:				6,510.93	
Total Airport:				6,510.93	
Public Transit Fund					
23-72-71-44-411 Building, Office Rent	Public Transit Fund	Transit - Administration	Public Works		
CITY OF ALLIANCE	ANNEX BUILDING RENT	14792	10/01/2023	1,095.00	
23-72-71-44-441 Utilities Reimbursed	Public Transit Fund	Transit - Administration	Public Works		
CITY OF ALLIANCE	UTILITES	14793	10/01/2023	2,286.43	
23-72-71-44-441 Utilities Reimbursed	Public Transit Fund	Transit - Administration	Public Works		
CITY OF ALLIANCE	UTILITES	14809	10/01/2023	829.30	
23-72-71-44-451 Telephone Line Expense	Public Transit Fund	Transit - Administration	Public Works		
ALLO COMMUNICATIONS LLC	308-762-1293 TRANSIT 3	150470	09/24/2023	68.76	10/31/2023
23-72-71-44-456 Cellular Telephone Expense	Public Transit Fund	Transit - Administration	Public Works		
FIRSTNET	CELL PHONE TRANSIT	287306230913	10/03/2023	432.05	10/31/2023
23-72-71-44-482 NRCNTSVC-Vehicle Repair Mtc	Public Transit Fund	Transit - Administration	Public Works		
IDEAL LINEN INC	TOWELS	11194285	10/24/2023	50.83	
23-72-71-44-482 NRCNTSVC-Vehicle Repair Mtc	Public Transit Fund	Transit - Administration	Public Works		
KAISER TIRE	TIRE REPAIR	9868	10/19/2023	20.00	
23-72-71-44-482 NRCNTSVC-Vehicle Repair Mtc	Public Transit Fund	Transit - Administration	Public Works		
RED BEARD GARAGE	VEHICLE REPAIR	9084	10/27/2023	43.20	
23-72-71-45-526 Other Nonoperating Sup/Expense	Public Transit Fund	Transit - Administration	Public Works		
IDEAL LINEN INC	TOWELS	11192365	10/10/2023	50.83	
23-72-71-45-526 Other Nonoperating Sup/Expense	Public Transit Fund	Transit - Administration	Public Works		
IDEAL LINEN INC	TOWELS	11193322	10/17/2023	50.83	
23-72-71-45-526 Other Nonoperating Sup/Expense	Public Transit Fund	Transit - Administration	Public Works		
DARREN'S CARQUEST AUTO PART	PARTS	2723-471008	10/26/2023	134.00	
23-72-71-45-526 Other Nonoperating Sup/Expense	Public Transit Fund	Transit - Administration	Public Works		
BUD'S PEST CONTROL	PEST CONTROL	5236	10/10/2023	65.00	
Total Transit - Administration:				5,126.23	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
Total Public Works:				5,126.23	
Total Public Transit Fund:				5,126.23	
Street Fund					
24-41-41-42-243 Employee Medical Services	Street Fund	Streets	Public Works		
ROCK VALLEY PHYSICAL THERAPY	PRE-EMPLOYMENT SCREEN	6666013-0920	10/01/2023	85.00	
24-41-41-44-441 Electricity	Street Fund	Streets	Public Works		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	87.13	10/31/2023
24-41-41-44-441 Electricity	Street Fund	Streets	Public Works		
COA UTILITIES	ELECTRIC	10-20-23 UTILI	10/05/2023	165.03	10/18/2023
24-41-41-44-451 Telephone Line Expense	Street Fund	Streets	Public Works		
ALLO COMMUNICATIONS LLC	308-762-5400 STREETS	150470	09/24/2023	101.12	10/31/2023
24-41-41-44-456 Cellular Telephone Expense	Street Fund	Streets	Public Works		
FIRSTNET	CELL PHONE STREETS	287306230913	10/03/2023	64.72	10/31/2023
24-41-41-44-479 CNTSVC Other	Street Fund	Streets	Public Works		
PANHANDLE TREE SERVICE	FENCE REPAIR	902303	10/19/2023	1,154.96	10/31/2023
24-41-41-44-485 NCTCSNV-Sidewalk Rehab	Street Fund	Streets	Public Works		
TIM WESTON CONSTRUCTION	SIDEWALK REPLACE - 904 BOX BU	1047	10/30/2023	470.00	
24-41-41-44-485 NCTCSNV-Sidewalk Rehab	Street Fund	Streets	Public Works		
TIM WESTON CONSTRUCTION	SIDEWALK REPLACE - 1448 BEL AI	1048	10/30/2023	974.00	10/31/2023
24-41-41-45-534 Safety Commodities	Street Fund	Streets	Public Works		
CARTER'S HOME HARDWARE & AP	WATER	21595/1	09/26/2023	35.67	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
BLOEDORN LUMBER - ALLIANCE	TOOLS	7855804	10/16/2023	174.99	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
BLOEDORN LUMBER - ALLIANCE	TOOLS	7860576	10/18/2023	32.54	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
BLOEDORN LUMBER - ALLIANCE	TOOLS	7861833	10/19/2023	32.54	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51209193	10/13/2023	249.99	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51211586	10/18/2023	7.49	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51214068	10/25/2023	30.70	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51214276	10/26/2023	11.99	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51211750	10/19/2023	58.75	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51208950	10/12/2023	24.99	
24-41-41-45-543 Small Tools, Equipment	Street Fund	Streets	Public Works		
FARM PLAN	TOOLS	51211918	10/19/2023	55.61	
24-41-41-45-545 Bottled Gas	Street Fund	Streets	Public Works		
BOLEK-BILT LLC	ACETALYENE/OXYGEN CYLINDER	3447	10/19/2023	724.42	
24-41-41-45-556 Parts-Vehicle, Mach, Equip	Street Fund	Streets	Public Works		
BERNIES ACE HARDWARE	PARTS	288371	10/18/2023	29.97	
24-41-41-45-556 Parts-Vehicle, Mach, Equip	Street Fund	Streets	Public Works		
KOKE'S AUTO FARM TRUCK INC	PARTS	718331	10/20/2023	8.98	
24-41-41-45-556 Parts-Vehicle, Mach, Equip	Street Fund	Streets	Public Works		
PANHANDLE BOLT COMPANY	PARTS	0033004	10/16/2023	13.20	
24-41-41-45-556 Parts-Vehicle, Mach, Equip	Street Fund	Streets	Public Works		
DARREN'S CARQUEST AUTO PART	PARTS	2723-469888	10/13/2023	50.00	
24-41-41-45-556 Parts-Vehicle, Mach, Equip	Street Fund	Streets	Public Works		
DARREN'S CARQUEST AUTO PART	PARTS	2723-470354	10/19/2023	7.56	
24-41-41-45-564 Concrete	Street Fund	Streets	Public Works		
CROELL REDI MIX INC	CONCRETE	794037	10/18/2023	480.00	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
Total Streets:				5,131.35	
Total Public Works:				5,131.35	
Total Street Fund:				5,131.35	
Retired Senior Vol Program					
26-71-70-44-441 Electricity	Retired Senior Vol P	Retired Senior Vol Program	Cultural and Leisure		
CITY OF ALLIANCE	ELECTRICITY	14790	10/01/2023	200.00	
26-71-70-44-451 Telephone Line Expense	Retired Senior Vol P	Retired Senior Vol Program	Cultural and Leisure		
ALLO COMMUNICATIONS LLC	308-762-1293 RSVP 1	150470	09/24/2023	34.38	10/31/2023
26-71-70-44-452 Long Distance Expense	Retired Senior Vol P	Retired Senior Vol Program	Cultural and Leisure		
ALLO COMMUNICATIONS LLC	308-762-5400 RSVP	150470	09/24/2023	1.08	10/31/2023
26-71-70-45-511 Office Supplies	Retired Senior Vol P	Retired Senior Vol Program	Cultural and Leisure		
NEBRASKA TOTAL OFFICE	OFFICE SUPPLIES	0123360-001	10/19/2023	108.52	
Total Retired Senior Vol Program:				343.98	
Total Cultural and Leisure Services:				343.98	
Total Retired Senior Vol Program:				343.98	
Adminstration Internal Service					
51-13-13-43-381 DOT Testing	Adminstration Intern	Personnel	Personnel		
WPCI	TESTING	S159928	09/30/2023	210.00	
51-13-13-43-381 DOT Testing	Adminstration Intern	Personnel	Personnel		
WPCI	ANNUAL BILLING	0067365-IN	10/12/2023	300.00	
51-13-13-44-423 Database Subscriptions	Adminstration Intern	Personnel	Personnel		
PAYLOCITY CORPORATION	COMPLETE HCM SOLUTION	INV1612581	09/20/2023	2,564.54	
51-13-13-44-423 Database Subscriptions	Adminstration Intern	Personnel	Personnel		
PAYLOCITY CORPORATION	COMPLETE HCM SOLUTION	INV1563181	08/21/2023	3,720.39	
51-13-13-44-423 Database Subscriptions	Adminstration Intern	Personnel	Personnel		
PAYLOCITY CORPORATION	COMPLETE HCM SOLUTION	INV1669411	10/20/2023	2,274.83	
51-13-13-44-451 Telephone Line Expense	Adminstration Intern	Personnel	Personnel		
ALLO COMMUNICATIONS LLC	308-762-5400 PERSONNEL	150470	09/24/2023	60.67	10/31/2023
Total Personnel:				9,130.43	
Total Personnel:				9,130.43	
51-14-16-44-423 Database Subscriptions	Adminstration Intern	Risk Management	Legal		
FLEETIO	ANNUAL SUBSCRIPTION	645691	10/01/2023	18,480.00	10/31/2023
51-14-16-47-721 Commercial Property Ins	Adminstration Intern	Risk Management	Legal		
TRAVELERS	COMM PACKAGE PL	150478	10/25/2023	37,844.50	10/31/2023
51-14-16-47-724 Vehicle Liability	Adminstration Intern	Risk Management	Legal		
GREGORY'S INSURANCE (FNIC)	TRAVELERS INSURANCE	1736958	08/01/2023	24.00	
51-14-16-47-724 Vehicle Liability	Adminstration Intern	Risk Management	Legal		
TRAVELERS	AUTOMOBILE	150478	10/25/2023	29,786.75	10/31/2023
51-14-16-47-728 Crime Liability	Adminstration Intern	Risk Management	Legal		
TRAVELERS	COMMERCIAL PACKAGE	150478	10/25/2023	70,003.25	10/31/2023
51-14-16-47-729 Umbrella Liability	Adminstration Intern	Risk Management	Legal		
TRAVELERS	UMBRELLA	150478	10/25/2023	15,665.25	10/31/2023
51-14-16-47-731 Employee Bonds	Adminstration Intern	Risk Management	Legal		
GREGORY'S INSURANCE (FNIC)	NOTARY BOND	1735517	10/16/2023	50.00	
51-14-16-47-731 Employee Bonds	Adminstration Intern	Risk Management	Legal		
NE SECRY STATE NOTARY DIVISIO	NOTARY RENEWAL	150466	10/22/2023	30.00	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
51-14-16-47-732 Workers Compensation Adj TRAVELERS	Adminstration Intern WORKERS COMP	Risk Management 150478	Legal 10/25/2023	78,190.50	10/31/2023
Total Risk Management:				250,074.25	
Total Legal:				250,074.25	
51-17-17-44-422 Professional Subscriptions ASCAP	Adminstration Intern LICENSE FEE	MIS 100006219380	Technology 10/20/2023	70.00	
51-17-17-44-422 Professional Subscriptions ASCAP	Adminstration Intern LICENSE FEE	MIS 192000397678	Technology 10/19/2023	25.00	
51-17-17-44-422 Professional Subscriptions ASCAP	Adminstration Intern LICENSE FEE	MIS 100006219381	Technology 10/20/2023	350.00	
51-17-17-44-423 Database Subscriptions CIVIC PLUS	Adminstration Intern ANNUAL FEE	MIS 276981	Technology 10/01/2023	8,843.53	
51-17-17-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-5400 MIS	MIS 150470	Technology 09/24/2023	20.22	10/31/2023
51-17-17-44-451 Telephone Line Expense CHARTER COMMUNICATIONS	Adminstration Intern 176247201	MIS 176247201101	Technology 10/14/2023	15.82	
51-17-17-44-457 Internet Operating Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-5400 MIS 3	MIS 150470	Technology 09/24/2023	78.31	10/31/2023
51-17-17-44-457 Internet Operating Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-4955 INTERNET	MIS 150470	Technology 09/24/2023	62.00	10/31/2023
51-17-17-44-457 Internet Operating Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-1387 INTERNET	MIS 150470	Technology 09/24/2023	50.00	10/31/2023
51-17-17-44-457 Internet Operating Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-2384 INTERNET	MIS 150470	Technology 09/24/2023	55.00	10/31/2023
51-17-17-44-457 Internet Operating Expense CLEARFLY COMMUNICATIONS	Adminstration Intern INTERNET OPERATING EXPENSE	MIS INV552276	Technology 10/01/2023	586.63	
Total MIS:				10,156.51	
Total Technology:				10,156.51	
51-21-21-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	Adminstration Intern 308-762-5400 ACCOUNTING	Accounting 150470	Finance 09/24/2023	135.50	10/31/2023
51-21-21-44-456 Cellular Telephone Expense FIRSTNET	Adminstration Intern CELL PHONE FINANCE	Accounting 287306230913	Finance 10/03/2023	46.37	10/31/2023
Total Accounting:				181.87	
Total Finance:				181.87	
Total Adminstration Internal Service:				269,543.06	
Enterprise Internal Service					
55-21-23-44-434 Contract Printing Expense PRINT EXPRESS	Enterprise Internal S REFUND BOOKS	Utility Customer Service 80723	Finance 10/05/2023	310.90	
55-21-23-44-436 Mail, Delivery Services POSTMASTER	Enterprise Internal S PERMIT MAILING	Utility Customer Service SEPT-23	Finance 09/22/2023	3,000.00	10/18/2023
55-21-23-44-451 Telephone Line Expense ALLO COMMUNICATIONS LLC	Enterprise Internal S 308-762-5400 UTILITY CUST SERVI	Utility Customer Service 150470	Finance 09/24/2023	115.28	10/31/2023
Total Utility Customer Service:				3,426.18	
55-21-24-42-243 Employee Medical Services ROCK VALLEY PHYSICAL THERAPY	Enterprise Internal S PRE-EMPLOYMENT SCREEN	Meter Reading 6666013-0920	Finance 10/01/2023	85.00	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
55-21-24-44-451 Telephone Line Expense	Enterprise Internal S Meter Reading		Finance		
ALLO COMMUNICATIONS LLC	308-762-5400 METER READING	150470	09/24/2023	20.22	10/31/2023
Total Meter Reading:				105.22	
Total Finance:				3,531.40	
55-51-56-43-373 Contract Custodial Services	Enterprise Internal S Warehouse		Utility Superintendent		
HP CLEANING AND SEWING	CLEANING SERVICES	100523UF	10/05/2023	1,100.00	
55-51-56-44-441 Electricity	Enterprise Internal S Warehouse		Utility Superintendent		
COA UTILITIES	ELECTRIC	11-07-2023 UTI	10/26/2023	1,608.50	10/31/2023
55-51-56-44-442 Water-Sewer	Enterprise Internal S Warehouse		Utility Superintendent		
COA UTILITIES	WATER / SEWER	11-07-2023 UTI	10/26/2023	18.40	10/31/2023
55-51-56-44-443 Refuse	Enterprise Internal S Warehouse		Utility Superintendent		
COA UTILITIES	REFUSE	11-07-2023 UTI	10/26/2023	120.10	10/31/2023
55-51-56-44-451 Telephone Line Expense	Enterprise Internal S Warehouse		Utility Superintendent		
ALLO COMMUNICATIONS LLC	308-762-5400 FAC MAINTANCE	150470	09/24/2023	40.45	10/31/2023
55-51-56-44-451 Telephone Line Expense	Enterprise Internal S Warehouse		Utility Superintendent		
ALLO COMMUNICATIONS LLC	308-762-1907 UTILITY FACILITY	150470	09/24/2023	118.53	10/31/2023
55-51-56-44-481 NRCNTSVC-Office Mach, Equip	Enterprise Internal S Warehouse		Utility Superintendent		
CENTURY BUSINESS PRODUCTS	SCANNER SERVICE	700135	10/17/2023	160.00	
55-51-56-44-483 NRCNTSVC-Building Public Wrks	Enterprise Internal S Warehouse		Utility Superintendent		
BUD'S PEST CONTROL	PUBLIC WORKS PEST CONTROL	5251	10/10/2023	100.00	
55-51-56-45-511 Office Supplies	Enterprise Internal S Warehouse		Utility Superintendent		
NEBRASKA TOTAL OFFICE	OFFICE SUPPLIES	0123364-001	10/20/2023	14.94	
55-51-56-45-511 Office Supplies	Enterprise Internal S Warehouse		Utility Superintendent		
QUILL CORPORATION	OFFICE SUPPLIES	35121145	10/12/2023	51.83	
55-51-56-45-534 Safety Commodities	Enterprise Internal S Warehouse		Utility Superintendent		
CARTER'S HOME HARDWARE & AP	WASP SPRAY	21750/1	10/09/2023	52.43	
55-51-56-45-544 Small Tools, Equipment	Enterprise Internal S Warehouse		Utility Superintendent		
ACKERMAN AG SERVICE	BATTERY	73769	10/24/2023	8.55	
Total Warehouse:				3,393.73	
Total Utility Superintendent:				3,393.73	
Total Enterprise Internal Service:				6,925.13	
Health Care Internal Service					
57-81-81-42-287 Employee Claims	Health Care Internal Health Support		Personnel		
REGIONAL CARE, INC.	HEALTH CLAIMS	10232023-HC	10/23/2023	90,848.19	10/31/2023
Total Health Support:				90,848.19	
Total Personnel:				90,848.19	
Total Health Care Internal Service:				90,848.19	
Grand Totals:				624,121.14	

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Segment Department Net Invoice Amount	Date Paid
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Dated: _____

Mayor: _____

City Manager: _____

City Treasurer: _____

Report Criteria:

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

[Report].Invoice Number = All {NOT LIKE} %ANDERSEN 9/23%

[Report].Invoice Number = {OR} {IS NULL}

Cemetery Certificate

Completed By: City of Alliance, P.O. Box D, Alliance, NE 69301.

Know All Men By These Presents:

That CITY OF ALLIANCE, a municipal corporation, in Box Butte County and State of Nebraska, for and in consideration of the sum of ONE DOLLAR AND OTHER VALUABLE CONSIDERATION, to it in hand paid, does hereby, grant, bargain, sell convey and confirm unto:

Debra M. Dubray

the following described real estate, situated in the Alliance Cemetery Second Addition, in Box Butte County and State of Nebraska, to-wit:

North Half (N ½) Southeast Quarter (SE ¼) Lot Seven (7), Section Two (2), Block Seventeen (17); according to the recorded plat thereof.

TO HAVE AND TO HOLD the said lot to the purchaser and assigns forever, for the burial or interment of the body or bodies of deceased persons only; the said purchaser to have only such rights as to the use, improvement and ornamentation of said lot as may be in accordance with the laws of Nebraska, the ordinances of City of Alliance and the rules and regulations passed or adopted from time to time to regulate and govern said Alliance Cemetery, and City of Alliance does hereby covenant with the said Box Butte County that it is lawfully seized of said premises, that they are free from encumbrance, that it has good right and lawful authority to sell the same; and it does here by covenant to warrant and defend the title to said premises against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said City of Alliance a municipal corporation has caused these presents to be signed by its Mayor and attested by its City Clerk and its corporate seal to be affixed hereto all on the 7th day of November, 2023.

CITY OF ALLIANCE, a municipal corporation

By: _____
Mayor

Attest: _____
City Clerk

Approved as to form _____ City Attorney.

Cemetery Certificate (Survivorship)

Completed By: City of Alliance, P.O. Box D, Alliance, NE 69301

Know All Men By These Presents:

That CITY OF ALLIANCE, a municipal corporation, in Box Butte County and State of Nebraska, for and in consideration of the sum of THREE HUNDRED SEVENTY FIVE and NO/100^{THS} DOLLARS, to it in hand paid, does hereby, grant, bargain, sell convey and confirm unto

Wayne E. and Shirley A. McCart

the following described real estate, situated in the Alliance Cemetery Third Addition in Box Butte County and State of Nebraska, to-wit:

East Half (E ½) Lot Twenty-seven (27), Section Eleven (11), Block Nineteen (19); according to the recorded plat thereof.

TO HAVE AND TO HOLD the above described premises, with the appurtenances, unto the said grantees as JOINT TENANTS, and not as tenants in common, and to their assigns, or to the heirs and assigns of the survivor of them, forever, for the burial or interment of bodies of deceased persons only; the said purchaser to have only such rights as to the use, improvements and ornamentation of said lot as may be in accordance with the laws of Nebraska, the ordinances of City of Alliance and the rules and regulations passed or adopted from time to time to regulate and govern said Alliance Cemetery, and City of Alliance, the grantor named herein does hereby covenant with the grantees named herein and with their assigns and with the heirs and assign of the survivor of them, that it is lawfully seized of said premises; that they are free from encumbrance, that it has good right and lawful authority to sell the same, and it does hereby covenant with the grantees named herein and with their assigns and with the heirs and assigns of the survivor of them to warrant and defend the title to said premises against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said City of Alliance a municipal corporation has caused these presents to be signed by its Mayor and attested by its City Clerk and its corporate seal to be affixed hereto all on the 7th day of November, 2023.

CITY OF ALLIANCE, a municipal corporation

By _____
Mayor

Attest: _____
City Clerk

Approved as to form _____ City Attorney.

Cemetery Certificate (Survivorship)

Completed By: City of Alliance, P.O. Box D, Alliance, NE 69301

Know All Men By These Presents:

That CITY OF ALLIANCE, a municipal corporation, in Box Butte County and State of Nebraska, for and in consideration of the sum of THREE HUNDRED and NO/100^{THS} DOLLARS, to it in hand paid, does hereby, grant, bargain, sell convey and confirm unto

Jose G. and Micaela Zuniga

the following described real estate, situated in the Alliance Cemetery Fourth Addition in Box Butte County and State of Nebraska, to-wit:

West Half (W ½) Lot One (1), Section One (1), Block Twenty-nine (29);
according to the recorded plat thereof.

TO HAVE AND TO HOLD the above described premises, with the appurtenances, unto the said grantees as JOINT TENANTS, and not as tenants in common, and to their assigns, or to the heirs and assigns of the survivor of them, forever, for the burial or interment of bodies of deceased persons only; the said purchaser to have only such rights as to the use, improvements and ornamentation of said lot as may be in accordance with the laws of Nebraska, the ordinances of City of Alliance and the rules and regulations passed or adopted from time to time to regulate and govern said Alliance Cemetery, and City of Alliance, the grantor named herein does hereby covenant with the grantees named herein and with their assigns and with the heirs and assign of the survivor of them, that it is lawfully seized of said premises; that they are free from encumbrance, that it has good right and lawful authority to sell the same, and it does hereby covenant with the grantees named herein and with their assigns and with the heirs and assigns of the survivor of them to warrant and defend the title to said premises against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the said City of Alliance a municipal corporation has caused these presents to be signed by its Mayor and attested by its City Clerk and its corporate seal to be affixed hereto all on the 7th day of November, 2023.

CITY OF ALLIANCE, a municipal corporation

By _____
Mayor

Attest: _____
City Clerk

Approved as to form _____ City Attorney.

RESOLUTION NO. 23-88

WHEREAS, The City of Alliance owns and operates Carhenge; and

WHEREAS, As part of advertising and marketing Carhenge, the City of Alliance would like to secure a Sign Lease with the owner of property where an existing billboard is located; and

WHEREAS, The Sign Lease is for one year beginning on January 1st and will automatically renew each year unless terminated with sixty days notice; and

WHEREAS, The annual rental fee for \$700.00.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Alliance, Nebraska, that the Mayor is authorized to execute a Sign Lease with Bradley Petersen for the placement of a billboard on Northeast Quarter of Sec 24, T33, Range 49 W 6th P.M., Dawes County, NE along Highway 20 west of Chadron, Nebraska for the advertisement and marketing of Carhenge at the rate of \$700.00 per year.

PASSED AND APPROVED this 7th day of November, 2023.

Earl Jones, Mayor

(SEAL)

Attest: _____
Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

Attn: Shelbi Pitt

10-18-23

City of Alliance / Friends of Carhenge

Please find enclosed, sign lease agreement for 2024. If you want to continue the lease, please sign & date and enclose said amount of \$700.00 and return to me.

Thank you, Brad Petersen

please send to:

Brad Petersen

721 Niobrara Ave

Hemingford, NE 69348

SIGN LEASE AGREEMENT

This agreement, entered into this 1st day of January, 2024, by and between Bradley D. Petersen, landowner 721 Niobrara Ave, Hemingford NE and City of Alliance/Friends of Car - henge, Lessee, pertains to the leasing and maintenance of a highway sign on the property owned by Petersen located in Northeast Quarter of Sec 24, T33, Range 49 W 6th P.M. Dawes County, Nebraska, along Highway 20 west of Chadron, NE.

Landowner hereby grants Lessee permission to lease the highway sign on the above property for the first year for the amount of \$700.00.

The term of this lease shall be for one year, effective January 1st, 2024, and may be renewed annually thereafter on the mutual agreement of the parties. This agreement may be rescinded and declared null and void by either party by serving written notice upon the other party at least 60 days in advance of the date they intend to terminate this agreement.

Lessee agrees to keep this sign in good repair. Landowner is released from any liability to lessee or anyone employed by him when entering on the property for the purpose of repairing said sign or redesigning or installing the lettering on the sign.

Dated _____

Lessee Signature

Bradley D. Petersen

Landowner Signature

Receipt of the sum of \$700.00 is hereby acknowledged _____

Narrative

November 7, 2023



ELECTRIC DEPARTMENT BUDGET TRANSFER

Staff is requesting the transfer of \$80,000 from Capital Account 05-51-54-53-948 Rural Rebuilds to 05-51-52-43-331 Professional Engineering services.

In November of 2022 the City of Alliance signed an interconnection agreement with Sandhills Energy for the purchasing of solar energy from a proposed solar field west of Alliance. For this electricity to be utilized by the City of Alliance, a new 34.5 KV overhead power line has to be built from the intersection of Country Club Road and Highway 385 west to the City owned well field. This line will also have an under-build distribution circuit. The size and complexity of this line requires it to be professionally engineered.

West Plains Engineering had previously been involved in this project with a system impact study and substation relaying study. They have agreed to the line design and staking of this new line with a not-to-exceed price of \$80,000. This engineering was included in the 2023-24 budget along with the line build expense.

RECOMMENDATION: APPROVE THE TRANSFER OF \$80,000 FROM CAPITAL ACCOUNT GL 05-51-54-53-948 TO PROFESSIONAL ENGINEERING SERVICES ACCOUNT GL 05-51-52-43-331

RESOLUTION NO. 23-89

WHEREAS, The City of Alliance oversees and operates the Electric Department;

WHEREAS, The Alliance Electric Department provides power within the City of Alliance and some surrounding area; and

WHEREAS, The City of Alliance signed an interconnections agreement with Sandhills Energy for the purchasing of solar energy from a proposed solar field west of Alliance; and

WHEREAS, In order to utilize the electricity a new overhead power line needs built, which requires professional engineering.

WHEREAS, A budget transfer in the amount of \$80,000 from Capital Account # 05-51-54-53-948 to Professional Engineering Services # 05-51-52-43-331 is necessary to retain West Plains Engineering for the line design and staking.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, authorizes a budget transfer in the amount of \$80,000 from Capital Account # 05-51-54-53-948 to Professional Engineering Services # 05-51-52-43-331.

PASSED AND APPROVED this 7th day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____
Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

Narrative

November 7, 2023



RESOLUTION – SOLAR FIELD TRANSFORMER PURCHASE

In December of 2022, the City of Alliance entered into an interconnection agreement with Sandhills Energy to purchase electricity produced at a solar field they intend to build. As part of the agreement, the City of Alliance is responsible for the purchase of one step-up transformer. Staff has advertised and received sealed bids for this 3000 KVA transformer. Sunbelt Solomon Services, LLC, Dutton-Lainson Company, and Sandhills Energy, LLC have submitted sealed bids. After evaluation of bids, staff is recommending purchasing the transformer from Sandhills Energy LLC, in the amount of \$138,465. The transformer quote from Dutton-Lainson Company did not meet the delivery date, the price is to be determined at time of build and contained no fusing protection. This transformer and associated costs were included in the 2023/24 budget under Rural Rebuilds GL #05-51-54-53-948.

Sunbelt Solomon Services, LLC	\$146,225.00
Sandhills Energy	\$138,465.00
Dutton-Lainson Company	\$112,225.00

RECOMMENDATION: APPROVE THIS RESOLUTION AWARDING THE PURCHASE OF 3000 KVA TRANSFORMER FROM SANDHILLS ENERGY FOR USE AT THE SOLAR FIELD

RESOLUTION NO. 23-90

WHEREAS, The City of Alliance oversees and operates the Electric Department;

WHEREAS, The Alliance Electric Department provides power within the City of Alliance and some surrounding area; and

WHEREAS, The City of Alliance signed an interconnections agreement with Sandhills Energy to purchase electricity produced at a solar field they intend to build and as part of the agreement the City of Alliance is responsible for the purchase of one step-up transformer; and

WHEREAS, City staff advertised and three sealed bids were received and City staff have made a recommendation that the City of Alliance contract Sandhills Energy for the purchase of the 3000 KVA Transformer; and

WHEREAS, The Rural Rebuilds has the funds budgeted for the 3000 KVA Transformer and requests that Council approve the purchase of a 3000 KVA Transformer from Sandhills Energy for the bid price of One Hundred Thirty-Eight Thousand Four Hundred Sixty-Five and no/100ths (\$138,465.00); and,

WHEREAS, Council determines that the bid of Dutton-Lainson Company, not meeting delivery date, the price is to be determined at the time of build and contained no fusing protection that the bid of Sandhills Energy is the lowest, responsive, responsible bidder .

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, authorizes a budget transfer in the amount of \$138,465.00 from Capital Account # 05-51-54-53-948 to Professional Engineering Services # 05-51-52-43-331.

PASSED AND APPROVED this 7th day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____

Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

Narrative

November 7, 2023



RESOLUTION - Approve and award bid to Russell Industries Inc. for 6" sewer bypass pump system.



Many of the lift stations throughout the City's sanitary sewer system have recently been upgraded or replaced. One of the improvements made is the installation of bypass plumbing for use with an external pump. Part of this year's budgeting process included money for purchase of a pump to be used at multiple locations if the need were to arise and pumping was not possible. Bids were advertised and requested in accordance with State law on

October 26th. Two responsible bidders submitted pricing for the requested material. Wastewater Solutions LLC in the amount of \$90,756.00 and Russell Industries in the amount of \$64,000.00.

Staff has reviewed the bid information and has determined this equipment meets the requirements set forth in the bid documents.

RECOMMENDATION: AWARD BID TO RUSESELL INDUSTRIES AND AUTHORIZE PURCHASE OF BYPASS PUMP USING FUNDS FROM GL#07-52-58-59-921 IN THE AMMOUNT OF \$64,000.00

RESOLUTION NO. 23-91

WHEREAS, The City of Alliance Water and Sewer Department 2023-24 budget included a purchase for a Sewer Bypass Pump System; and

WHEREAS, The City of Alliance advertised and requested bids in accordance with the State Law, with two bids being received; and

WHEREAS, City Staff has reviewed the bid information and recommends the bid be awarded to Russell Industries, in the amount of Sixty-Four Thousand Dollars and 00/100ths (\$64,000.00).

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, Nebraska, authorized the purchase of a Sewer Bypass Pump System from Russell Industries, in to the amount of Sixty-Four Thousand Dollars and 00/100ths (\$64,000.00).

BE IT FURTHER RESOLVED, payment will be from GL# 07-52-58-59-921.

PASSED AND APPROVED this 7th day of November, 2023.

Earl Jones, Mayor

(SEAL)

Attest:

Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel



RUSSELL INDUSTRIES INC

PUMPS & ENGINEERED SYSTEMS

P.O. Box 2990 | Casper, Wyoming 82602-2990 | russellpumps.com

PH 307-265-9566 FAX 307-265-3019

Date: October 16, 2023

To: Shelbi Pitt
City Clerk at City Hall
324 Laramie Ave.
Alliance, Nebraska 69301

From: Russell Industries, Inc.
Dale Lee, Technical Sales
Office: 307-265-9566 / Cell- 307-262-1816
dale@russellpumps.com

Shelbi,

I am responding to your advertisement for bid, City of Alliance sewer lift station bypass pump. Russell Industries Inc. has (1) Gorman Rupp model PA6C60-4045T FT4 6" x 6" Priming Assisted Pump with Auto-Start Control that will meet all Bid Specifications. The proposed pump will include (Not Specified) Final Tier 4 Diesel Engine as well as Suction/Discharge Gauge Package for monitoring pump performance. The pump is mounted to a 14' tandem axle trailer for portability and will be supplied with (1) 6" x 20' Suction hose with trash screen as well as (1) 6" x 20' Hard Rubber Discharge hose. Included with Proposal will be current photo's as well as Pump Data Sheet. Please see Proposed Pricing with Description below. If you require additional information or have questions, please call or email anytime.

Thank you,

Dale Lee

- **2022 Gorman Rupp model PA6C60-4045T FT4 6" x 6" Priming Assisted Centrifugal Pump with Auto-Start, Powered by John Deere model 4045T FT4 Liquid Cooled Diesel Engine. Current Hours: 128.3, S/N 1765347. SALE PRICE: \$58,000.00 without trailer.**
- **2020 Dun-Rite model 2PT6M 12 Heavy Duty Off-Road Tandem Axle Utility Trailer, fender high screened side rails, tail gate, spare tire, 10K drop leg jack, 2 5/16" Bulldog Hitch. VIN#1D9CP142XLC398747. SALE PRICE: \$6,000.00**

TOTAL COMPLETE: \$64,000.00

Please Note NO TAX has been included with pricing.
Delivery will be provided.

[Type text]



VARIOUS PATENTS APPLY

Priming Assisted Centrifugal Pump w/Autostart Model PA6C60-4045T FT4 Size 6" x 6"



Total Head		Capacity of Pump in U.S. Gallons per Minute (GPM) at Continuous Performance				
P.S.I.	Feet					
63.3	146	200	200	200	200	200
60.7	140	400	400	400	400	400
52.0	120	820	1000	1000	1000	1000
43.4	100	960	1380	1420	1420	1420
34.7	80	1040	1500	1770	1760	1760
26.0	60	1100	1510	1815	2040	2040
17.4	40	1140	1505	1820	2120	2120
8.7	20	1200	1550	1820	2150	2150
Suction Lift		25'	20'	15'	10'	5'



PUMP SPECIFICATIONS

- Size:** 6 x 6" (152 mm x 152 mm) Flanged.
- Casing:** Ductile Iron 65-45-12.
Maximum Operating Pressure 99 psi (683 kPa).*
- Open Type, Two Vane Impeller:** Ductile Iron 65-45-12.
Handles 3" (76,2 mm) Diameter Spherical Solids.
- Impeller Shaft:** Stainless Steel 17-4 PH.
- Replaceable Wear Plate:** Ductile Iron 80-60-03.
- Bearing Housing:** Gray Iron 30.
- Seal Plate:** Gray Iron 30.
- Seal:** Mechanical, Oil-Lubricated. Silicon Carbide Rotating and Stationary Faces. Stainless Steel 316 Stationary Seat. Fluorocarbon Elastomers (DuPont Viton® or Equivalent). Stainless Steel 18-8 Cage and Spring. Maximum Temperature of Liquid Pumped, 160°F (71°C).*
- Shaft Sleeve:** Stainless Steel 17-4 PH.
- Priming Chamber:** Gray Iron 30 Housing w/Stainless Steel Float and Linkage.
- Discharge Check Valve:** Ductile Iron Housing w/Buna-N Flapper.
- Radial Thrust Bearings:** Open Double Ball.
- Bearing Lubrication:** SAE 30 Non-Detergent Oil.
- Gaskets:** Resistant Synthetic Rubber, Cork, PTFE, Vegetable Fiber, and Compressed Synthetic Fibers.
- O-Rings:** Buna-N.
- Hardware:** Standard Plated Steel.
- Bearing and Seal Cavity Oil Level Sight Gauges.**

*Consult Factory for Applications Exceeding Maximum Pressure and/or Temperature Indicated.

Standard Equipment: Gear-Driven Air Compressor. Hoisting Bail. Combination Skid Base w/Fuel Tank. Single Ball Type Float Switch. Full Feature Control Panel **

Optional Equipment: Battery. Skid Drag Base Kit. Heated Priming Chamber Kit. NPT Suction and Discharge Flange Kits. High Speed (55 MPH/89 KM/H) Single Axle Pneumatic-Tired Wheel Kit w/wo DOT-Approved Lights and Electric Brakes. Tandem Axle Over-the-Road Trailer (Meets DOT Requirements) Available w/Either Electric or Hydraulic Surge Brakes, Running Lights, Jack Stands and Safety Cables/Chains. Submersible Transducer Liquid Level Sensor.

**50 Ft. (15 m) Standard Length; Dual Switches and Alternate Cable Lengths Available From the Factory.



ENGINE SPECIFICATIONS

- Model:** John Deere 4045T.
- EPA Tier:** Final Tier 4.
- Type:** Turbocharged Four Cylinder, Diesel Engine w/Air Compressor.
- Displacement:** 276 Cu. In. (4,5 liters).
- Lubrication:** Forced Circulation.
- Air Cleaner:** Dry Type.
- Fuel Tank:** 102 U.S. Gals. (386 liters).
- Full Load Operating Time:** 27.2 Hrs.
- Starter:** 12V Electric.
- Standard Features:** Muffler w/Guard and Weather Cap, DOC/DPF Exhaust After-Treatment System.
- Engine Control Features:** Padlockable Box with Throttle Control, Tachometer, Coolant Temperature, Oil Pressure, Voltage and Overstart Indicators/Shutdowns. Manual/Stop/Auto Keyswitch. Audible Startup Warning Delay. Fuel Level Display/Alarm/Shutdown Electronic Fuel Level Sensor.

JOHN DEERE PUBLISHED PERFORMANCE:
Maximum Net Continuous BHP
74 (55 kW) @ 2400 RPM



GORMAN-RUPP PUMPS

www.grpumps.com

Specifications Subject to Change Without Notice

Printed in U.S.A.

Specification Data

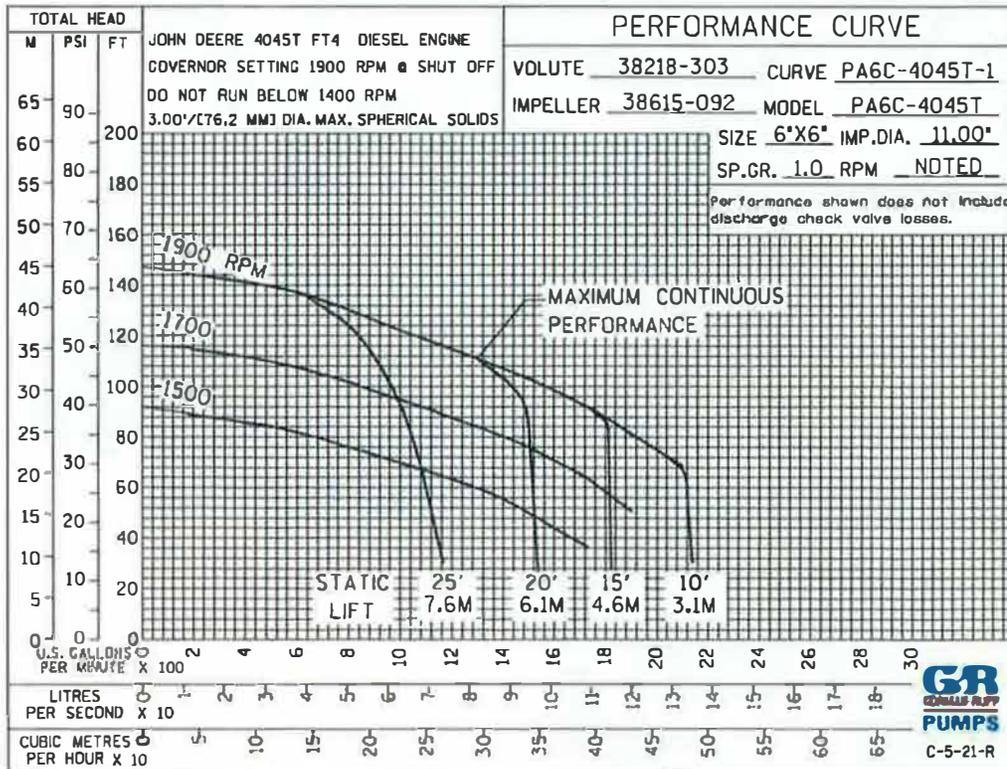
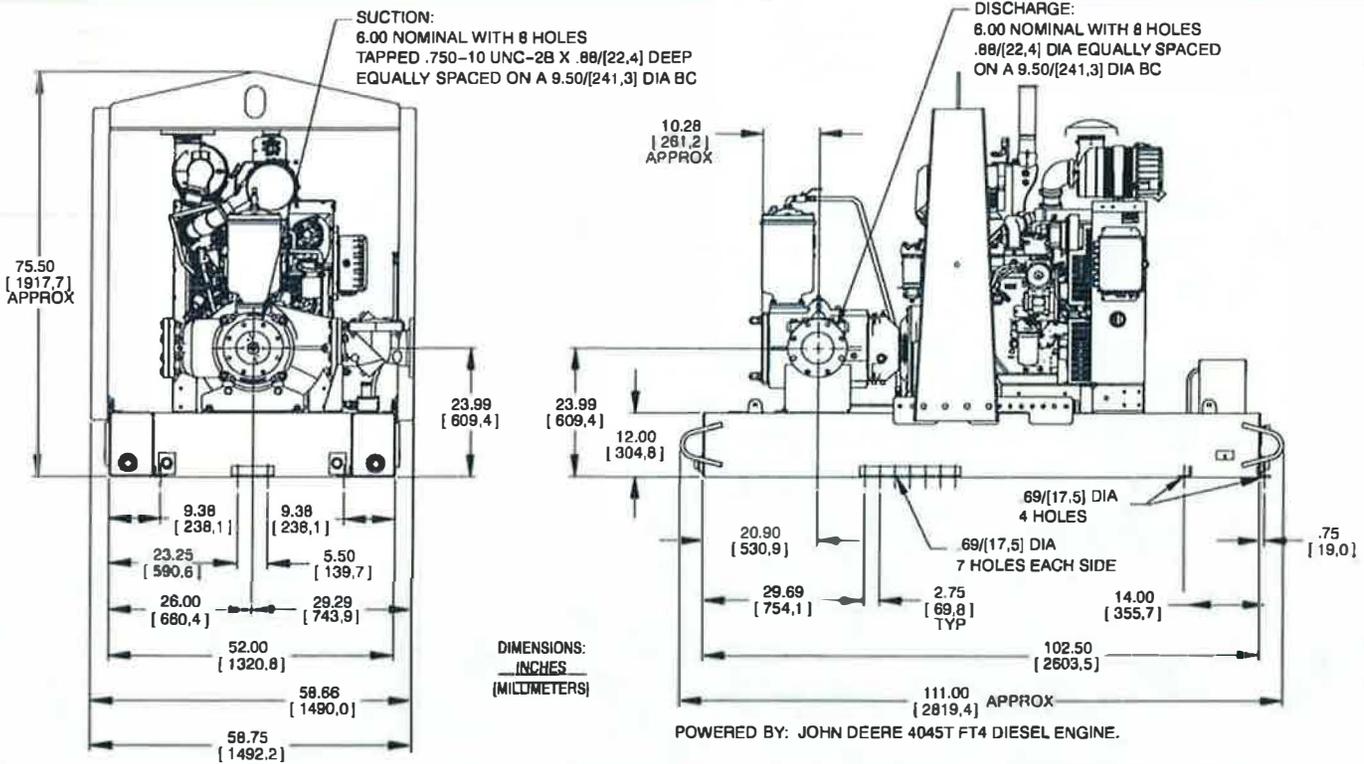
SECTION 42, PAGE 1118

APPROXIMATE
DIMENSIONS and WEIGHTS

NET WEIGHT:
SHIPPING WEIGHT:
EXPORT CRATE SIZE:

SKID BASE

4150 LBS. (1882,4 KG.)
4375 LBS. (1984,5 KG.)
333 CU. FT. (9,4 CU. M.)

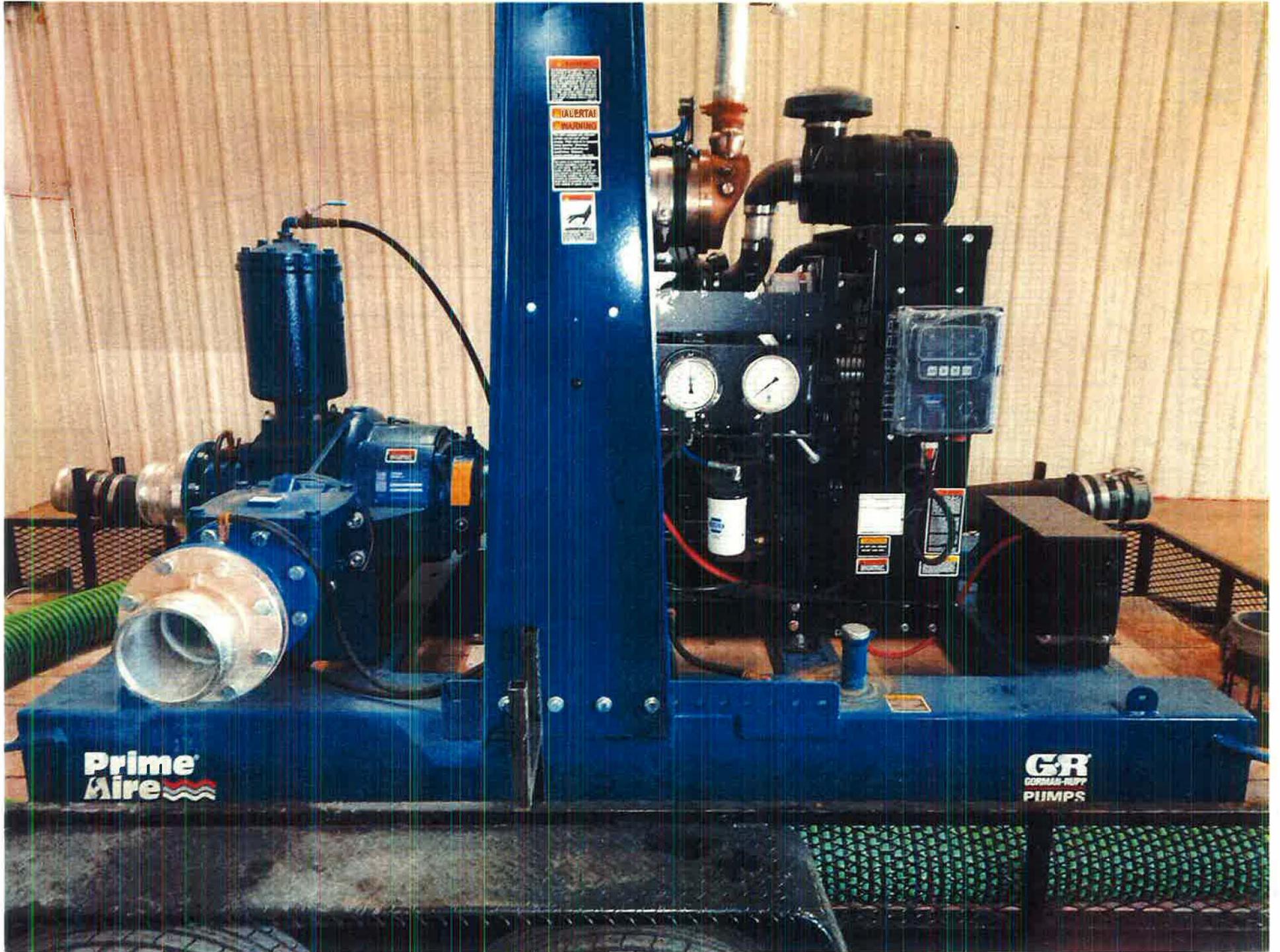


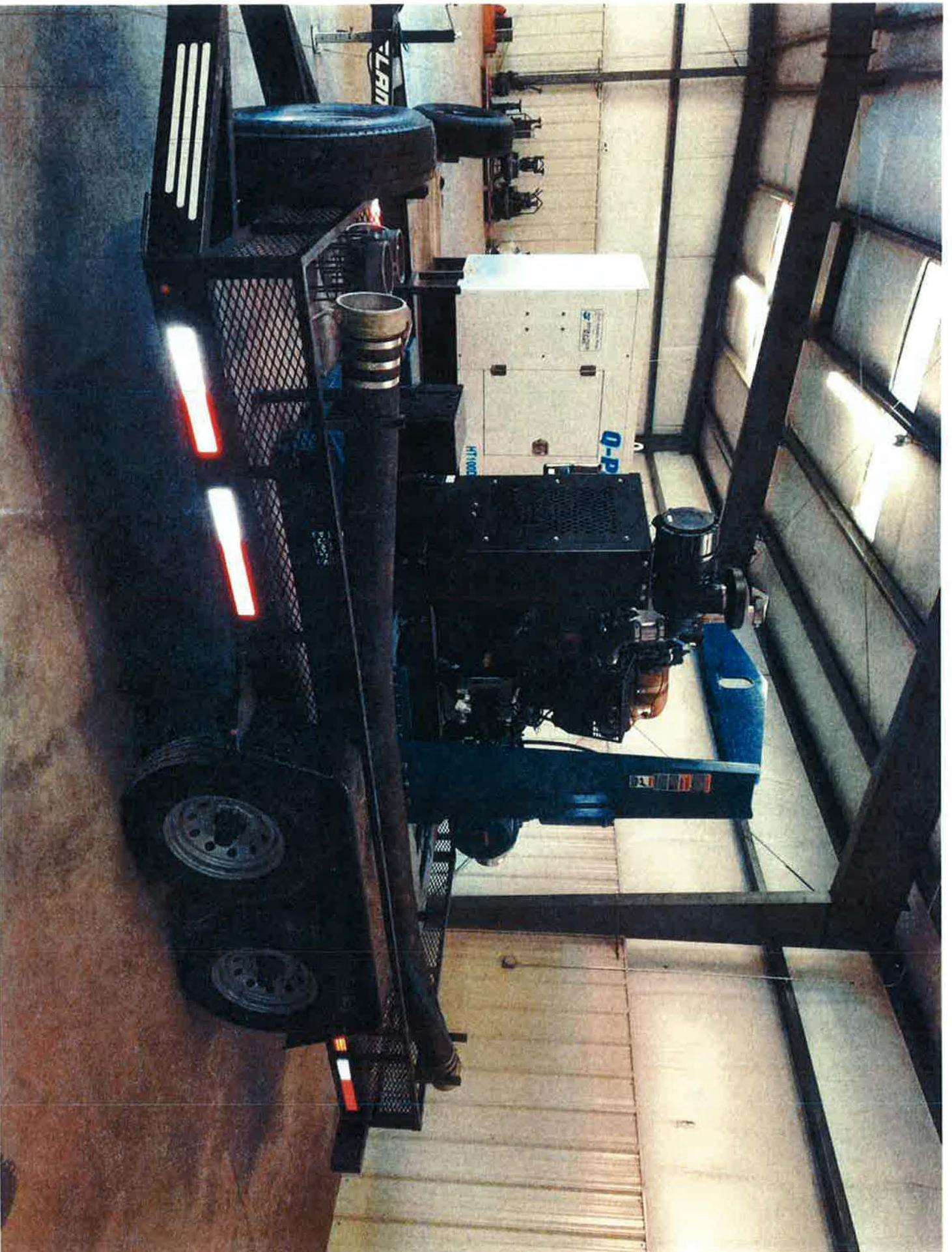
GORMAN-RUPP PUMPS

www.grpumps.com

Specifications Subject to Change Without Notice

Printed in U.S.A.











BID SPECIFICATIONS
PRIMING ASSISTED CENTRIFUGAL PUMP
With Auto- Start Control

GENERAL:

Six-inch (6") by Six-inch (6") priming assisted pump driven by a liquid-cooled diesel engine. Pump shall be capable of handling water with a high content of solids and running dry continuously without damage. Pump may be used but must have less than 200 hours and must have 12 month warranty.

PUMP:

Pump to have six-inch (6") suction and six-inch (6") discharge. The casing is to be made of ductile iron 65-45-12. Open type two-vane impeller made of ductile iron no. 65-45-12 and capable of handling 3" diameter spherical solids. Impeller shaft is to be made of stainless steel 17-4 PH. Pump to have a replaceable wear plate made of ductile iron 80-60-03. The pump casing will have an optional 6" side suction port and front convertible cover plate assembly.

The seal shall be mechanical oil-lubricated with double floating, self-aligning silicon carbide rotating and stationary faces. It shall have a stainless steel 316 stationary seat and DuPont viton or equivalent elastomers. Cage and spring to be stainless steel no. 18-8. Bearings shall be oil lubricated.

The priming chamber housing is to be gray iron #30 with stainless steel float and linkage that will insure automatic prime and reprime. Once pump is primed the valve will close and will not allow any of the product being pump to be bypassed onto the ground or into the atmosphere. Pump must also be capable of operating under a flooded suction condition without allowing product being pumped in to be bypassed onto the ground or into the atmosphere.

The pump shall have a clean-out port and spring-loaded discharge check valve that operates automatically. The pump shall be manufactured in the U.S.A. by an ISO 9001 approved company. Companies without ISO 9001 certification will not be allowed.

PERFORMANCE:

At an engine speed of 2000 rpm, the pump shall be capable of reaching a maximum head of 146 feet, and a maximum flow rate of 2350 GPM. Pump shall be capable of the following condition points:

- Duty Point #1 – 10' static suction lift – 2150 GPM @ 70' TDH
- Duty Point #2 – 15' static suction lift – 1800 GPM @ 100' TDH
- Duty Point #3 – 23' static suction lift – 800 GPM @ 145' TDH

COMPRESSOR:

The compressor is to be gear-driven directly off the engine with a model Bindex 34 CFM air compressor including air intake plumbing, water-cooler plumbing, lube system plumbing. The priming system shall not incorporate a vacuum pump, belt-driven air compressor or diaphragm priming system.

Compressor shall create a vacuum on suction side of pump by forcing air through a venturi, which is mounted in a protected area of the pump frame.

ENGINE:

The pump shall be coupled directly to the engine flywheel. The pump cannot be driven by a belt drive.

The engine shall be four cylinder liquid cooled diesel of not less than 276 cubic inch displacement having a manufacturer's continuous brake horsepower rating of 74 BHP at 2400 rpm. Engine shall be complete with a 102-gallon fuel tank that will allow unit to operate for 27.2 hours under full load. Engine will have an instrument panel with temperature gauge, oil pressure gauge, ammeter, hour meter, and tachometer. Shall be equipped with safety shut down switches for low oil pressure and high coolant temperature.

Narrative

November 7, 2023



RESOLUTION - Approve use of budgeted funds for landfill loader replacement tires.

The City of Alliance Landfill has needs to replace the worn and damaged loader tires on its machine. This piece of equipment transports all refuse to the MSW site once baled. These are specialty tires and for use at the landfill site only. Several tire vendors in town were contacted for pricing and none of them sell this equipment. Murphy Tractor and Equipment in Gering was able to price the needed tires. These tires are specific to the machine we own and were priced at \$36,979.18.

Staff recommends the purchase of 4 SETCO tires for the landfill loader from Murphy to replace the worn tires currently in use.

RECOMMENDATION: APPROVE PURCHASE OF REPLACEMENT LOADER TIRES IN THE AMMOUNT OF \$36,979.18 USING FUNDS FROM GL #06-51-55-45-558

RESOLUTION NO. 23-92

WHEREAS, The City of Alliance Landfill 2023-24 budget included a purchase for four SETCO tires; and

WHEREAS, The City of Alliance contacted several tire vendors in town for pricing none of which sell these specialty tires; and

WHEREAS, Staff is recommending Murphy Tractor and Equipment of Gering, NE in the amount of Thirty-Six Thousand Nine Hundred Seventy-Nine Dollars and 18/100ths (\$36,979.18) as they were the only tire vendor selling specialty tires needed for current Loader.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, Nebraska, authorized the purchase of four SETCO tires from Murphy Tractor and Equipment, in to the amount of Thirty-Six Thousand Nine Hundred Seventy-Nine Dollars and 18/100ths (\$36,979.18).

BE IT FURTHER RESOLVED, payment will be from GL# 06-51-55-45-558.

PASSED AND APPROVED this 7th day of November, 2023.

Earl Jones, Mayor

(SEAL)

Attest:

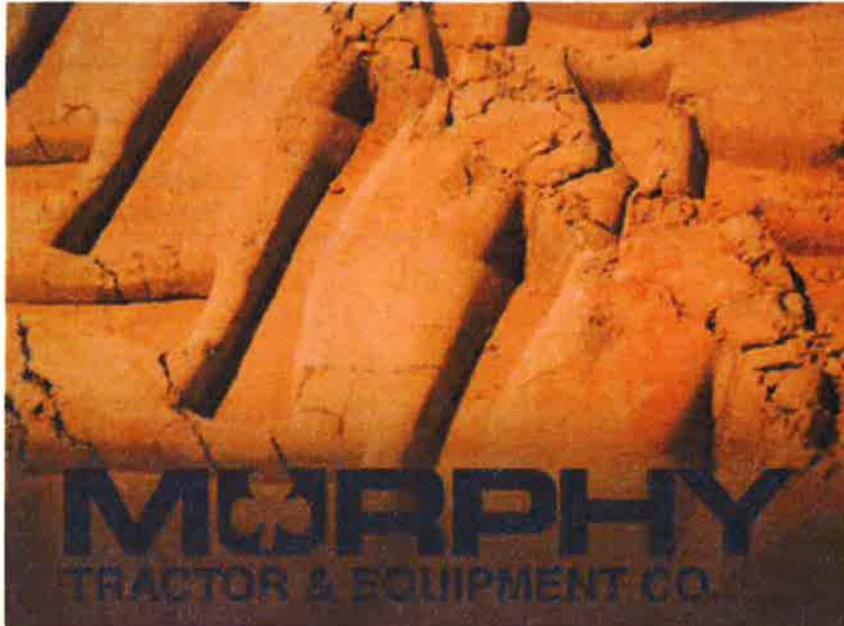
Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

Quote Id: 29826978

Prepared For:
CITY OF ALLIANCE



Prepared By: **MIKE BATEMAN**

Murphy Tractor & Equipment
220810 Highway 92
Gering, NE 69341

Tel: 308-436-2177
Mobile Phone: 308-631-3125
Fax: 308-436-7645
Email: mbateman@murphytractor.com

Date: 20 October 2023

Offer Expires: 27 October 2023

Confidential

Quote Summary

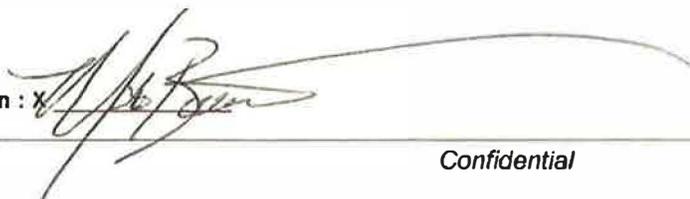
Prepared For:
CITY OF ALLIANCE
PO BOX D
ALLIANCE, NE 69301
Business: 308-762-5400
DPHILLIPS@CITYOFALLIANCE.NET

Prepared By:
MIKE BATEMAN
Murphy Tractor & Equipment
220810 Highway 92
Gering, NE 69341
Phone: 308-436-2177
Mobile: 308-631-3125
mbateman@murphytractor.com

Quote Id: 29826978
Created On: 20 October 2023
Last Modified On: 20 October 2023
Expiration Date: 27 October 2023

Equipment Summary	Qty	Extended
2023 SETCO 20.5 x 25 AR/8SGL Soft Ride 4 Tires	1	
Equipment Total		\$ 36,979.18

Quote Summary	
Equipment Total	\$ 36,979.18
SubTotal	\$ 36,979.18
Total	\$ 36,979.18
Balance Due	\$ 36,979.18

Salesperson : X 

Accepted By : X _____

Selling Equipment

Quote Id: 29826978

Customer: CITY OF ALLIANCE

2023 SETCO 20.5 x 25 AR/8SGL Soft Ride 4 Tires

Hours: 0

Stock Number:

Code	Description	Qty
LE09C2A2-A	20.5 X 25 AR/8SGL Tires 4	1
Other Charges		
	Freight	1
	Branch / Local Freight	1

Narrative

November 7, 2023



RESOLUTION - APPROVE TRANSFER OF FUNDS FROM TIRES-VIEHICLE, EQUIPMENT GL TO CAPITOL OUTLAY-VEHICLES AND REFUSE-FUEL.



Included in this year capital budget was the purchase of replacement treads for the landfill bull dozer. Upon review of current pricing and market value of other items an adjustment needs to be made. The requested purchase of a refuse truck has increased in cost \$41,000 in the last two years. There is also a discrepancy in the refuse collection fuel budget of approximately \$27,000. Staff is recommending postponing the purchase of bull dozer tread and using those funds in other areas to supplement the budget. A budget transfer form has been submitted for approval.

RECOMMENDATION: APPROVE BUDGET TRANSFER FROM GL 06-51-55-45-558 WITH \$33,000 GOING TO GL 06-41-42-59-960 AND \$27,000 TO GL 06-51-55-45-553

RESOLUTION NO. 23-93

WHEREAS, The City of Alliance owns and operates the City Landfill;

WHEREAS, The amount to purchase a refuse truck has increased \$41,000 in two years;
and

WHEREAS, There was a discrepancy in the refuse collection fuel budget of approximately \$27,000;

and

WHEREAS, A budget transfer in the amount of \$60,000 from Tires-Vehicle, Equipment # 06-51-55-45-558 is necessary to cover the additional costs.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, authorizes a budget transfer in the total amount of \$60,000 from Tires, Vehicle, Equipment # 06-51-55-45-558 to Capital Outlay-Vehicles #06-41-42-59-960 in the amount of \$33,000 and Refuse # 06-51-55-45-553 in the amount of \$27,000.

PASSED AND APPROVED this 7th day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____

Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel



**CITY OF ALLIANCE
Budget Transfer**

Operating **Capital**

Reason for Transfer/ Resolution No.:
Fuel & Refuse Truck

<u>Account Name</u>	<u>Account Number</u>	<u>Amount of Transfer (Hundreds of Dollars)</u>	<u>Amended Budget</u>
From Account (s):			
TIRES-VEHICLE, EQUIPMENT	06-51-55-45-558	\$33,000	
		\$27,000	\$61,896.56
To Account (s):			
CAPITAL OUTLAY-VEHICLES	06-41-42-59-960	\$33,000	\$533,000.00
REFUSE-FUEL	06-51-55-45-553	\$27,000	\$27,917.90

Requested by _____ Ross Grant  **Date** _____ 10/30/2023

Approved by Council on _____

If transfer amount is under \$ 2,500, submitted to Finance Director for approval.
If transfer amount is \$ 2,500 and over, submitted to City Manager for approval.

City Treasurer

 11/1/23

City Manager

INTERNAL USE	
Date Transfer Completed	_____
Transfer Completed By	_____
Reference#	

Narrative

November 7, 2023



RESOLUTION - APPROVE ENGINEERING AGREEMENT WITH MC SCHAFF AND APPROVE BID DESIGN FOR 2024 STREET REHABILITATION PROJECT.



One of the streets identified for rehabilitation has been 8th street from Dakota Ave. to Mississippi Ave. Recently staff recommended placing this street on the list of emergency snow routes. This route serves not only as an emergency snow route but also one of the main routes of transit between schools.

Staff is recommending the rehabilitation of this route in the 2024 construction year. MC Schaff and Associates has included an engineering agreement for work on the project. Approval of this agreement would allow for design of the

project as well as the construction of bid documents for advertisement.

RECOMMENDATION: APPROVE ENGINEERING AGREEMENT WITH MC SCHAFF AND APPROVE BID DESIGN FOR 2024 STREET REHABILITATION PROJECT WITH USE OF FUNDS FROM GL # 24-41-41-51-930 IN AMOUNT OF \$199,261.00

RESOLUTION NO. 23-94

WHEREAS, The City of Alliance is requesting that an engineering agreement be entered with MC Schaff and Associates for the design and bid standards of the 2024 Street Rehabilitation Project;

WHEREAS, The approval of the engineering agreement would allow for the design of the project as well as the construction of bid documents for advertisement; and

WHEREAS, The City of Alliance Staff has identified streets within the City that are in need of rehabilitation; and

WHEREAS, Staff is recommending the rehabilitation of 8th Street from Dakota Avenue to Mississippi Avenue for the 2024 construction year.

WHEREAS, MC Schaff and Associates has provided the engineering agreement and bid design for the 2024 Street Rehabilitation Project in the amount of \$199,261.00 One Hundred Ninety-Nine Thousand Two Hundred Sixty-One and No/100s.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, authorizes to enter into an engineering agreement with MC Schaff and Associates for the 2024 Street Rehabilitation Project in the amount of \$199,26.00 One Hundred Ninety-Nine Thousand Two Hundred Sixty-One and No/100s., to be paid from Account No. # 24-41-41-51-930.

PASSED AND APPROVED this 7th day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____

Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

City of Alliance, NE

8th Street - Dakota Avenue to Mississippi Avenue Rehabilitation

Engineer's Estimate 10/10/2023

Bid Item	Quantity		Description	Unit		Extension
1	1	LS	Mobilization	\$100,000.00	/ LS	\$100,000.00
2	1	LS	Traffic Control and Safety	\$45,000.00	/ LS	\$45,000.00
3	3,600	SF	Remove Existing Pavement, Curb, Walk	\$6.00	/ SF	\$21,600.00
4	1,000	SY	Cold Milling Class 1 (Uniform-Asphalt)	\$15.00	/ SY	\$15,000.00
5	4,800	SY	Cold Milling Class 2 (Tapered-Asphalt)	\$10.00	/ SY	\$48,000.00
6	4,600	SY	Cold Milling Class 3 (Uniform-Concrete)	\$20.00	/ SY	\$92,000.00
7	5,000	SY	Cold Milling Class 4 (Tapered-Concrete)	\$12.00	/ SY	\$60,000.00
8	10,500	SY	Engineered Paving Mat	\$13.00	/ SY	\$136,500.00
9	2,000	GAL	Emulsified Tack Coat	\$6.00	/ GAL	\$12,000.00
10	21,000	SY	Asphalt Concrete, Type SPR w/PG 64-34 Binder	\$20.00	/ SY	\$420,000.00
11	200	TON	Asphalt Concrete for Patching, SPR w/Binder	\$300.00	/ TON	\$60,000.00
12	500	LF	30-Inch PCC Curb & Gutter	\$65.00	/ LF	\$32,500.00
13	200	SY	6-Inch PCC Pavement	\$100.00	/ SY	\$20,000.00
14	12	EA	Adjust Manhole to Grade	\$4,000.00	/ EA	\$48,000.00
15	10	EA	Adjust Wate Valve to Grade	\$4,000.00	/ EA	\$40,000.00

Total Estimated Construction Cost 8th = \$1,150,600.00

Total Estimated Engineering Costs = \$199,400.00

Total Estimated Contingency Costs = \$50,000.00

Total Estimated Project Costs 8th Street	=	\$1,400,000.00
--	---	----------------

Resolution No. 23-95

WHEREAS, the Interlocal Cooperation Act of the State of Nebraska allows separate political subdivisions to cooperate on the basis of mutual advantage to provide for joint undertakings, services and facilities, in a manner and pursuant to forms of governmental organization that will accord with best geographic, economic, population, and other factors influencing the needs and development of local communities;

WHEREAS, the City of Alliance (the “City”) agrees that additional benefit and interoperability can be achieved if separate political subdivisions would share in the same 911 telephone infrastructure;

WHEREAS, the City agrees that by sharing 911 Customer Premise Equipment (“CPE”) for phones, resiliency and redundancy can be achieved for 911 as well as a mechanism for cost sharing; and

WHEREAS, for the City to achieve these goals, the City desires to enter into the South Central/Panhandle Nebraska 911 Regional Interlocal Agreement (the “Agreement”), which sets forth the City’s respective rights, duties, and obligations;

NOW, THEREFORE, BE IT RESOLVED BY the Mayor and the Council of the City of Alliance, Nebraska that the Agreement is hereby approved and the Mayor is authorized to sign the Agreement and any other ancillary documentation on behalf of the City of Alliance, Nebraska.

PASSED AND APPROVED this ____ day of _____, 2023

Earl Jones, Mayor

(SEAL)

Attest:

Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Firm, Legal Counsel

APPENDIX A
911-073/PI-232

**NEXT GENERATION 911 FUNDING MODEL
IMPLEMENTATION PLAN**

The 911 Service System Act¹ directs the Nebraska Public Service Commission (“Commission”) to provide funding for the 911 Service System from the 911 Service System Fund, which consists of 911 surcharges collected by wireless carriers on all active wireless telephone numbers (“Wireless Surcharges”).² Wireline and VOIP service providers also collect 911 surcharges from their customers, however, these amounts are not allocated by the Commission. Wireline and VOIP surcharge revenues are remitted directly to local governing bodies for distribution to local Public Safety Answering Points (“PSAPs”) as a local responsibility under the control of local governing bodies, pursuant to the Emergency Telephone Communications Systems Act.³

The foundational technology for the Next Generation 911 system is statewide Emergency Services IP Network (“ESInet”) and Next Generation Core Services (“NGCS”). The entire cost to establish and operate the ESInet and NGCS will be paid solely from wireless surcharge revenues allocated by the Commission from the 911 Service System Fund, without the use of any local government wireline or VOIP surcharge revenues.⁴ The 911 Service System Fund will also continue to be the sole source of funds to pay the tariffed costs of selective routing and ANI/ALI, statewide 911 contractual obligations, 911 department administration, and maintain an adequate emergency reserve balance. After payment of these amounts, the remaining funds in the 911 Service System Fund will be allocated to provide supplemental annual funding to local PSAPs and subsidize the 911 expenses of wireless carriers.⁵

PSAP Annual Funding Allocations

PSAPs that are not connected to the ESInet and NGCS (“Legacy PSAPs”) will continue to receive funding allocated by Commission Order as determined under Docket No. 911-019⁶ (“Legacy Funding”). PSAPs that are connected to the ESInet and NGCS (“NG911 PSAPs”), will receive

¹ Neb. Rev. Stat. §§ 86-1001 to 86-1029.03.

² Neb. Rev. Stat. § 86-457.

³ Neb. Rev. Stat. §§ 86-420 to 86-441.01.

⁴ Amounts in the 911 Service System Fund may be supplemented from time to time by federal grant funds, if made available by Congress.

⁵ The Commission has opened a separate docket to explore NG911 cost recovery for wireless service providers. See, *In the Matter of the Nebraska Public Service Commission, on its own motion, to consider the appropriate level of wireless 911 surcharge funding for wireless service providers*, App. No. 911-074/PI-239, ORDER OPENING DOCKET AND SEEKING PUBLIC COMMENT (July 27, 2021).

⁶ See, e.g., *In the Matter of the Nebraska Public Service Commission, on its own motion, to implement provisions of LB 1222 [2006] and to establish a permanent funding mechanism for wireless enhanced 911 service*, App. No. 911-019/PI-118, FINAL ORDER ADOPTING MODEL AND APPLICATION PROCESS (Feb. 23, 2010).

funding allocated from the 911 Service System Fund as determined according to the funding system adopted by the Commission via Order dated November 17, 2020 in Docket No. 911-073/PI-232⁷ and supplemented by this Implementation Plan (the “NG911 Funding Model”).

Under the NG911 Funding Model, each eligible NG911 PSAP will receive annual funding equal to the sum of the following three components: (i) a Base Amount that will be the same for each NG911 PSAP; (ii) a Call Volume Amount, reflecting each PSAP’s share of overall statewide 911 call volume and (iii) a Population Amount, reflecting each PSAP’s share of overall state population. Annual funding will be divided into eleven payments delivered to each PSAP every month except June, to allow more time for PSAPs to use their full funding allocation prior to the end of each state fiscal year.

The process of determining the annual amount of funding allocated to NG911 PSAPs from the 911 Service System Fund will be transparent and based on measurable data. Data from the prior calendar year will be used to calculate the amount of annual funding to be provided to NG911 PSAPs during the following fiscal year.

Subject to the receipt of sufficient wireless surcharge revenues, the total amount of funding allocated to all PSAPs during the transition to statewide next generation 911 service (the “Transitional Period”) will be maintained at the same amount allocated for the 2020/2021 fiscal year, which is \$4,853,601.00.

As described below, a hypothetical NG 911 PSAP which received one percent of the state’s annual 911 calls and served one percent of the state’s total population would receive an allocation of wireless surcharge funding from the 911 Service System Fund equal to \$57,672.19. NG911 PSAPs that receive fewer calls and serve a smaller population would receive less funding. Conversely, NG911 PSAPs that receive more calls and serve a larger population would receive more funding.

Base Amount--40 percent of Total PSAP Funding

Forty percent of the total amount of annual funding allocated for payment directly to NG911 PSAPs will be divided into equal shares and distributed to each PSAP as the Base Amount. The total Base Amount available to be allocated to NG911 PSAPs will be 40 percent of \$4,853,601.00, which is \$1,941,440.40. Based on a total of 68 PSAPs, the annual Base Amount to be allocated to each PSAP is \$28,550.59.

The Base Amount will be maintained at this level until all Legacy PSAPs have transitioned to NG911 PSAPs. After all PSAPs have joined the NG911 system, the base amount will be reviewed annually for potential adjustment.

⁷ *In the Matter of the Nebraska Public Service Commission, on its own motion, to consider recommendations of the Service System Advisory Committee for creation of a new funding system for Next Generation 911*, App. No. 911-073/PI-232, ORDER ADOPTING FUNDING RECOMMENDATIONS (Nov. 17, 2020).

Call Volume Amount--40 Percent of Total PSAP Funding

Forty percent of the total amount of annual funding allocated for payment directly to NG911 PSAPs will be distributed to each NG911 PSAP based on its annual share of total statewide 911 call volume, determined according to ECaTS data. For PSAPs that do not have a full year of ECaTS data during the Transitional Period, full year totals will be extrapolated from available ECaTS data. Re-bids will not be included in determining call volume.

Initially, the total Call Volume Amount available to be allocated to NG911 PSAPs will be 40 percent of \$4,853,601.00, which is \$1,941,440.40. Based on currently available ECaTS data adjusted as stated above, total statewide 911 call volume for calendar year 2020 was 997,163 calls. Therefore, a hypothetical PSAP which answered 9,972 911 calls during the calendar year would be responsible for one percent of total statewide call volume and would receive one percent of the total statewide Call Volume Amount, which would be \$19,414.40.

The Call Volume Amount for each fiscal year will be determined based on the prior calendar year's ECaTS data, which will be available in January of the following year.

Population Amount--20 Percent of Total PSAP Funding

Twenty percent of the total amount of annual funding allocated for payment directly to NG911 PSAPs will be distributed according to the percentage of the total statewide population in each PSAP's service area, determined according to annual U.S. Census Bureau estimates.⁸ Adjustments will be made for PSAP service areas that do not follow county lines in cases where it can be demonstrated that the actual population serves varies by five⁹ percent or more from the U.S. Census estimate for the related counties.

Initially, the total Population Amount available to be allocated to NG911 PSAPs will be 20 percent of \$4,853,601.00, which is \$970,720.20. Based on U.S. Census data, the total population of Nebraska for calendar year 2020 was 1,961,504 persons¹⁰. Therefore, a hypothetical PSAP with 1,962 people in its service area would be responsible for serving one percent of the state's total population and would receive one percent of the total Population Amount, which is \$9,707.20.

Population will be determined according to annual U.S. Census Bureau county population estimates for the most recently available prior calendar year.¹¹

⁸ Or the result of the actual census count, if more recent.

⁹ Or some other percentage—should be based on whatever turns out to be a meaningful change in actual dollars allocated.

¹⁰ <https://www.census.gov/quickfacts/fact/table/NE/POP010220#POP010220>

¹¹ See, e.g., <https://www2.census.gov/programs-surveys/popest/tables/2010-2019/counties/totals/co-est2019-annres-31.xlsx>

PREREQUISITES TO NG911 PSAP FUNDING

NG911 PSAPs will need to meet certain requirements in order to receive funding from the Commission each year. As is currently the case, each PSAP will need to complete an annual application to receive funding. The application will need to be submitted to the Commission on or before March 31st. The Commission expects to make the annual application form available to PSAPs by early January of each year.

NG911 PSAPs must also have completed all annual audit requirements, adopted a Continuity of Operations Plan, be in compliance with applicable training standards, and have completed any outstanding cybersecurity review.

In addition, because ECaTS data will be used to determine the Call Volume component of annual PSAP funding, each NG911 PSAP must be connected to the statewide ECaTS system in order to receive funding.

Finally, each PSAP will need to certify that it has not diverted wireless, wireline, and VOIP 911 surcharge funds and otherwise complies the FCC rules governing 911 Fee Diversion.¹²

ELIGIBLE USES OF WIRELESS FUNDING FOR NG911 PSAPS

Unlike Legacy PSAPs, the use of wireless surcharge funding provided by the Commission to NG911 PSAPs will not be subject to the wireless/wireline ratio. However, like Legacy PSAPs, NG911 PSAPs can only use wireless surcharge funds for a list of eligible expenses.

At the top of the list of eligible expenses for NG911 PSAPs is call handling equipment. The Commission strongly recommends that NG911 PSAPs make call handling equipment the top priority for the use of their wireless funding allocations. Call handling equipment is expensive and subject to a five-year replacement schedule to assure reliability and prevent obsolescence.

In addition to call handling equipment, eligible expenses for wireless 911 surcharge funds are:

- Regional connectivity between host and remote NG911 PSAPs, including last mile costs
- Geographic Information Systems (“GIS”) costs, including creation, maintenance, and updates to local GIS data
- Computer Aided Dispatch (CAD) systems
- NG911 PSAP usage of Logging Recorders
- Backup power equipment, such as uninterruptible power supplies and reserve generating equipment used by the PSAP
- Telecommunicator Training Costs
- Salaries for PSAP personnel
- PSAP radio consoles

¹² See, *In the Matter of 911 Fee Diversion, New and Emerging Technologies 911 Improvement Act of 2008*, PS Docket Nos. 20-291 & 09-14, REPORT AND ORDER (Adopted June 24, 2021).

Also, as provided in FCC rules, 911 surcharge dollars may not be used to pay for “equipment or infrastructure for law enforcement, firefighters, and other public safety/first responder entities that does not directly support providing 911 services.”¹³

LOCAL CONTROL OF CAPITAL COST PLANNING

The use of wireless surcharge funds allocated by the Commission to NG911 PSAPs for eligible expenses will be under local control. NG911 PSAPs will also be responsible for planning their own future capital costs and determining how much money to set aside from current revenue in order to cover such future expenses. The Commission will not oversee or pre-approve the use of any such funds set aside for future use by NG911 PSAPs.

However, the Commission will continue to use an annual audit process to confirm that NG911 PSAPs use their allocated wireless 911 surcharge funds for eligible expenses. In addition, NG911 PSAPs will provide the Commission with information about their equipment replacement planning as part of the annual funding application process. Upon request, the Commission may consider offering capital planning and budgeting assistance to individual PSAPs.

RULES FOR LEGACY PSAPS MAKING THE TRANSITION TO NG911

Legacy PSAPs will continue to receive Legacy Funding until connected to the ESInet and NGCS. The Commission will continue to pay text-to-911 costs directly on behalf of Legacy PSAPs, however, a PSAP will need to request an Order indefinitely extending the three year text-to-911 funding cycle if its legacy text-to-911 funding will expire prior to transition.

In any event, all Legacy PSAP funding will be discontinued no later than December 31, 2023. After this date, the Commission will no longer allocate any funding to PSAPs via the Legacy Funding system. Any remaining Legacy PSAPs at that time must become NG911 PSAPs in order to receive any further allocations from the 911 Service System Fund.

After a Legacy PSAP makes the transition to NG911 PSAP, Legacy Funding will end, and funding under the NG911 Funding Model will commence, effective the second full calendar month following the month in which the PSAP connects to the ESInet and NGCS.

NG911 PSAPs will retain any Legacy Set-Aside funds they may have at the time of transition. However, the wireless/wireline ratio will not apply to the use of Legacy Set-Aside Funds by NG911 PSAPs. Funding Requests and Public Service Commission Orders will no longer be necessary for an NG911 PSAP to use Legacy Set-Aside funds for eligible expenses. NG911 PSAPs may also use Legacy Set-Aside funds as provided in any issued but unpaid funding orders.

The Commission encourages NG911 PSAPs to use their Legacy Set-Aside Funds to help make the adjustment to any reduction in direct funding under NG911 Funding Model. Except for personnel costs, Legacy Set-Aside funds may be used for any eligible expense without seeking PSC

¹³ 47 CFR 9.23(c)(3).

approval. PSAPs are encouraged to use other funds, such as wireline, VOIP or local general funds for personnel costs.

NG911 PSAPs will have three years from the date of their transition to use any Legacy Set-Aside Funds. Within six months after transition, each NG911 PSAP must adopt and provide the Commission with a three-year plan for spending all of its Legacy Set Aside Funds. Any set-aside funds not expended by an NG911 PSAP on or before the 3rd anniversary of its transition to the NG911 Funding Model will result in a reduction in annual funding of an equal amount in the following year.

Each NG911 PSAP will continue to be audited annually to confirm 911 Service System funds were used for eligible purposes according to legal requirements. The PSAP audit process will be reviewed for potential improvements after all PSAPs have become NG911 PSAPs.

NG911 FUNDING APPLICATION PROCESS

The NG911 PSAP funding application will be essentially the same as today, with necessary revisions as noted previously. In addition, the NG911 PSAP funding application will include information about the PSAP's call handling equipment, including brand and model name, version number, date of purchase, and date of installation. The application will also require a description of the PSAP's equipment replacement plan and its three-year plan for using all of the PSAP's Legacy Set-Aside Funds.

Untimely NG911 Funding Applications will result in the PSAP receiving no funding from the Commission until the completed application is received and processed. Any monthly payments missed due to failure to timely file the PSAP funding application will be forfeited.

Key Dates

The following are the anticipated key dates for the PSAP funding process. These anticipated dates may be subject to change based on the needs of PSAP and 911 Service System, as determined by 911 staff.

- October 15 – Prior year audit information due from PSAPs
- December 15 -- Application form revisions finalized
- January 1 – Funding applications delivered to PSAPs
- January 15 -- ECaTS call volume data available
- March 31– Funding application due back from PSAPs
- March 20 -- County population estimates available from US Census Bureau
- May 1 (on or about) -- PSAP funding amounts calculated
- May 15 (on or about) -- Commission adopts annual PSAP Funding Allocation Order
- July 1 – Annual Funding commences

Report Criteria:

Invoices with totals above \$0 included.
 Paid and unpaid invoices included.
 [Report].Invoice Number = {<"ANDERSEN 9/23">}
 [Report].Invoice Number = {OR} {IS NULL}

GL Account and Title Vendor Name	Segment Fund Description	Segment Under Dept Invoice Number	Segment Department Invoice Date	Net Invoice Amount	Date Paid
General Fund					
01-10-10-42-294 Conferences, Cont Education	General Fund	City Council	City Council		
MARA ANDERSEN	REIMBURSEMENT	ANDERSEN 9/	09/26/2023	85.36	
01-10-10-42-294 Conferences, Cont Education	General Fund	City Council	City Council		
MARA ANDERSEN	REIMBURSEMENT	ANDERSEN 9/	09/26/2023	480.78	
01-10-10-42-294 Conferences, Cont Education	General Fund	City Council	City Council		
MARAANDERSEN	REIMBURSEMENT	ANDERSEN 9/	09/26/2023	11.25	
Total City Council:				577.39	
Total City Council:				577.39	
Total General Fund:				577.39	
Grand Totals:				577.39	

Dated: _____

Mayor: _____

City Manager: _____

City Treasurer: _____

Narrative

November 7, 2023



RESOLUTION – PRELIMINARY PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

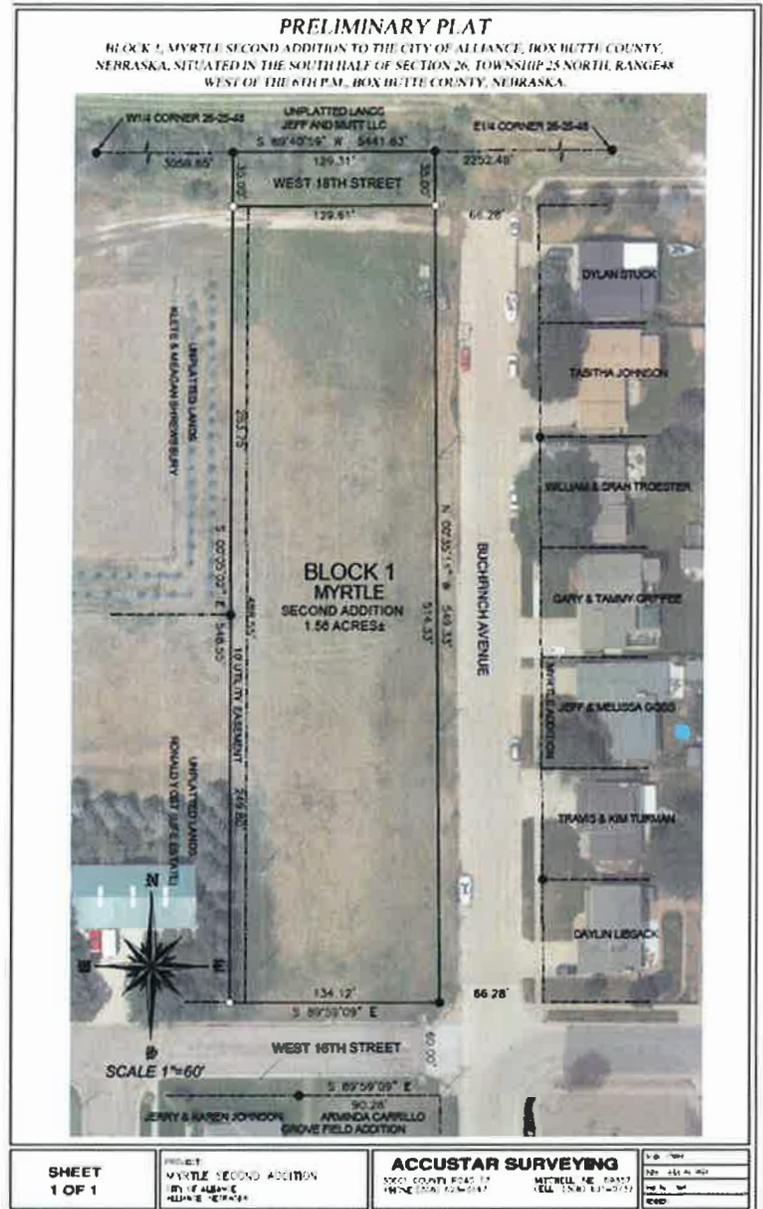
The City of Alliance is in receipt of an application for a Preliminary Plat for the dedication of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska.

The proposed addition is located at the northwest corner of West 16th Street and Buchfinck Avenue. The proposed addition is zoned Ag, Agriculture. It is adjacent to Ag zoning to the north and west, R-1, Single Family Residential Zoning to the east, and RP-3, Planned Multifamily Residential to the south. A rezone application to R-1 and an annexation will accompany the final plat.

The proposed lot is currently vacant. The plat creates a utility easement along the west side of the proposed lot. This is proposed for sanitary sewer extension and any other utilities that may need to co-locate there. The plat will create the south half of West 18th Street. Streets dedicated along section and half section lines are typically done in such a manner that property owners on each side of the line contribute half of the width of the street.

The City of Alliance Planning Commission met at its regular meeting September 12, 2023 and found that the preliminary plat was consistent with the goals in the Comprehensive Plan. They voted yes on a recommendation to the Alliance City Council for the approval of the Preliminary Plat of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska after making the following findings of fact:

- According to the Comprehensive Plan, and Box Butte Housing Study, the City is in need of additional housing and platting more land for that would help accomplish that goal.
- The proposed addition meets both the North Side and Core Neighborhoods recommendations that future land uses in these neighborhoods should be residential.



Narrative

November 7, 2023



-The proposed addition dedicates a portion of W 18th Street which is consistent with the goal of extended the street from NE Highway 87 to US Highway 385.

RECOMMENDATION: THE APPROVAL OF THE PRELIMINARY PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

RESOLUTION NO. 23-96

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SCOTTSBLUFF, NEBRASKA:

WHEREAS, BE IT RESOLVED, the Preliminary Plat of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, Situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska Submitted November 7, 2023, is approved.

Passed and approved this ____ day of _____, 2023.

Mayor

ATTEST:

City Clerk

Approved as to Form and Legality

Simmons Olsen Law Office, Legal Counsel

Application for Preliminary Plat



Building the Best Hometown in America®

City of Alliance
 Community Development Department
 P.O. Box D – 324 Laramie Avenue
 Alliance, NE 69301
 308-762-5400 / Fax 308-762-7848

Name of Applicant City of Alliance		Daytime Phone # 308-762-5400	
Address PO Box D	City Alliance	State / Zip NE, 69301	
Name of Property Owner <i>(Owner of Record ONLY)</i> Same as Applicant		Daytime Phone #	
Address	City	State / Zip	
Name of Property Owner <i>(Owner of Record ONLY)</i>		Daytime Phone #	
Address	City	State / Zip	
Reason for requesting a Final Plat	Dedicate a block of land for future residential development and annexation.		
<p>The applicant hereby consents to the provisions of Chapter 107 of the Alliance Municipal Code. A summary of the submittal requirements has been included on the second page of this application. To ensure timely processing, please make sure that all required material has been submitted with the application and all necessary information is shown on the Preliminary Plat.</p>			
Signatures:			
 Applicant	8/21/23 Date	_____ Owner of Record	_____ Date
_____ Applicant	_____ Date	_____ Owner of Record	_____ Date

Shaded Area for Office Use Only

Date Received <u>08/21/2023</u>	Filing Fee - \$150.00 <input type="checkbox"/> Yes <input type="checkbox"/> No <u>N/A</u>	Received By <u>K Conrad</u>
Total Acreage or Sq. Footage <u>1.504 ACRES</u>	7 Paper Copies Included? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Date of Public Hearing <u>09/12/2023</u>
Receipt # _____	Zoning District <u>AQ</u>	Number of Lots <u>1</u>

Has a variance, rezoning, or a conditional use permit been granted for this property? Yes No

If yes, list the case number _____

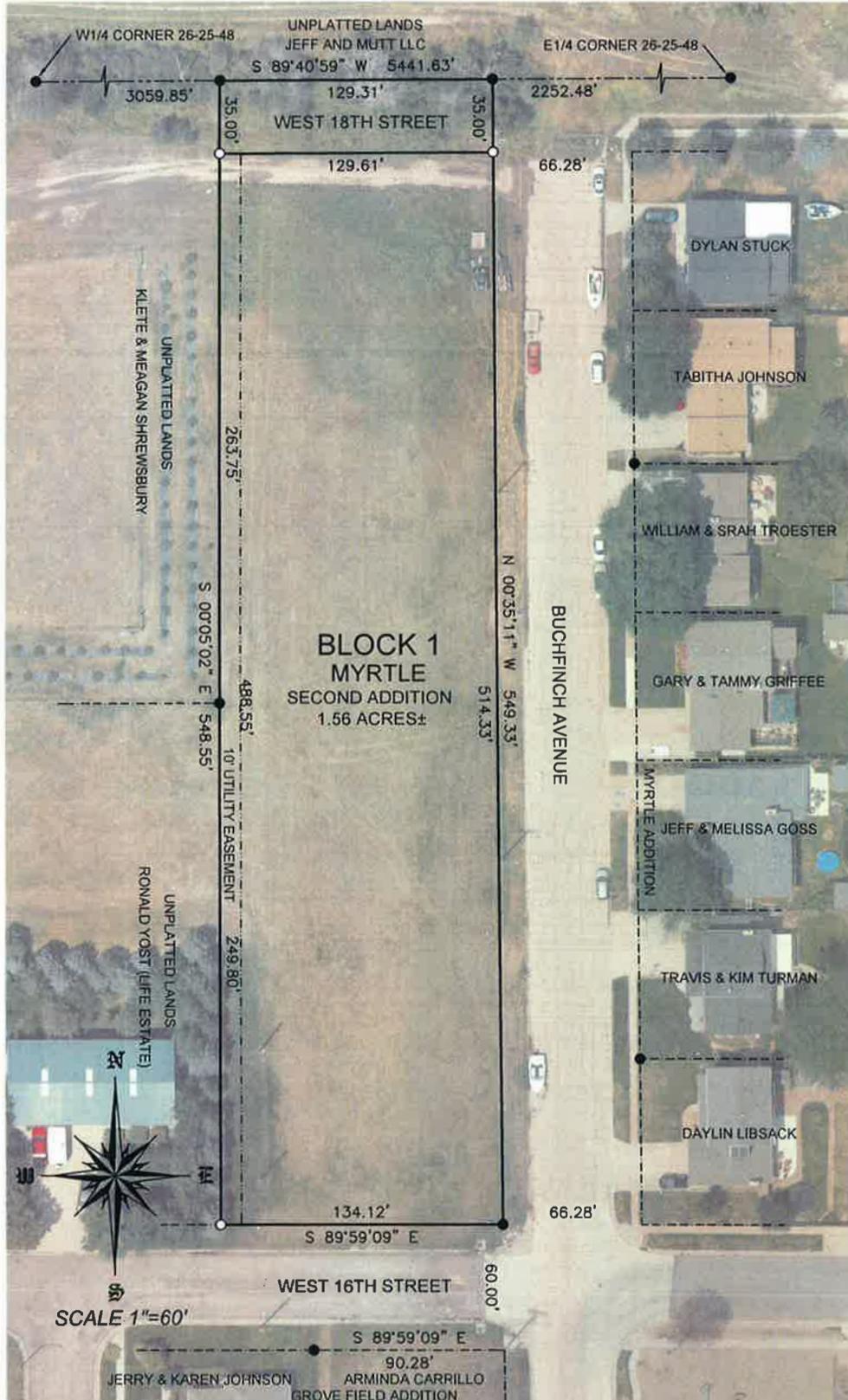
Comments: _____

CHECKLIST - (Items to be included on the Preliminary Plat)

<input type="checkbox"/> 1) 7 paper copies.	<input type="checkbox"/> 9) A legal description of the land contained within the subdivision including gross acreage.
<input type="checkbox"/> 2) Prepared by a Surveyor licensed by the State of Nebraska or engineer working with data collected by a licensed surveyor.	<input type="checkbox"/> 10) Notation of proposed use or uses of the property.
<input type="checkbox"/> 3) Scale of 1" = 100' or a scale that is easily read and reproduced.	<input type="checkbox"/> 11) Scale, north arrow, and date of preparation.
<input type="checkbox"/> 4) Sheet size of at least 8.5" X 14" but no more than 24' X 36".	<input type="checkbox"/> 12) Zoning on and adjacent to the proposed subdivision and any proposed zoning changes.
<input type="checkbox"/> 5) Contain the name of the proposed subdivision which shall be different and not confusingly similar from that of any other existing subdivision of the City previously recorded in the Box Butte County Clerk's office;	<input type="checkbox"/> 13) The outline of any existing buildings to remain on the property and their locations in relation to existing or proposed street and lot lines or any other features of importance to lot and street layout.
<input type="checkbox"/> 6) The general alignment and pattern of all proposed streets, alleys, lots, rights-of-way, proposed easements for utilities and services, and other features or areas of the proposed subdivision. Centerline profiles of proposed streets as may be required by the city manager or designee in locations where extremely level or very steep natural slopes prevail.	<input type="checkbox"/> 14) Topography of the tract shall be shown on the preliminary plat by means of contours of one-foot or two-foot intervals if the predominant ground slope within the tract is between level and ten percent grade; and five-foot intervals for predominant ground slopes within the tract over ten percent grade, all using NAVD88. The direction of surface water drainage and location of water retention facilities, if proposed, shall be shown on the preliminary plat.
<input type="checkbox"/> 7) The name, address, and telephone number of the record of owner, subdivider(s), and the person or firm preparing the preliminary plat;	<input type="checkbox"/> 15) Approximate gradients of streets.
<input type="checkbox"/> 8) The location of the boundary lines of the subdivision and its relation to established section lines or fractional section lines, or other established subdivision lines.	<input type="checkbox"/> 16) Show the names of the adjacent subdivisions and/or the owners of record of all adjacent unplatted land;

PRELIMINARY PLAT

BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA.



**SHEET
1 OF 1**

PROJECT:
MYRTLE SECOND ADDITION
CITY OF ALLIANCE
ALLIANCE, NEBRASKA

ACCUSTAR SURVEYING

30601 COUNTY ROAD 17
PHONE: (308) 823-0197

MITCHELL, NE 69357
CELL: (308) 631-0737

Scale 1"=60'
Date: JULY 30, 2023
Drawn By: [Signature]
Reviewed: [Signature]

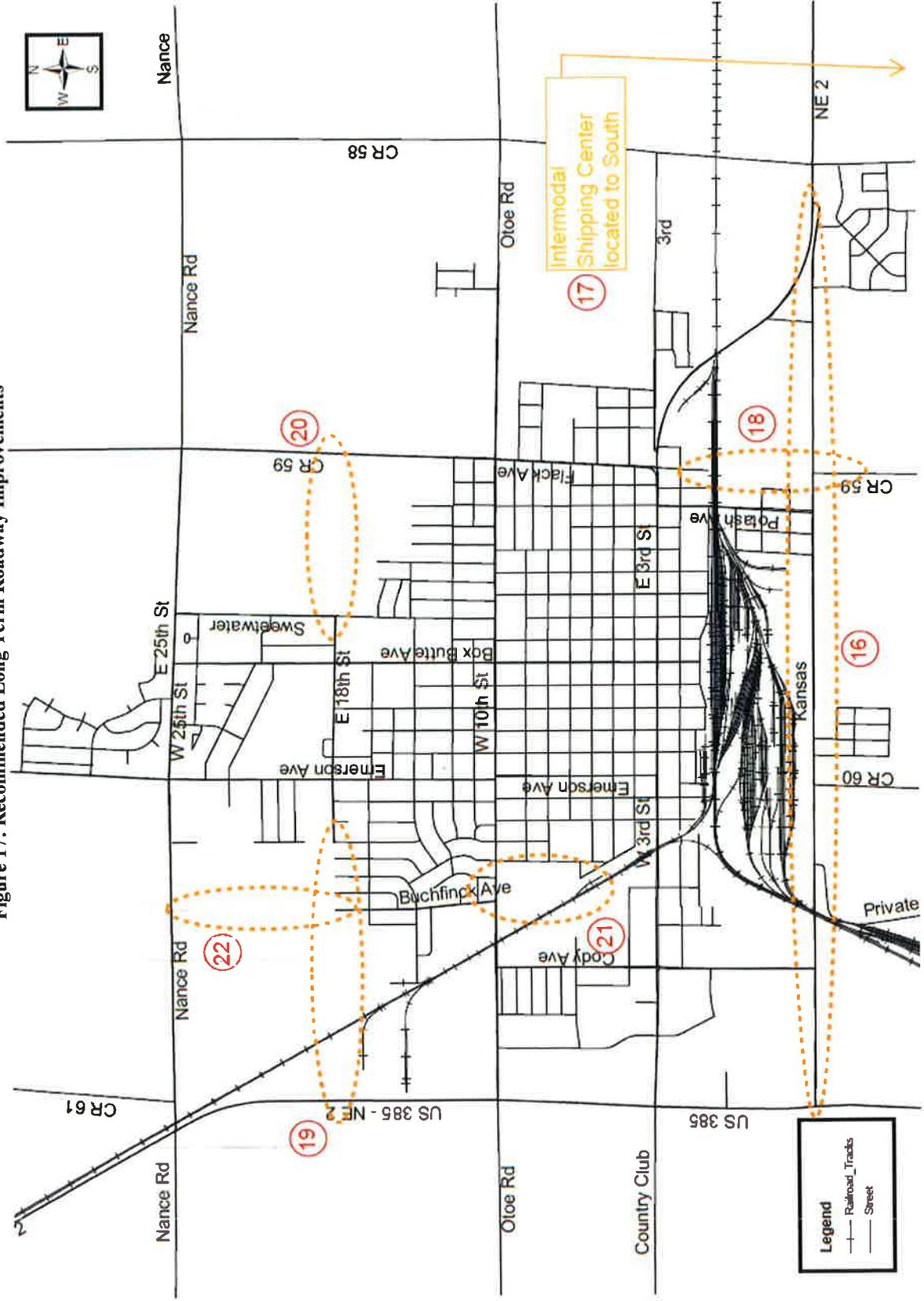
Table 8. Long Term Recommendations Shown on Fig. 17(16+ years)

Project Number	Location	Project Description
16	Kansas Ave	Widen to 3-lane section with right turn lanes and drainage improvements from Hwy 385 to Hwy 2
17	Alliance Airport	Intermodal Shipping Center; Connecting Hwy 385, Hwy 2, Hwy 87, Railroad spur and Alliance Municipal Airport
18	Flack and Railroad	Build overpass and connection from Flack(Hwy 87) to truck route/Kansas Street at CR 59
19	18 th Street	Extend roadway section to West to Hwy 385
20	18 th Street	Extend roadway section to East to Flack Avenue
21	Buchfinck Avenue	Connect Burlington Avenue to Buchfinck Avenue
22	Buchfinck Avenue	Extend Buchfinck Avenue north to Nance Road/25 th

Table 9. Inter-Agency Recommendations Shown on Fig. 18

Project Number	Location	Project Description
23	Highway 385 & 25 th Street/Nance Road	Implement turn lanes for the North and South directions and add Southbound fly-by lane due to limited stacking with the railroad tracks
24	Highway 87/Flack Avenue	Widen to 3-lane urban section from 3 rd Street to 18 th with sidewalk provisions
25	Highway 2/3 rd Street Corridor	Implement consistent 5-lane roadway section through the entire East/West corridor
26	3 rd Street – near underpass	Improve the sidewalk/pedestrian provisions on both sides of the street East/West
27	Highway 385 and 3 rd Street	Install a traffic signal as warranted
28	Highway 2/3 rd Street	Implement improved pavement markings, lane destinations, signing, etc. through City limits
29	Flack Avenue	Improve pavement markings North and South through the City limits
30	Highway 2/3 rd Street	Widen underpass to 5 lanes

Figure 17: Recommended Long Term Roadway Improvements



Housing Goals

Rehabilitation of Existing Housing:

1. Assess the current boundaries of the Blight and Substandard areas to determine if older housing developments should be included within that designation.
2. Utilize the Property Maintenance Code to encourage property owners to maintain and repair any dilapidated housing.

Development of Infill

Housing : Infill development utilizes lots typically located in the center or older parts of the community. Some benefits include the use of existing utilities and infrastructure, eliminating the "missing tooth" appearance of a vacant lot in the middle of a developed residential neighborhood, and providing housing closer to the community center.

New Housing Subdivisions:

As Alliance' housing stock continues to grow, new housing subdivisions will need to be developed. Periods of contracting population in Alliance, such as in the 1950's and 1960's, still saw the community footprint grow, albeit at slower rates than seen in the 1970's and early 80's. Subdivisions such as Buchfinck, Bryson, and Park Hill, were developed a block or two at a time. This growth was more manageable for the City and the developer.

The infrastructure was installed at different intervals rather than all at once as required now. For example, the streets were graded, sanitary sewer, and water main were installed before the property was developed. The storm sewer, curb and gutter, and street paving was done after the subdivision filled out.

City Owned Residential Lots:

Due to the railroad boom and bust of the 1970's and 80's, the City is the owner of a number of residential zoned lots that are still vacant. The City can develop these lots similarly to the vacant infill lots. Low income housing, modular housing, and modest workforce housing are all options for these lots.

Accessory Dwelling Units

(ADU): Accessory Dwelling Units were used in Alliance during the WWII housing shortage. It consists of allowing two dwelling units on the same residential lot. Typical development is either a small apartment in an existing single family house, an apartment shared with a detached garage, or a separate smaller house. Alliance should amend their code to allow these types of dwelling units as a Conditional Use on lots meeting minimum size criteria.

Commercial Structure

Housing: Alliance's code permits dwelling units above and below the ground floor of a commercial business. Downtown apartments have long been discussed but not acted on as they are costly to develop because of fire separation requirements. City code also permits the conversion of portions of the main floor of a commercial building to a dwelling. Allowing dwellings on the main floor of a commercial structure is relatively unique to Alliance and should be reassessed as a to whether or not it is the desired use of a commercial structure.

Community Redevelopment Authority:

The City of Alliance Community Development Authority should be utilized to the extent their funding permits. The CRA could be utilized to aid in each of these goals provided it is in their jurisdiction to do so. Depending on how aggressive the Council wants the CRA to be, they may require additional funding to achieve their goals.

Box Butte Development Housing Study:

Box Butte Development completed a housing study for Box Butte County in 2020. The study listed housing types that are needed in Alliance, potential funding sources, etc. This study should be utilized as an additional guide by the City to help with future housing development and redevelopment in Alliance.

Neighborhoods Introduced

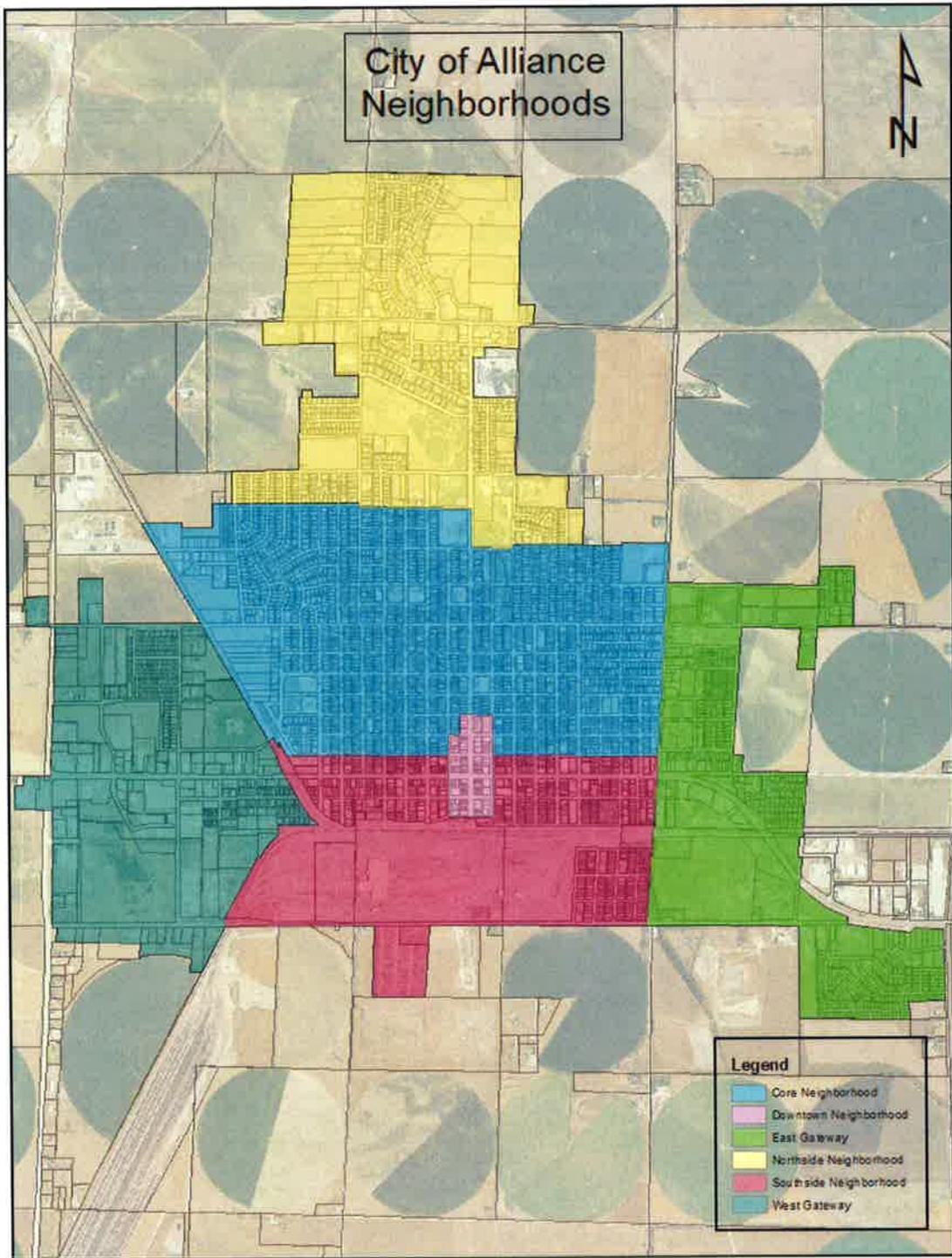


Fig. LU3

Neighborhoods

Northside Neighborhood

Boundaries

The Northside Neighborhood is generally bound by 16th Street to the south, and the Corporate City Limits to the north, east, and west. (Fig. LU4)

Synopsis

Newer homes, attractive recreation areas, and connected uses all effectively describe the Northside Neighborhood. The quality of development, both public and private, is complemented by beautiful natural areas to produce a lovely neighborhood.

Alliance High School and Laing Lake serve as transitional uses between older Alliance and newer Alliance. While the community has continued to expand and interject newer development techniques and styles in the Northside Neighborhood, it has also remained connected and cognizant of historic Alliance.

Transportation

The streets and roadways in the Northside Neighborhood follow an irregular pattern. The newer "suburban" styles of neighborhoods produce a less predictable and more curvilinear street network. Roadways in the neighborhood are consistently wide and allow for on-street parking. The conditions of the streets are generally good.

Sidewalks within the Northside Neighborhood are inconsistent throughout. Because the Northside Neighborhood contains newer subdivisions, it has larger lot sizes than other neighborhoods in the community. While the neighborhood is not completely deficient of streetscape elements, it lacks any memorable or prominent streetscape corridors. As the area ages, its streetscapes will develop more character.

Residential

Many of the community's newest homes, those built after 1970, are within the Northside Neighborhood. The newness of the units contributes significantly to the overall good condition of the housing stock; however, wood and cement panel siding on some of the homes built in the 1970s and 1980s are beginning to show their age through rot and decay. Wider and larger lots, attached garages, and generally larger homes project a far different image than the rest of Alliance.

Commercial

Although the Northside Neighborhood is predominantly a residential district, the area does contain neighborhood retail and professional services primarily adjacent to the hospital and major arterials. The neighborhood also contains municipal employment areas such as the library, high school, and pool.

Industrial

There is a small amount of industrial land use located along the west edge of this neighborhood adjacent to the BNSF Railway tracks. The residential land uses are buffered and shielded from the industrial uses and should remain so to maintain the residential character of the neighborhood.

Landmarks and Activity Centers

The neighborhood contains many of the premier recreational uses in the community. Laing Park, the Alliance Learning Center, and the Big Blue Bay are all contained within the neighborhood and are connected through the linear community trail system. These recreation areas also connect with the high school, providing residents opportunities for both passive and active recreation. Northward expansion of the linear park and trail system through Lakefield Addition should be prioritized.

Vacant Land

There were 70 vacant lots in the Northside Neighborhood at the time this document was prepared. Thirtynine of those are zoned for single family residential, 29 are zoned for multifamily residential, and 2 are zoned for commercial office space.

Neighborhoods

Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

This neighborhood is relatively absent of conflicting land uses. City Code enforcement and zoning should be able to continue to prevent any potential conflicting land uses.

Future Land Use

The current land uses and zoning in this neighborhood should be carried into the future to maintain the residential and light commercial characteristic that has made this neighborhood so attractive and appealing. Intrusion by industrial and heavy commercial land uses would destroy the overall character of this neighborhood as Alliance's modern residential district.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is the most economical way to increase housing stock. There are currently 39 vacant lots zoned single family residential under various ownership names and 29 zoned for multifamily residential. Eleven of those lots are located along Big Horn Drive and fall between the Rosewood Estates age

based housing and Alliance Housing Authority's low income housing.

The City should pursue an additional income or age based housing development such as the Rosewood estates to fill out these 12 lots, as investment in single-family housing in this location is unlikely. There are an additional 12 lots zoned single family residential that are without public utilities and streets. Some of the existing housing in this neighborhood is beginning to show signs of minor deterioration. The City should look for situations where the municipal code and Property Maintenance Code may apply to keep housing from further deteriorating.

Commercial: The location of commercial zoning in the Northside Neighborhood is primarily centered around Box Butte General Hospital. The City should maintain the existing location of commercial zoning to prohibit its intrusion into the residential neighborhoods.

Industrial: The industrial land use in the Northside Neighborhood is located along the west edge next to the BNSF Railroad tracks. This land use should remain buffered from the residential and light commercial land uses.

Transportation: Sidewalk connectivity is fairly consistent south of 18th Street however north of 18th Street it is less consistent or predictable.

There are certain lots that weren't required to install a sidewalk when developed. This requires pedestrian traffic to use the street or cross the street to use sidewalk on the other side.

The City trail system ends at West 25th Street and lacks connecting sidewalks to direct pedestrian traffic elsewhere. The trail system should be extended into the Lakefield Addition and the City should begin the process of infilling missing sidewalks. Some of the streets in this neighborhood have been milled and overlaid along with the replacement of broken curb and gutter.

The streets in this neighborhood are comparatively new to the rest of the community but still display signs of wear and potholes. The City should continue their street replacement program including retrofitting non-accessible sidewalk crossings at intersections.

Code Enforcement: Because the North Side Neighborhood is comparatively newer than the rest of the City, this neighborhood does not exhibit as many of the same code enforcement issues. However, to improve and maintain its aesthetic appeal, this neighborhood would benefit from occasional proactive code enforcement.

Neighborhoods

Core Neighborhood

Boundaries

The Core Neighborhood is bounded generally by 16th Street to the north, Flack Avenue to the east, the BNSF Railroad tracks to the west, and 4th Street to the south. (Fig. LU6)

Synopsis

The Core Neighborhood should be considered the "heart" of Alliance. Its location, classic ambiance, and parks create and project a distinct character and image. The neighborhood serves as a transition area between downtown Alliance and newer Alliance. The well-designed park and trail system connects and links community landmarks and activity centers along the north-south park corridor. The importance of this neighborhood to the community cannot be overstated.

Transportation

The streets and roadways within the Core Neighborhood follow a traditional grid pattern and are well connected via sidewalks. Generally, the roadways are wider and allow for on-street parking. Shorter setbacks and a consistent sidewalk network are traits that make the Core Neighborhood inviting and pedestrian friendly. Major street corridors, such as Box Butte Avenue, Flack Avenue, and 10th Street, serve as commercial areas, cultural areas, and activity centers. Subdivision speed limits (25-30 mph) throughout the neighborhood help maintain a safe environment for vehicles and pedestrians. Over time, the natural elements of the area have matured, creating strong streetscapes. Additional streetscape improvements have been made along Box Butte Avenue, which also

enhance the neighborhood. The area has a significant amount of one-way streets. While these one-way streets move traffic very efficiently, they can also be incredibly confusing for visitors especially around the Grand View Elementary School area where the one-way streets reverse direction.

Residential

The Core Neighborhood contains many of the oldest and finest homes in the community. Classic and historic Alliance homes line Box Butte Avenue and surrounding streets. These homes, combined with a linear park and trail system, produce a memorable residential area. The condition of the housing within the neighborhood is generally good; however, some units within the area are beginning to deteriorate.

The diversity of housing styles, sizes, and price points within the area is broad. Units located on or near main corridors are typically larger and in better condition, while other areas contain smaller homes and smaller lots. The density of the neighborhood is generally higher than other areas due, in large part, to narrower lots, which allows for a greater number of dwelling units per acre.

The transition between "Classic Alliance" and "New Alliance" can be seen on the northern and western edges of this area as it transitions into the housing and infrastructure developed during the railroad boom of the 1970's.

Commercial

The neighborhood is predominantly residential but does contain some commercial and employment along Box Butte and Flack Avenues.

There are also professional offices located adjacent to arterials in the residential neighborhoods. This is a good example of the neighborhood commercial zoning that works similar to form based zoning allowing nonresidential uses provided they meet the same setback and parking requirements that residential zoning requires.

Industrial

There are a few industrial land uses located in the southwest portion of this neighborhood near the railroad tracks. The remainder of the neighborhood is currently shielded from this land use and should remain so.

Landmarks and Activity Centers

Central Park, Bandshell Park, and the linear trail system highlight the excellent recreational uses within the area. The parks and trail system connect schools and neighborhoods, helping to make this neighborhood the heart of the community. The City of Alliance has converted once topographic constraints (floodplain, floodway) into dynamic parks and recreation uses and functions.

Significant community landmarks and activity centers within the area include Central Park, Knight Museum and Sandhills Center, and Bulldog Stadium.

Vacant Land

Vacant land in the Core Neighborhood consists primarily of narrower lots that aren't conducive to modern home layouts. There are 17 vacant lots at the time this document was prepared. Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor

Neighborhoods

storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

The primary land use conflict within the Core Neighborhood is created by the intrusion of preexisting higher density residential development into single-family housing unit neighborhoods. Preexisting multi-family housing sites are scattered throughout this neighborhood. The primary conflict created at these sites involves traffic safety concerns due to limited, or a complete lack of, off-street parking.

The city should ensure that future multi-family housing projects in all areas of the city provide adequate off-street parking and work with property owners to install off street parking for existing dwellings regardless of size. Having adequate off street parking will help eliminate traffic issues in these areas and the amount of parking in the curb strip

Additional conflicts are created in residential areas along Box Butte Avenue, Tenth Street, and Emerson Avenue due to existing traffic patterns. These street systems are heavily utilized for inter-city and intra-city commuter and shopping routes. Options for the removal of these conflicts appear to be limited.

Future Land Use

The Core Neighborhood is primarily single family residential with some two family and multi-family dwellings. There is some neighborhood commercial mixed with the residential along the arterial streets but it is otherwise a residential neighborhood. The current land uses in this neighborhood should be

maintained. Multifamily and neighborhood commercial may be considered appropriate when the lot sizes and transportation systems are shown to be conducive to the increase in density and traffic.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is one of the most economical way to increase housing stock. The lots in the Core Neighborhood make it difficult to fit modern house layouts without combining two lots which necessitates razing two houses instead of one. The City should work with stakeholders to find housing solutions for these narrower lots including the possibility of attractive manufactured housing. Manufactured housing has progressed greatly in the past 30 years and may act as a solution to building on vacant lots.

Some of the existing housing stock is exhibiting signs of deterioration. To reduce the number of houses needing razed and increasing the number of vacant lots that aren't easily redeveloped, the City should begin identifying issues with houses located in this neighborhood before they become large problems. The City can use the adopted property maintenance code and nuisance abatement code to help accomplish this.

The City should consider adding another single-family residential zoning district to accommodate the Belmont and Duncan's Residence Tract areas as they were developed on smaller lots with shorter setbacks. This has created problems for property owners trying to make improvements to the housing in this area. The City should also create code accommodating

improvement of existing reverse corner lot houses without allowing the creation of new ones.

Commercial: The City should be cautious about any commercial development in the Core Neighborhood as it may damage the neighborhoods character. The City has adopted a neighborhood commercial zoning district but its use should be limited to its intent.

Industrial: The existing industrial land uses located in the southwest portion of the neighborhood should remain shielded from the residential and light commercial uses to protect the character of the neighborhood.

Transportation: The Core Neighborhood is well connected to the rest of the City by way of sidewalk. This is an asset of this neighborhood; however, because this neighborhoods infrastructure is comparatively older to other neighborhoods, sidewalks here exhibit more instances of heaving, cracking, and spalling.

There are also intersections where there aren't ramps or wheelchair provisions at street crossings. Ramps and indicator pads should be retrofitted during street repaving projects but also budgeted for as individual improvement projects on streets that were recently repaved.

The City should encourage people to take advantage of the sidewalk replacement program and return their sidewalks to good condition. The streets in this neighborhood are the oldest in Alliance and many of them have been

Neighborhoods

repaved over the past 10 years. This trend should continue as there are still many streets in the Core neighborhood that are in need of repaving as opposed to just annual maintenance.

Code Enforcement: This area could benefit greatly from code enforcement to avoid an increase in the amount clutter, outdoor storage, and streetscape overgrowth. These detract from the character and ambiance of the Core Neighborhood and from the City in general. The City should identify properties that may be in violation of the property maintenance code and work with the owner to fix it up before the structure must be razed.

Narrative

November 7, 2023



ORDINANCE – FINAL PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

The City of Alliance is in receipt of an application for a Final Plat for the dedication of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska.

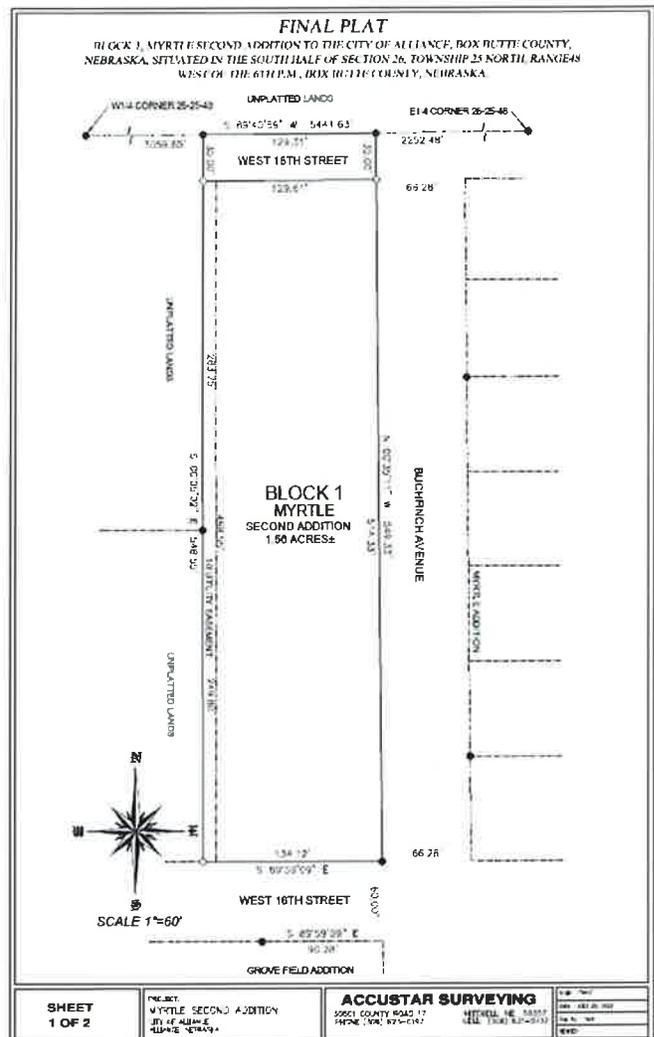
The proposed addition is located at the northwest corner of West 16th Street and Buchfinck Avenue. The proposed addition is zoned Ag, Agriculture. It is adjacent to Ag zoning to the north and west, R-1, Single Family Residential Zoning to the east, and RP-3, Planned Multifamily Residential to the south. A rezone application to R-1 and an annexation will accompany the final plat.

The proposed lot is currently vacant. The plat creates a utility easement along the west side of the proposed lot. This is proposed for sanitary sewer extension and any other utilities that may need to co-locate there. The plat will create the south half of West 18th Street. Streets dedicated along section and half section lines are typically done in such a manner that property owners on each side of the line contribute half of the width of the street.

The City of Alliance Planning Commission met at its regular meeting October 10, 2023 and found that the Final Plat was consistent with the goals in the Comprehensive Plan. They voted yes on a recommendation to the Alliance City Council for the approval of the Final Plat of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska after making the following findings of fact:

- According to the Comprehensive Plan, and Box Butte Housing Study, the City is in need of additional housing and platting more land for that would help accomplish that goal.
- The proposed addition meets both the North Side and Core Neighborhoods recommendations that future land uses in these neighborhoods should be residential.
- The proposed addition dedicates a portion of W 18th Street which is consistent with the goal of extended the street from NE Highway 87 to US Highway 385.

RECOMMENDATION: THE APPROVAL OF THE FINAL PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.



ORDINANCE NO. 2968

AN ORDINANCE APPROVING THE FINAL PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, REPEALING PRIOR SECTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA:

SECTION 1. The City of Alliance has received the application for approval of the Final Plat of a tract of land Situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska.

SECTION 2. The Planning Commission held a public hearing October 10, 2023, and has recommended the approval of the Final Plat of Block 1, Myrtle Second Addition to the city of Alliance, Box Butte County, Nebraska, Situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska.

SECTION 3. The City Council finds that the Final Plat contains the information required by Article 5 of the city of Alliance Municipal Code.

SECTION 4. The Final Plat of Block 1, Myrtle Second Addition to the city of Alliance, Box Butte County, Nebraska, Situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska is hereby approved by the City of Alliance and shall be filed with the County Clerk as provided by City Code and State law within 30 days of this approval. The plat map which has been prepared is a part of these proceedings and is attached hereto and is incorporated herein and made a part hereof by reference.

SECTION 5. All ordinances, parts of ordinances, resolutions, and policies of the City of Alliance in conflict with this Ordinance are repealed..

SECTION 6. This ordinance shall be in full force and effect from and after its approval, passage, and publication according to law.

PASSED AND APPROVED this ____ day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____
Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Application for Final Plat

City of Alliance
 Community Development Department
 P.O. Box D – 324 Laramie Avenue
 Alliance, NE 69301
 308-762-5400 / Fax 308-762-7848



Name of Applicant City of Alliance		Daytime Phone # 308-762-5400	
Address PO Box D	City Alliance	State / Zip NE, 69301	
Name of Property Owner <i>(Owner of Record ONLY)</i> Same as Applicant		Daytime Phone #	
Address	City	State / Zip	
Name of Property Owner <i>(Owner of Record ONLY)</i>		Daytime Phone #	
Address	City	State / Zip	

Reason for requesting a Final Plat

Dedicate a block and street for residential development and annexation.

The applicant hereby consents to the provisions of Chapter 107 of the Alliance Municipal Code. A summary of the submittal requirements has been included on the final pages of this application. To ensure timely processing, please make sure that all required material has been submitted with the application and all necessary information is shown on the Final Plat.

Signatures:

	01/21/23		
Applicant	Date	Owner of Record	Date
_____	_____	_____	_____
Applicant	Date	Owner of Record	Date

Shaded Area for Office Use Only

Date Received <u>8/21/23</u>	Filing Fee - \$150.00 <input type="checkbox"/> Yes <input type="checkbox"/> No <u>N/A</u>	Received By <u>TJK</u>
Total Acreage or Sq. Footage <u>1.66 Acres</u>	Mylar / 7 Paper Copies Included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date of Public Hearing <u>Oct 10, 23</u>
Receipt # <u>N/A</u>	Zoning District <u>A9 → B-1</u>	Number of Lots <u>1</u>

Has a variance, rezoning, or a conditional use permit been granted for this property? Yes No

If yes, list the case number _____

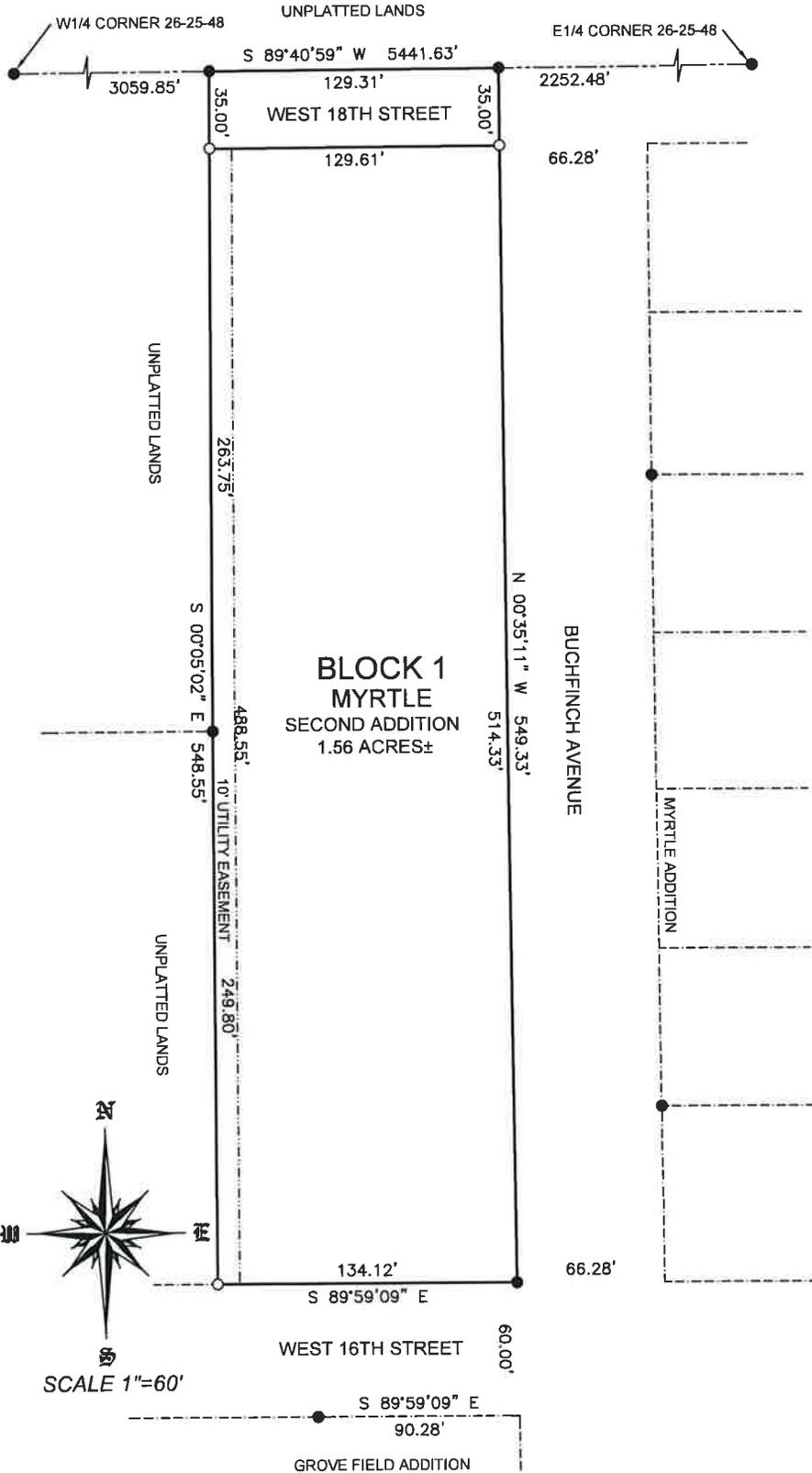
Comments: _____

CHECKLIST - (Items to be included on the Final Plat)

<input type="checkbox"/> 1) 1 Mylar and 7 paper copies.	<input type="checkbox"/> 9) Lots shall be numbered clearly. If blocks are to be numbered or lettered, these shall be shown clearly in the centre of the block.
<input type="checkbox"/> 2) Prepared by a Surveyor licensed by the State of Nebraska.	<input type="checkbox"/> 10) The exact locations, widths, and names of all streets to be dedicated.
<input type="checkbox"/> 3) Scale of 1" = 100' or a scale that is easily read and reproduced.	<input type="checkbox"/> 11) Locations and width of all easements to be dedicated and their designated purpose.
<input type="checkbox"/> 4) Sheet size of at least 8.5" X 14" but no more than 24" X 36".	<input type="checkbox"/> 12) Building lines on front and side streets in residential areas, including dimensions.
<input type="checkbox"/> 5) The name of the subdivision present on the plat.	<input type="checkbox"/> 13) Name and address of developer, surveyor making the plat, and the owners of record at the time of submittal, plus any lien or mortgage holders of record at the time of submittal.
<input type="checkbox"/> 6) Descriptive boundaries of the subdivision, based on an accurate traverse, giving angular and linear dimensions of second-order-surveying accuracy. All calculations shall be furnished showing bearings and distances of all boundary lines and lot lines and the square foot area of each lot.	<input type="checkbox"/> 14) Scale of plat (the scale to be shown graphically and in feet per inch), date, and north arrow.
<input type="checkbox"/> 7) Location of boundaries shall be shown in reference to existing official monuments or the nearest established street lines, including true angles and distances to such reference points or monuments.	<input type="checkbox"/> 15) Statement dedicating all easements, lots or tracts, streets, and other public property, properly signed and acknowledged by appropriate persons, surveyors, certification, and other language as shown on the following page.
<input type="checkbox"/> 8) Location of lots, streets, public highways, alleys, parks, and other features with accurate dimensions in feet and decimals of feet, with the length and radii and/or arcs of all curves, and with all other information necessary to reproduce the plat on the ground. Dimensions shall be shown from all angle points and points of curve to lot lines.	<input type="checkbox"/> 16) A Surveyors certificate stating that permanent monuments have been or shall be placed at all boundary, block, and lot corners. The certificate shall be executed by a registered land surveyor licensed in the State of Nebraska.

FINAL PLAT

BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY,
NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48
WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA.



**SHEET
1 OF 2**

PROJECT:
MYRTLE SECOND ADDITION
CITY OF ALLIANCE
ALLIANCE, NEBRASKA

ACCUSTAR SURVEYING
30601 COUNTY ROAD 17
PHONE: (308) 823-0197
MITCHELL, NE 69357
CELL: (308) 831-0737

Scale	1"=60'
Date	JULY 30, 2023
Drawn By	SMH
REVIEWED:	

FINAL PLAT

BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA.

LEGAL DESCRIPTION:

A TRACT OF LAND SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH PRINCIPAL MERIDIAN, BOX BUTTE COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
REFERRING TO THE NORTHEAST CORNER OF THE SOUTH HALF OF SAID SECTION 26; THENCE, ALONG THE NORTH LINE OF SAID SOUTH HALF, S89°40'59"W TO THE NORTHWEST CORNER OF BUCHFINCH AVENUE AS PLATTED, BEING A DISTANCE OF 2252.48 FEET; THENCE, CONTINUING ALONG SAID NORTH LINE, S89°40'59"W FOR A DISTANCE OF 129.31 FEET; THENCE, S00°05'02"E TO THE NORTHERLY RIGHT-OF-WAY OF WEST 16TH STREET, AS PLATTED, BEING A DISTANCE OF 548.55 FEET; THENCE, ALONG THE NORTHERLY RIGHT-OF-WAY OF SAID WEST 16TH STREET, S89°59'09"E TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID BUCHFINCH AVENUE, BEING A DISTANCE OF 134.12 FEET; THENCE, ALONG THE WESTERLY RIGHT-OF-WAY OF SAID BUCHFINCH AVENUE, N00°35'11"W FOR A DISTANCE OF 549.33 FEET TO THE TRUE POINT OF BEGINNING, CONTAINING AN AREA OF 1.66 ACRES, MORE OR LESS.

SURVEYOR'S CERTIFICATE:

I, SCOTT M. BOSSE, NEBRASKA REGISTERED LAND SURVEYOR NUMBER 603, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE TRACT OF LAND DESCRIBED IN THE LEGAL DESCRIPTION AND SHOWN ON THE ACCOMPANYING PLAT; THAT THE ACCOMPANYING PLAT IS A CORRECT DELINEATION OF SAID SURVEY DRAWN TO A SCALE OF 60 FEET TO THE INCH; THAT SAID SURVEY AND DRAWING WAS CONDUCTED BY ME OR UNDER MY DIRECT SUPERVISION; THAT THE DISTANCES ARE GROUND DISTANCES GIVEN IN FEET AND DECIMALS OF A FOOT; AND THE MONUMENTS WERE FOUND OR SET AS INDICATED AND THE BOUNDARY IS DEPICTED BY A THICKENED SOLID LINE.



WITNESS MY HAND AND SEAL this _____ day of _____, 2019.

Scott M. Bosse
NEBRASKA REGISTERED LAND SURVEYOR NUMBER 603

OWNER'S STATEMENT AND DEDICATION:

WE, THE UNDERSIGNED, BEING THE OWNERS OF THE PORTION OF UNPLATTED LANDS IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, AS DESCRIBED IN THE FOREGOING "LEGAL DESCRIPTION" AND SHOWN ON THE ACCOMPANYING PLAT, HAVE CAUSED SAID REAL ESTATE TO BE SURVEYED AND PLATTED AS: BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA.

THE FOREGOING, BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE UNDERSIGNED OWNERS AND ALSO DEDICATE THE STREET, AND EASEMENT TO THE USE AND BENEFIT OF THE PUBLIC AS SHOWN ON THE ACCOMPANYING PLAT.

SETH SORENSEN, CITY MANAGER
CITY OF ALLIANCE, NEBRASKA

ACKNOWLEDGMENT

STATE OF NEBRASKA)
COUNTY OF BOX BUTTE)

BEFORE ME, A NOTARY PUBLIC, QUALIFIED AND ACTING IN SAID COUNTY, PERSONALLY SETH SORENSEN, CITY MANAGER, CITY OF ALLIANCE, NEBRASKA, TO ME KNOWN TO BE THE IDENTICAL PERSONS WHOSE SIGNATURE IS AFFIXED TO THE FOREGOING "OWNER'S STATEMENT AND DEDICATION" AND ACKNOWLEDGED THE EXECUTION THEREOF TO BE THEIR VOLUNTARY ACT AND DEED.

WITNESS MY NOTORIAL SEAL THIS _____ DAY OF _____, 2023.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

APPROVAL AND ACCEPTANCE

THE FOREGOING PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, IS HEREBY APPROVED AND ACCEPTED BY THE PLANNING COMMISSION OF THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA THIS _____ DAY OF _____, 2023.

CHAIRMAN

THE FOREGOING PLAT OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, IS HEREBY APPROVED AND ACCEPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, BY ORDINANCE NO _____, DATED THIS _____ DAY OF _____, 2023.

MAYOR

ATTEST: _____
CITY CLERK

**SHEET
2 OF 2**

PROJECT:
MYRTLE SECOND ADDITION
CITY OF ALLIANCE
ALLIANCE, NEBRASKA

ACCUSTAR SURVEYING

30601 COUNTY ROAD 17
PHONE: (308) 823-0197

MITCHELL, NE 69357
CELL: (308) 631-0737

Scale 1"=60'
Date: JULY 30, 2023
Drawn By: SMH
REVISED:

Table 8. Long Term Recommendations Shown on Fig. 17(16+ years)

Project Number	Location	Project Description
16	Kansas Ave	Widen to 3-lane section with right turn lanes and drainage improvements from Hwy 385 to Hwy 2
17	Alliance Airport	Intermodal Shipping Center; Connecting Hwy 385, Hwy 2, Hwy 87, Railroad spur and Alliance Municipal Airport
18	Flack and Railroad	Build overpass and connection from Flack(Hwy 87) to truck route/Kansas Street at CR 59
19	18 th Street	Extend roadway section to West to Hwy 385
20	18 th Street	Extend roadway section to East to Flack Avenue
21	Buchfinck Avenue	Connect Burlington Avenue to Buchfinck Avenue
22	Buchfinck Avenue	Extend Buchfinck Avenue north to Nance Road/25 th

Table 9. Inter-Agency Recommendations Shown on Fig. 18

Project Number	Location	Project Description
23	Highway 385 & 25 th Street/Nance Road	Implement turn lanes for the North and South directions and add Southbound fly-by lane due to limited stacking with the railroad tracks
24	Highway 87/Flack Avenue	Widen to 3-lane urban section from 3 rd Street to 18 th with sidewalk provisions
25	Highway 2/3 rd Street Corridor	Implement consistent 5-lane roadway section through the entire East/West corridor
26	3 rd Street – near underpass	Improve the sidewalk/pedestrian provisions on both sides of the street East/West
27	Highway 385 and 3 rd Street	Install a traffic signal as warranted
28	Highway 2/3 rd Street	Implement improved pavement markings, lane destinations, signing, etc. through City limits
29	Flack Avenue	Improve pavement markings North and South through the City limits
30	Highway 2/3 rd Street	Widen underpass to 5 lanes

Figure 17: Recommended Long Term Roadway Improvements



Housing Goals

Rehabilitation of Existing Housing:

1. Assess the current boundaries of the Blight and Substandard areas to determine if older housing developments should be included within that designation.
2. Utilize the Property Maintenance Code to encourage property owners to maintain and repair any dilapidated housing.

Development of Infill

Housing : Infill development utilizes lots typically located in the center or older parts of the community. Some benefits include the use of existing utilities and infrastructure, eliminating the "missing tooth" appearance of a vacant lot in the middle of a developed residential neighborhood, and providing housing closer to the community center.

New Housing Subdivisions:

As Alliance' housing stock continues to grow, new housing subdivisions will need to be developed. Periods of contracting population in Alliance, such as in the 1950's and 1960's, still saw the community footprint grow, albeit at slower rates than seen in the 1970's and early 80's. Subdivisions such as Buchfinck, Bryson, and Park Hill, were developed a block or two at a time. This growth was more manageable for the City and the developer.

The infrastructure was installed at different intervals rather than all at once as required now. For example, the streets were graded, sanitary sewer, and water main were installed before the property was developed. The storm sewer, curb and gutter, and street paving was done after the subdivision filled out.

City Owned Residential Lots:

Due to the railroad boom and bust of the 1970's and 80's, the City is the owner of a number of residential zoned lots that are still vacant. The City can develop these lots similarly to the vacant infill lots. Low income housing, modular housing, and modest workforce housing are all options for these lots.

Accessory Dwelling Units

(ADU): Accessory Dwelling Units were used in Alliance during the WWII housing shortage. It consists of allowing two dwelling units on the same residential lot. Typical development is either a small apartment in an existing single family house, an apartment shared with a detached garage, or a separate smaller house. Alliance should amend their code to allow these types of dwelling units as a Conditional Use on lots meeting minimum size criteria.

Commercial Structure

Housing: Alliance's code permits dwelling units above and below the ground floor of a commercial business. Downtown apartments have long been discussed but not acted on as they are costly to develop because of fire separation requirements. City code also permits the conversion of portions of the main floor of a commercial building to a dwelling. Allowing dwellings on the main floor of a commercial structure is relatively unique to Alliance and should be reassessed as to whether or not it is the desired use of a commercial structure.

Community Redevelopment Authority:

The City of Alliance Community Development Authority should be utilized to the extent their funding permits. The CRA could be utilized to aid in each of these goals provided it is in their jurisdiction to do so. Depending on how aggressive the Council wants the CRA to be, they may require additional funding to achieve their goals.

Box Butte Development Housing Study:

Box Butte Development completed a housing study for Box Butte County in 2020. The study listed housing types that are needed in Alliance, potential funding sources, etc. This study should be utilized as an additional guide by the City to help with future housing development and redevelopment in Alliance.

Neighborhoods Introduced

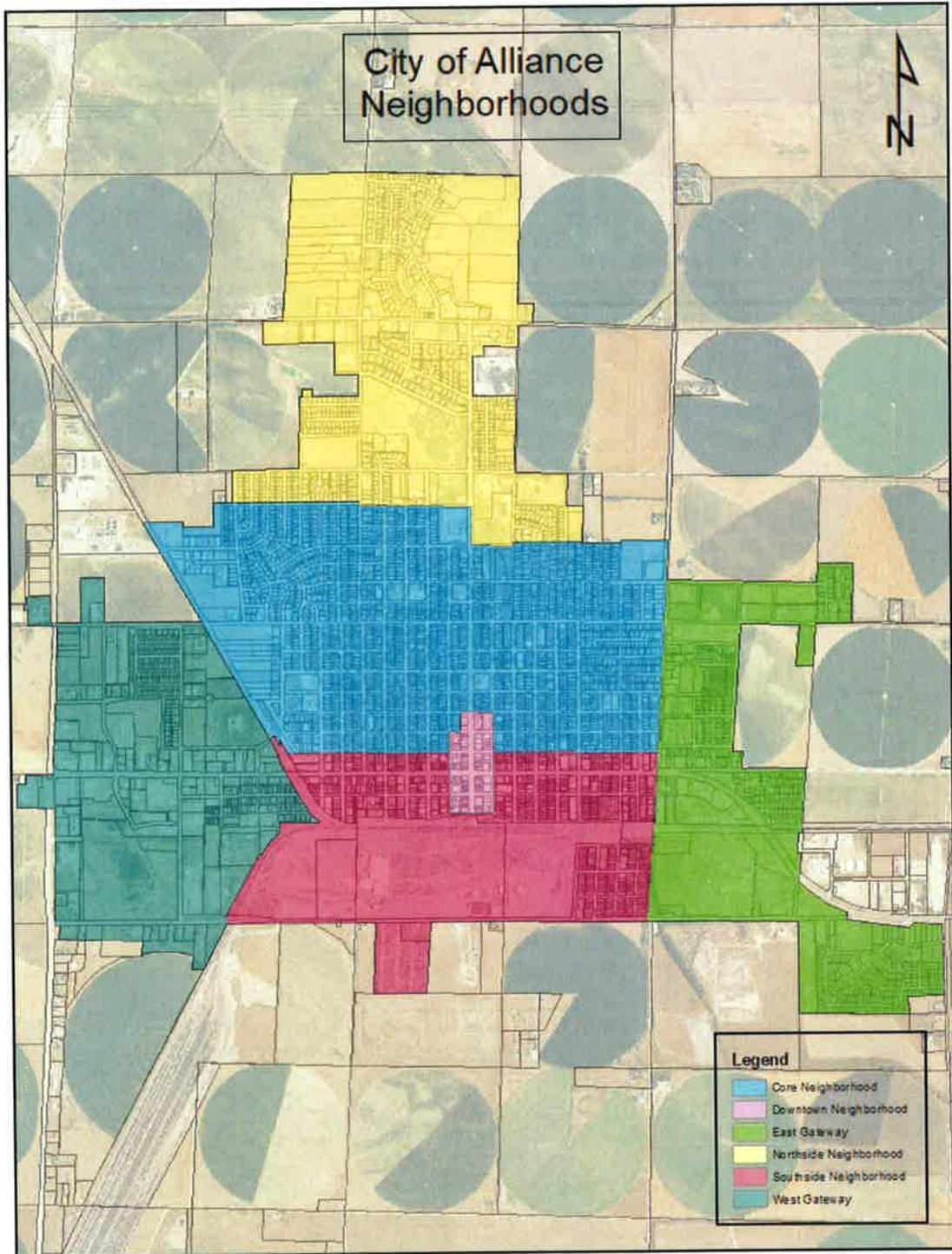


Fig. LU3

*Neighborhoods***Northside Neighborhood****Boundaries**

The Northside Neighborhood is generally bound by 16th Street to the south, and the Corporate City Limits to the north, east, and west. (Fig. LU4)

Synopsis

Newer homes, attractive recreation areas, and connected uses all effectively describe the Northside Neighborhood. The quality of development, both public and private, is complemented by beautiful natural areas to produce a lovely neighborhood.

Alliance High School and Laing Lake serve as transitional uses between older Alliance and newer Alliance. While the community has continued to expand and interject newer development techniques and styles in the Northside Neighborhood, it has also remained connected and cognizant of historic Alliance.

Transportation

The streets and roadways in the Northside Neighborhood follow an irregular pattern. The newer "suburban" styles of neighborhoods produce a less predictable and more curvilinear street network. Roadways in the neighborhood are consistently wide and allow for on-street parking. The conditions of the streets are generally good.

Sidewalks within the Northside Neighborhood are inconsistent throughout. Because the Northside Neighborhood contains newer subdivisions, it has larger lot sizes than other neighborhoods in the community. While the neighborhood is not completely deficient of streetscape elements, it lacks any memorable or prominent streetscape corridors. As the area ages, its streetscapes will develop more character.

Residential

Many of the community's newest homes, those built after 1970, are within the Northside Neighborhood. The newness of the units contributes significantly to the overall good condition of the housing stock; however, wood and cement panel siding on some of the homes built in the 1970s and 1980s are beginning to show their age through rot and decay. Wider and larger lots, attached garages, and generally larger homes project a far different image than the rest of Alliance.

Commercial

Although the Northside Neighborhood is predominantly a residential district, the area does contain neighborhood retail and professional services primarily adjacent to the hospital and major arterials. The neighborhood also contains municipal employment areas such as the library, high school, and pool.

Industrial

There is a small amount of industrial land use located along the west edge of this neighborhood adjacent to the BNSF Railway tracks. The residential land uses are buffered and shielded from the industrial uses and should remain so to maintain the residential character of the neighborhood.

Landmarks and Activity Centers

The neighborhood contains many of the premier recreational uses in the community. Laing Park, the Alliance Learning Center, and the Big Blue Bay are all contained within the neighborhood and are connected through the linear community trail system. These recreation areas also connect with the high school, providing residents opportunities for both passive and active recreation. Northward expansion of the linear park and trail system through Lakefield Addition should be prioritized.

Vacant Land

There were 70 vacant lots in the Northside Neighborhood at the time this document was prepared. Thirtynine of those are zoned for single family residential, 29 are zoned for multifamily residential, and 2 are zoned for commercial office space.

Neighborhoods

Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

This neighborhood is relatively absent of conflicting land uses. City Code enforcement and zoning should be able to continue to prevent any potential conflicting land uses.

Future Land Use

The current land uses and zoning in this neighborhood should be carried into the future to maintain the residential and light commercial characteristic that has made this neighborhood so attractive and appealing. Intrusion by industrial and heavy commercial land uses would destroy the overall character of this neighborhood as Alliance's modern residential district.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is the most economical way to increase housing stock. There are currently 39 vacant lots zoned single family residential under various ownership names and 29 zoned for multifamily residential. Eleven of those lots are located along Big Horn Drive and fall between the Rosewood Estates age

based housing and Alliance Housing Authority's low income housing.

The City should pursue an additional income or age based housing development such as the Rosewood estates to fill out these 12 lots, as investment in single-family housing in this location is unlikely. There are an additional 12 lots zoned single family residential that are without public utilities and streets. Some of the existing housing in this neighborhood is beginning to show signs of minor deterioration. The City should look for situations where the municipal code and Property Maintenance Code may apply to keep housing from further deteriorating.

Commercial: The location of commercial zoning in the Northside Neighborhood is primarily centered around Box Butte General Hospital. The City should maintain the existing location of commercial zoning to prohibit its intrusion into the residential neighborhoods.

Industrial: The industrial land use in the Northside Neighborhood is located along the west edge next to the BNSF Railroad tracks. This land use should remain buffered from the residential and light commercial land uses.

Transportation: Sidewalk connectivity is fairly consistent south of 18th Street however north of 18th Street it is less consistent or predictable.

There are certain lots that weren't required to install a sidewalk when developed. This requires pedestrian traffic to use the street or cross the street to use sidewalk on the other side.

The City trail system ends at West 25th Street and lacks connecting sidewalks to direct pedestrian traffic elsewhere. The trail system should be extended into the Lakefield Addition and the City should begin the process of infilling missing sidewalks. Some of the streets in this neighborhood have been milled and overlaid along with the replacement of broken curb and gutter.

The streets in this neighborhood are comparatively new to the rest of the community but still display signs of wear and potholes. The City should continue their street replacement program including retrofitting non-accessible sidewalk crossings at intersections.

Code Enforcement: Because the North Side Neighborhood is comparatively newer than the rest of the City, this neighborhood does not exhibit as many of the same code enforcement issues. However, to improve and maintain its aesthetic appeal, this neighborhood would benefit from occasional proactive code enforcement.

Neighborhoods

Core Neighborhood

Boundaries

The Core Neighborhood is bounded generally by 16th Street to the north, Flack Avenue to the east, the BNSF Railroad tracks to the west, and 4th Street to the south. (Fig. LU6)

Synopsis

The Core Neighborhood should be considered the "heart" of Alliance. Its location, classic ambiance, and parks create and project a distinct character and image. The neighborhood serves as a transition area between downtown Alliance and newer Alliance. The well-designed park and trail system connects and links community landmarks and activity centers along the north-south park corridor. The importance of this neighborhood to the community cannot be overstated.

Transportation

The streets and roadways within the Core Neighborhood follow a traditional grid pattern and are well connected via sidewalks. Generally, the roadways are wider and allow for on-street parking. Shorter setbacks and a consistent sidewalk network are traits that make the Core Neighborhood inviting and pedestrian friendly. Major street corridors, such as Box Butte Avenue, Flack Avenue, and 10th Street, serve as commercial areas, cultural areas, and activity centers. Subdivision speed limits (25-30 mph) throughout the neighborhood help maintain a safe environment for vehicles and pedestrians. Over time, the natural elements of the area have matured, creating strong streetscapes. Additional streetscape improvements have been made along Box Butte Avenue, which also

enhance the neighborhood. The area has a significant amount of one-way streets. While these one-way streets move traffic very efficiently, they can also be incredibly confusing for visitors especially around the Grand View Elementary School area where the one-way streets reverse direction.

Residential

The Core Neighborhood contains many of the oldest and finest homes in the community. Classic and historic Alliance homes line Box Butte Avenue and surrounding streets. These homes, combined with a linear park and trail system, produce a memorable residential area. The condition of the housing within the neighborhood is generally good; however, some units within the area are beginning to deteriorate.

The diversity of housing styles, sizes, and price points within the area is broad. Units located on or near main corridors are typically larger and in better condition, while other areas contain smaller homes and smaller lots. The density of the neighborhood is generally higher than other areas due, in large part, to narrower lots, which allows for a greater number of dwelling units per acre.

The transition between "Classic Alliance" and "New Alliance" can be seen on the northern and western edges of this area as it transitions into the housing and infrastructure developed during the railroad boom of the 1970's.

Commercial

The neighborhood is predominantly residential but does contain some commercial and employment along Box Butte and Flack Avenues.

There are also professional offices located adjacent to arterials in the residential neighborhoods. This is a good example of the neighborhood commercial zoning that works similar to form based zoning allowing nonresidential uses provided they meet the same setback and parking requirements that residential zoning requires.

Industrial

There are a few industrial land uses located in the southwest portion of this neighborhood near the railroad tracks. The remainder of the neighborhood is currently shielded from this land use and should remain so.

Landmarks and Activity Centers

Central Park, Bandshell Park, and the linear trail system highlight the excellent recreational uses within the area. The parks and trail system connect schools and neighborhoods, helping to make this neighborhood the heart of the community. The City of Alliance has converted once topographic constraints (floodplain, floodway) into dynamic parks and recreation uses and functions.

Significant community landmarks and activity centers within the area include Central Park, Knight Museum and Sandhills Center, and Bulldog Stadium.

Vacant Land

Vacant land in the Core Neighborhood consists primarily of narrower lots that aren't conducive to modern home layouts. There are 17 vacant lots at the time this document was prepared. Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor

Neighborhoods

storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

The primary land use conflict within the Core Neighborhood is created by the intrusion of preexisting higher density residential development into single-family housing unit neighborhoods. Preexisting multi-family housing sites are scattered throughout this neighborhood. The primary conflict created at these sites involves traffic safety concerns due to limited, or a complete lack of, off-street parking.

The city should ensure that future multi-family housing projects in all areas of the city provide adequate off-street parking and work with property owners to install off street parking for existing dwellings regardless of size. Having adequate off street parking will help eliminate traffic issues in these areas and the amount of parking in the curb strip

Additional conflicts are created in residential areas along Box Butte Avenue, Tenth Street, and Emerson Avenue due to existing traffic patterns. These street systems are heavily utilized for inter-city and intra-city commuter and shopping routes. Options for the removal of these conflicts appear to be limited.

Future Land Use

The Core Neighborhood is primarily single family residential with some two family and multi-family dwellings. There is some neighborhood commercial mixed with the residential along the arterial streets but it is otherwise a residential neighborhood. The current land uses in this neighborhood should be

maintained. Multifamily and neighborhood commercial may be considered appropriate when the lot sizes and transportation systems are shown to be conducive to the increase in density and traffic.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is one of the most economical way to increase housing stock. The lots in the Core Neighborhood make it difficult to fit modern house layouts without combining two lots which necessitates razing two houses instead of one. The City should work with stakeholders to find housing solutions for these narrower lots including the possibility of attractive manufactured housing. Manufactured housing has progressed greatly in the past 30 years and may act as a solution to building on vacant lots.

Some of the existing housing stock is exhibiting signs of deterioration. To reduce the number of houses needing razed and increasing the number of vacant lots that aren't easily redeveloped, the City should begin identifying issues with houses located in this neighborhood before they become large problems. The City can use the adopted property maintenance code and nuisance abatement code to help accomplish this.

The City should consider adding another single-family residential zoning district to accommodate the Belmont and Duncan's Residence Tract areas as they were developed on smaller lots with shorter setbacks. This has created problems for property owners trying to make improvements to the housing in this area. The City should also create code accommodating

improvement of existing reverse corner lot houses without allowing the creation of new ones.

Commercial: The City should be cautious about any commercial development in the Core Neighborhood as it may damage the neighborhoods character. The City has adopted a neighborhood commercial zoning district but its use should be limited to its intent.

Industrial: The existing industrial land uses located in the southwest portion of the neighborhood should remain shielded from the residential and light commercial uses to protect the character of the neighborhood.

Transportation: The Core Neighborhood is well connected to the rest of the City by way of sidewalk. This is an asset of this neighborhood; however, because this neighborhoods infrastructure is comparatively older to other neighborhoods, sidewalks here exhibit more instances of heaving, cracking, and spalling.

There are also intersections where there aren't ramps or wheelchair provisions at street crossings. Ramps and indicator pads should be retrofitted during street repaving projects but also budgeted for as individual improvement projects on streets that were recently repaved.

The City should encourage people to take advantage of the sidewalk replacement program and return their sidewalks to good condition. The streets in this neighborhood are the oldest in Alliance and many of them have been

Neighborhoods

repaved over the past 10 years. This trend should continue as there are still many streets in the Core neighborhood that are in need of repaving as opposed to just annual maintenance.

Code Enforcement: This area could benefit greatly from code enforcement to avoid an increase in the amount clutter, outdoor storage, and streetscape overgrowth. These detract from the character and ambiance of the Core Neighborhood and from the City in general. The City should identify properties that may be in violation of the property maintenance code and work with the owner to fix it up before the structure must be razed.

ALLIANCE PLANNING COMMISSION

REGULAR MEETING, TUESDAY OCTOBER 10, 2023

The Alliance Planning Commission met at their Regular Meeting Tuesday, October 10, 2023 at 6:30 p.m. at the Alliance Learning Center: Meeting Room C, 1750 Sweetwater Avenue. A notice of meeting was published in the Alliance Times Herald on September 27, 2023. The notice stated the date, time, and place of the meeting, that the meeting was open to the public, and that an agenda of the meeting, kept continuously current, was available for public inspection in the Community Development Office at City Hall; provided the Commissioners could modify the agenda at the meeting if it determined an emergency so required. A copy of the agenda had been delivered to each of the Planning Commission Members. An agenda, kept continuously current, was available for public inspection at the Community Development Office during regular business hours from the publication of the notice to the time of the meeting.

Chairman Davis opened the October 10, 2023 Regular Meeting of the Alliance, Nebraska Planning Commission at 6:30 p.m. Present were Board Members Brent Ferguson, Rick Turman, Vickie Mattox, Michael O'Dell, Richard Arndt, Howard Jensen, Ray Hielscher, Evan Mehne, and Wayne Davis. Also present were Community Development Director Brent Kusek, Administrative Secretary Katherine Conrad, and City Manager Seth Sorensen.

- The first item on the agenda was the review and approval of the September 12, 2023 Planning Commission Meeting minutes.

A motion was made by Board Member Mehne, which was seconded by Board Member Mattox to approve the September 12, 2023 Meeting Minutes as presented.

Roll call vote with the following results:

Voting Aye: Ferguson, Turman, O'Dell, Arndt, Hielscher, Jensen, Mattox, Mehne, and Davis.

Voting Nay: None.

Motion Carried.

- The second item on the Agenda was the public hearing for the Myrtle Second Addition Final Plat.

[The City of Alliance is providing the Final Plat of Myrtle Second for the Alliance Planning Commission to review, discuss, suggest changes to the Plat, and make a recommendation to the Alliance City Council for approval or disapproval.

1. Final Plat Application;
2. A copy of the Final Plat;
3. Staff Report;

4. Notice of Public Hearing letter to Alliance Public Schools;
5. Notice of Public Hearing letter to Box Butte County;
6. Applicable pages of the City of Alliance Comprehensive Plan.]

Chairman Davis opened the Public Hearing at 6:31 p.m., asking anyone in favor or not in favor of the plat to come forward and comment on the agenda item.

Melissa Goss came forward to say that years ago when her and her husband bought their house they approached the City about purchasing that lot and if the City is contemplating selling they would be interested in buying it. She said she thinks her neighbors would be interested in buying a portion as well.

Board Member Davis informed her they were platting the area for future development.

Board Member Mattox stated they are wanting to change the designation from Agriculture to Residential.

Community Development Director Kusek stated the plat was to make a lot, annex it into city limits, and then rezone it to Residential.

Melissa Goss said they were confused when they saw the sign and were unsure what it meant.

With no further testimony offered, Chairman Davis closed the public hearing 6:35 p.m.

A motion was made by Board Member Mattox, which was seconded by Board Member Ferguson to recommend approval of the Final Plat of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, to the Alliance City Council making the findings of fact:

1. According to the Comprehensive Plan, and Box Butte Housing Study, the City is in need of additional housing and platting more land for that would help accomplish that goal.
2. The proposed addition meets both the North Side and Core Neighborhoods recommendations that future land uses in these neighborhoods should be residential.
3. The proposed addition dedicates a portion of W 18th Street which is consistent with the goal of extended the street from NE Highway 87 to US Highway 385.

Roll call vote with the following results:

Voting Aye: O'Dell, Turman, Ferguson, Arndt, Hielscher, Jensen, Mattox, Mehne, and Davis.

Voting Nay: None.

Motion Carried.

- The third item on the Agenda was the public hearing on the Annexation of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska.

[The City of Alliance is providing the following material for the Alliance Planning Commission to review, discuss, suggest changes to the Annexation, and make a recommendation to the Alliance City Council for approval or disapproval.

1. Annexation Memo;
2. Map showing the current and proposed City Limits;
3. City Limit map;
4. Applicable pages from the City of Alliance Comprehensive Plan.]

Chairman Davis opened the Public Hearing at 6:37 p.m., asking anyone in favor or not in favor of the Plan to come forward and comment on the agenda item.

Melissa Goss came forward to ask what annexing means.

Board Member Davis informed her it means to move it within City limits.

Melissa Goss stated that the City cares for it and her family loves the lot and uses it. She asked what is going to happen to this lot after it is within City limits.

Board Member Davis informed her that the goal is to turn it into single family residential homes.

Board Member Mattox added that it will be eventually be divided into seven lots for new homes.

Board Member Turman asked Melissa how her family uses the lot.

Melissa told board members that they use it as a large playground, they have had their volleyball net up for a while, and they take their dogs over there.

Board Member Mattox told her this has always been in the Comprehensive Plan and it could be ten years down the road before there are any houses on the lots.

Board Member Turman asked Community Development Director Kusek how long before it is voted on at Council. Community Development Director Kusek told him ordinances take three readings but when it actually goes to Council may vary.

With no testimony offered, Chairman Davis closed the public hearing 6:41 p.m.

A motion was made by Board Member Mehne, which was seconded by Board Member Mattox to recommend approval of the Annexation of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, finding that the plan for the lot as single family residential was not rural in character, that future development should pay for City benefits, and

future development would also place the area within the high priority criteria for annexation according to page Land Use 29 of the Plan, to the Alliance City Council.

Roll call vote with the following results:

Voting Aye: O'Dell, Ferguson, Turman, Arndt, Hielscher, Jensen, Mattox, Mehne, and Davis.

Voting Nay: None.

Motion Carried

- The fourth item on the Agenda was the Public Hearing on the Rezone of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, from Ag, Agriculture to R-1, Single Family Residential.

[The City of Alliance is providing the following material for the Alliance Planning Commission to review, discuss, suggest changes to the Rezone, and make a recommendation to the Alliance City Council for approval or disapproval.

1. Rezone application;
2. Staff Report;
3. Aerial map;
4. Land Use map;
5. Parcel map;
6. Utility map;
7. Current zoning map;
8. Applicable pages from the City of Alliance Comprehensive Plan;
9. A photo of the Public Hearing sign posted on the lot.]

Chairman Davis opened the Public Hearing at 6:43 p.m., asking anyone in favor or not in favor of the Plan to come forward and comment on the agenda item.

With no testimony offered, Chairman Davis closed the public hearing 6:44 p.m.

A motion was made by Board Member Mehne, which was seconded by Board Member Mattox to recommend approval of the Rezone of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, from Ag, Agriculture to R-1, Single Family Residential to the Alliance City Council making the findings of fact:

1. The rezone would not create any nonconforming lot sizes.
2. The rezone would not create any nonconforming building setbacks.
3. There is ample access to the rezone parcel.
4. A rezone to R-1 would be consistent with the North Side and Core Neighborhoods recommendations that future land uses in these neighborhoods should be residential as identified in the Comp Plan.
5. The proposed rezone is adjacent to existing residential zoning.

Roll call vote with the following results:

Voting Aye: O'Dell, Ferguson, Turman, Arndt, Hielscher, Jensen, Mattox, Mehne, and Davis.

Voting Nay: None.

Motion Carried.

Chairman Davis stated, "There being no further business to come before the Alliance Planning Commission, the meeting is adjourned at 6:46 p.m."

Wayne Davis,
Planning Commission Chairman

Katherine Conrad
Administrative Secretary

Narrative

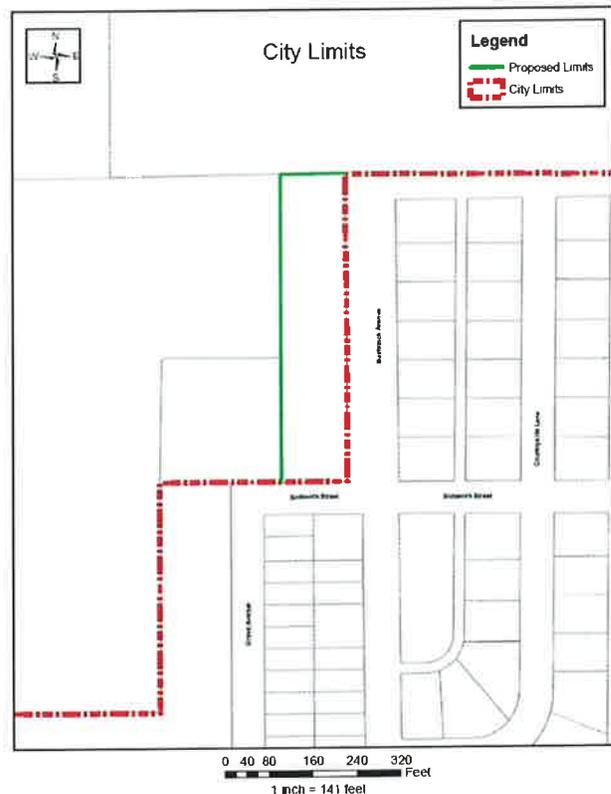
November 7, 2023



ORDINANCE – ANNEXATION OF BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

The City of Alliance is in receipt of an application for a Final Plat for the dedication of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska. This addition is currently located outside the Corporate City Limits of Alliance.

Properties that receive the benefits of City services including police, fire protection, water, electric, sanitary sewer, streets, snow removal, etc. should be included within the corporate limits of the City. This ensures the before mentioned benefits are paid for and maintained by the collection of taxes assessed against the property, and in the case of many businesses, a sales tax as well. Properties that receive these benefits without being included in the corporate limits are in effect subsidized by those properties that are located within City Limits.



Upon approval of the Final Plat of Block 1, Second Myrtle Addition to the City of Alliance, Box Butte County, Nebraska, a second public hearing must be held for the annexation of the subdivision. The annexation will amend the City Limit Map of the City of Alliance and include Second Myrtle Addition within the corporate limits of the City. The City is the owner of this parcel and staff recommends its annexation within City Limits.

The City of Alliance Planning Commission met at its regular meeting October 10, 2023 and found that the annexation was consistent with the goals in the Comprehensive Plan finding that the plan for the lot as single family residential was not rural in character and that future development should pay for City benefits. Future development would also place the area within the high priority criteria for annexation according to page Land Use 29 of the Plan. They voted yes on a recommendation to the Alliance City Council for the approval of the annexation of Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska.

RECOMMENDATION: THE APPROVAL OF THE ORDINANCE ANNEXING BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

ORDINANCE NO. 2969

AN ORDINANCE OF THE CITY OF ALLIANCE, NEBRASKA, ANNEXING CERTAIN PROPERTY LOCATED AT BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, SITUATED IN THE SOUTH HALF OF SECTION 26, TOWNSHIP 25 NORTH, RANGE 48 WEST OF THE 6TH P.M., BOX BUTTE COUNTY, NEBRASKA, REPEALING PRIOR SECTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA:

SECTION 1. The following described real estate is found and declared to be contiguous and adjacent to the corporate limits of the City of Alliance, Nebraska, to be urban or suburban in character, and not to be agricultural land which is rural in character.

A tract of land situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska, more particularly described as follows:

Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska, situated in the South Half of Section 26, Township 25 North, Range 48 West of the 6th P.M., Box Butte County, Nebraska.
Hereinafter "Real Estate."

SECTION 2. The Real Estate is annexed to and included within the corporate limits of the City as of the effective date of this Ordinance.

SECTION 3. The inhabitants of the Real Estate shall be entitled to all rights and privileges, and subject to all laws and ordinances, rules, and regulations of the City of Alliance, Nebraska. Such inhabitants shall receive substantially the benefits of other inhabitants of lands within the City of Alliance, Nebraska as soon as practical, and adequate plans and necessary City Council action, if any, to furnish such benefits as police, fire, snow removal, and water service shall be adopted as provided in Neb. Rev. Stat. §16-120.

SECTION 4. All ordinances, parts of ordinances, resolutions, and policies of the City of Alliance in conflict with this Ordinance are repealed.

SECTION 5. This Ordinance shall be in full force and effect from and after its approval, passage, and publication according to law.

PASSED AND APPROVED this ____ day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____
Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel



City Limits

Legend

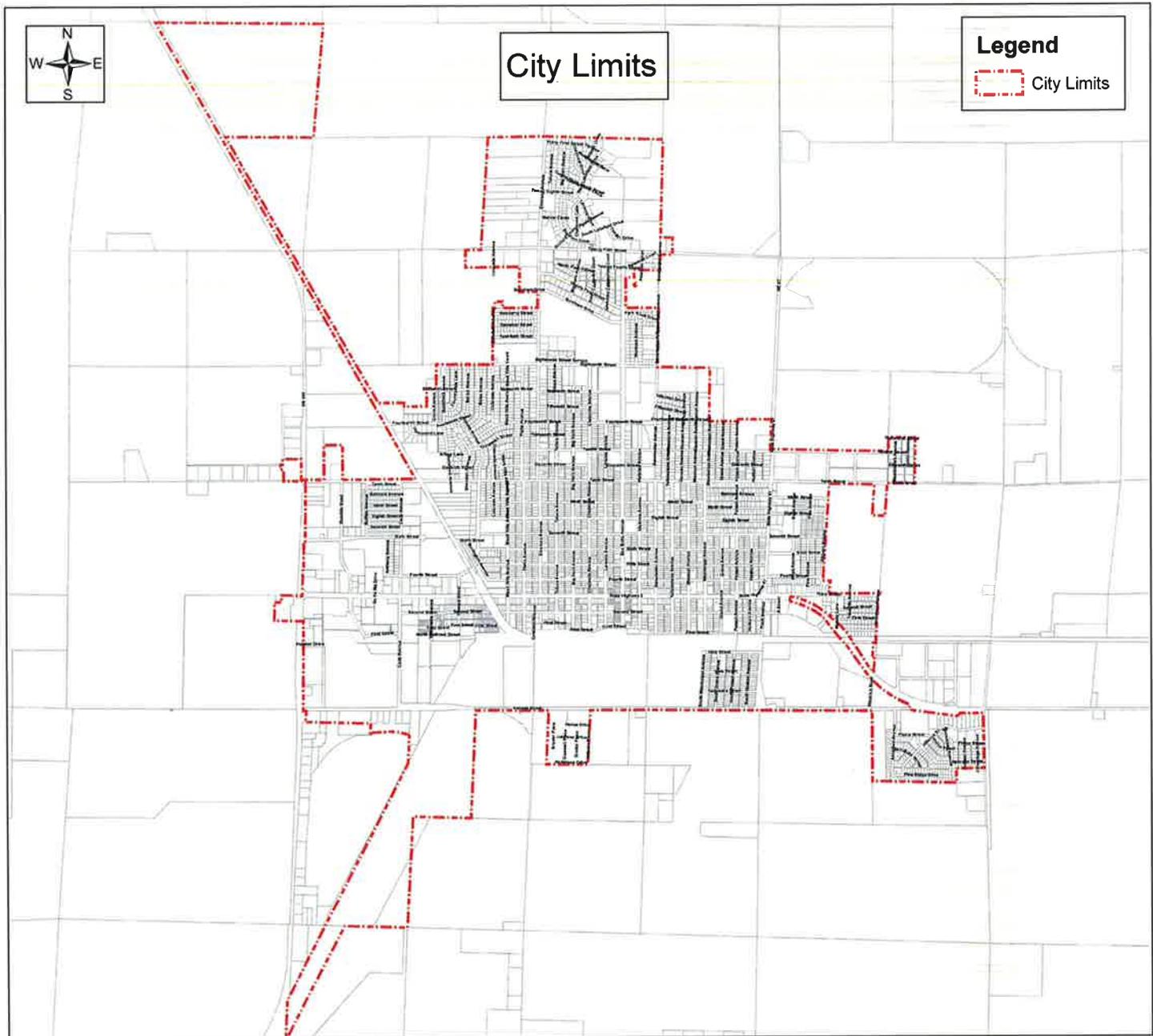
 Proposed Limits

 City Limits



0 40 80 160 240 320 Feet

1 inch = 141 feet



0 750 1,500 3,000 4,500 6,000 Feet
1 inch = 1,212 feet

Annexation

Annexation

The annexation map prioritizes the land surrounding the City for inclusion within the Corporate City Limits. Prioritization takes in to account the location of the land in relationship to existing utilities, its proximity to current City Limits, the likelihood of the land to be developed, the adjacent land use, and the areas current land use. In addition, the State requires that annexations must be urban or suburban and not rural in character. (Fig. LU11)

The highest priority for new development and redevelopment is within current City Limits. In most instances, infill allows for the use of existing infrastructure as well as occupying property already covered by City police and fire protection. Using existing infrastructure reduces the cost of private development and the long-term cost to the City for providing services to an area larger than is necessary.

The priorities for annexation are broken down into four categories. High, Medium, Low, and Not Prioritized. High Priority annexations are characterized by small developments that are already served by City Utilities and are adjacent to current City Limits; or land that is adjacent to current City Limits and is well positioned to develop but will require minor extension of City services upon doing so.

Medium Priority annexations are those developments or future developments that are adjacent to current City Limits, require the extension of public services, and are moderately positioned for development. Low priority

annexations are those that are adjacent to City Limits but not well positioned for development at this time. Lands that are Not Prioritized are lands that are not well positioned for development, are not adjacent to City Limits, and/or not suitable for land use outside of Agriculture at this point in time.

**Area # 1
Heartland Expressway**

The Heartland Expressway Corridor is primarily bordered by commercial uses and commercial zoning to the east. The growth of the community around this corridor should cater to the traveling public and present a pleasing and welcoming atmosphere. Strip development or saw tooth development should be discouraged and master planning conducted to ensure growth adjacent to the Expressway doesn't negatively affect development of the surrounding land.

**Area #2
Emerson Avenue**

This area is bordered by single family dwellings to the south and east and rural residential dwellings to the north. The location of the floodplain limits the development of this area but also provides opportunities for larger parcels or parkland. Previous Plans have called for this area to be a mixture of larger lots zoned for rural residential on the north portion and single-family residential on the south half or some variation thereof.

**Area #3
Sweetwater Avenue**

This area is attractive to growth as it has not been divided into smaller agriculture tracts. It is adjacent to residential land uses to the south and

southwest and commercial office to the northwest. The zoning currently reflects this desired land use. It also contains heavy commercial in the southeast portion adjacent to the highway. Since the relocation of US Highway 385 to the west side of the City, commercial growth is not anticipated here and this should be returned back to Ag zoning until such time as development is more likely.

**Area #4
Kansas Street**

Additional industrial growth could happen south of Kansas Street as this area is directly south of the BNSF railroad yards. Appropriate landscaping and spacing requirements should be required to separate the existing residential land uses from any industrial use.

**Area #5
Elkhorn Avenue**

This area would be suitable for additional residential growth. It is bordered to the north, south, and west by residential neighborhoods.

**Area #6
Nebraska Highway 2**

This area is adjacent to the Alliance Industrial Park and would be an extension of that land use to the east.

Narrative

November 7, 2023

ORDINANCE – REZONE OF BLOCK 1, SECOND MYRTLE ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA.

The City of Alliance has submitted an application to rezone Block 1, Second Myrtle Addition to the City of Alliance, Box Butte County, Nebraska, from Ag, Agriculture to R-1, Single Family Residential zoning. The rezone is requested to open up the lot for single family housing development.

The proposed rezone is located at the northwest corner of West 16th Street and Buchfinck Avenue. The parcel is zoned Ag, Agriculture. It is adjacent to Ag zoning to the north and west, R-1, Single Family Residential Zoning to the east, and RP-3, Planned Multifamily Residential to the south. The lot is currently vacant/undeveloped. The parcel is bordered by farming to the west and north, storage to the southwest, single family housing to the east and south.

The parcel is approximately 1.56 acres in size. It meets the minimum lot size requirement for R-1 but not for Ag zoning. The proposed rezone will change the front setback from 50' to 25', the rear setback will remain 25', the side setback from 10' to 5' where it is adjacent to other lots or 15' from rights of way. The proposed plat will not create any new non-conforming yards or structures. The parcel is bordered by West 16th Street to the south, and Buchfinck Avenue to the east. The south half of West 18th Street is dedicated to the north but not developed.

The proposed rezone is located adjacent to the North Side and Core Neighborhoods as identified on page Land Use 5 (LU5) of the Comprehensive Plan. Both Neighborhoods are described as primarily single family residential with the North Side being the newer part of town than the older developed Core Neighborhood. Page LU 12-13 details the transition in this area from the older residential to the newer residential and states that the primary future land use should be residential. Page LU 7 states the same for the North Side Neighborhood and that the neighborhoods residential characteristic needs to be maintained. Page Housing 34 recommends utilizing infill when possible. The proposed rezone would be another tool in accomplishing that by allowing for residential development on this currently unutilized parcel of land.

The City of Alliance Planning Commission met at their regular meeting on October 10, 2023 and voted to recommend the City Council approve the rezone of Block 1, Second Myrtle Addition to the City of Alliance, Box Butte County, Nebraska, from Ag, Agriculture to R-1, Single Family Residential, after making the following findings of fact:



Narrative

November 7, 2023



1. The rezone would not create any nonconforming lot sizes.
2. The rezone would not create any nonconforming building setbacks.
3. There is ample access to the rezone parcel.
4. A rezone to R-1 would be consistent with the North Side and Core Neighborhoods recommendations that future land uses in these neighborhoods should be residential as identified in the Comp Plan.
5. The proposed rezone is adjacent to existing residential zoning.

Options:

Leave the zoning the same and:

1. The size remains nonconforming because it is less than the 10 acres required in Ag zoning.
2. The City cannot market the lot for single family housing development.

Change the zoning to a district other than Ag or R-1 which would not accomplish any of the stated goals in the Comp Plan.

Change the zoning to R-1 for the reasons the Planning Commission made in the findings of fact.

STAFF RECOMMENDATION: THE APPROVAL OF THE ORDINANCE REZONING BLOCK 1, SECOND MYRTLE ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, FROM AG, AGRICULTURE TO R-1, SINGLE FAMILY RESIDENTIAL.

ORDINANCE NO. 2970

AN ORDINANCE OF THE CITY OF ALLIANCE, NEBRASKA, AMENDING THE OFFICIAL ZONING MAP, IN PARTICULAR REZONING BLOCK 1, MYRTLE SECOND ADDITION TO THE CITY OF ALLIANCE, BOX BUTTE COUNTY, NEBRASKA, REPEALING PRIOR SECTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ALLIANCE, NEBRASKA:

SECTION 1. The Official Zoning Map of the City of Alliance, Nebraska is hereby amended to provide that Block 1, Myrtle Second Addition to the City of Alliance, Box Butte County, Nebraska shall be zoned as Single-Family Residential District (R-1 District). The Official Zoning Map of the City of Alliance shall be reincorporated as amended herein.

SECTION 2. All ordinances, parts of ordinances, resolutions, and policies of the City of Alliance in conflict with this Ordinance are repealed. The Official Zoning Map of the City of Alliance is hereby amended in accordance with this Ordinance, and shall be updated in the records of the City.

SECTION 3. This ordinance shall be in full force and effect from and after its approval, passage, and publication according to law.

PASSED AND APPROVED this ____ day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____
Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel



City of Alliance Application to Rezone

Community Development
324 Laramie Avenue
Alliance, NE 69301
(308) 762-5400 - phone
(308) 762-7848 - fax

Instructions:

- A. Fill out the application form completely. Please type or print. Use additional sheets if necessary.
- B. Please sign and date the application form.
- C. Filing fee is \$150.00. Please make check payable to "The City of Alliance."
- D. Include a site plan identify existing buildings, structures, and other pertinent features.
- E. Submit a certified list of the names, addresses, legal descriptions, and the corresponding Parcel Information Numbers assigned by the Box Butte County Assessor of the surface owners of the property within three hundred (300') feet of the subject property. The source of such records shall be the records of the Box Butte County Assessor.

1.	Property Owner's Name:	City of Alliance	Phone:	308-762-5400
2.	Owner's Property Address:	PO Box D, Alliance, NE 69301		
3.	Legal Description of Property:	PT NW1/4SE1/4 26-25-48 1.67 ACRES		
4.	Property Address:	1600 Block of Buchfinck		
5.	Present Use of the Property:	Undeveloped		
6.	Present Zoning Classification:	Ag, Agriculture		
7.	Requested Zoning Classification:	R-1, Single Family Residential		
8.	Reason for Rezoning:	Development of single family houses.		
9.	Lot Size/Acreage of Property:	1.67 Acres		
10.	The zoning administrator, who may be accompanied by others, is hereby authorized to enter the property, during normal working hours for the purpose of becoming familiar with the proposed situation.			
11.	Attached	<input type="checkbox"/> Filing Fee	<input type="checkbox"/> Site Plan	<input type="checkbox"/> List of names/addresses of property owners within 300 feet of the subject property certified by the Box Butte County Assessor's Office.
Signatures:			9/26/23	
	Applicant	Date	Property Owner (<i>Owner of Record</i>)	Date
	Applicant	Date	Property Owner (<i>Owner of Record</i>)	Date

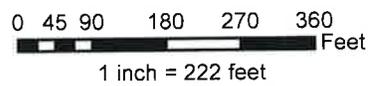
Office Use Only

Date Received:		Filing Fee - \$150.00	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Received By:		Date of Public Hearing:		

April 16th, 2019



Second Myrtle Addition Aerial

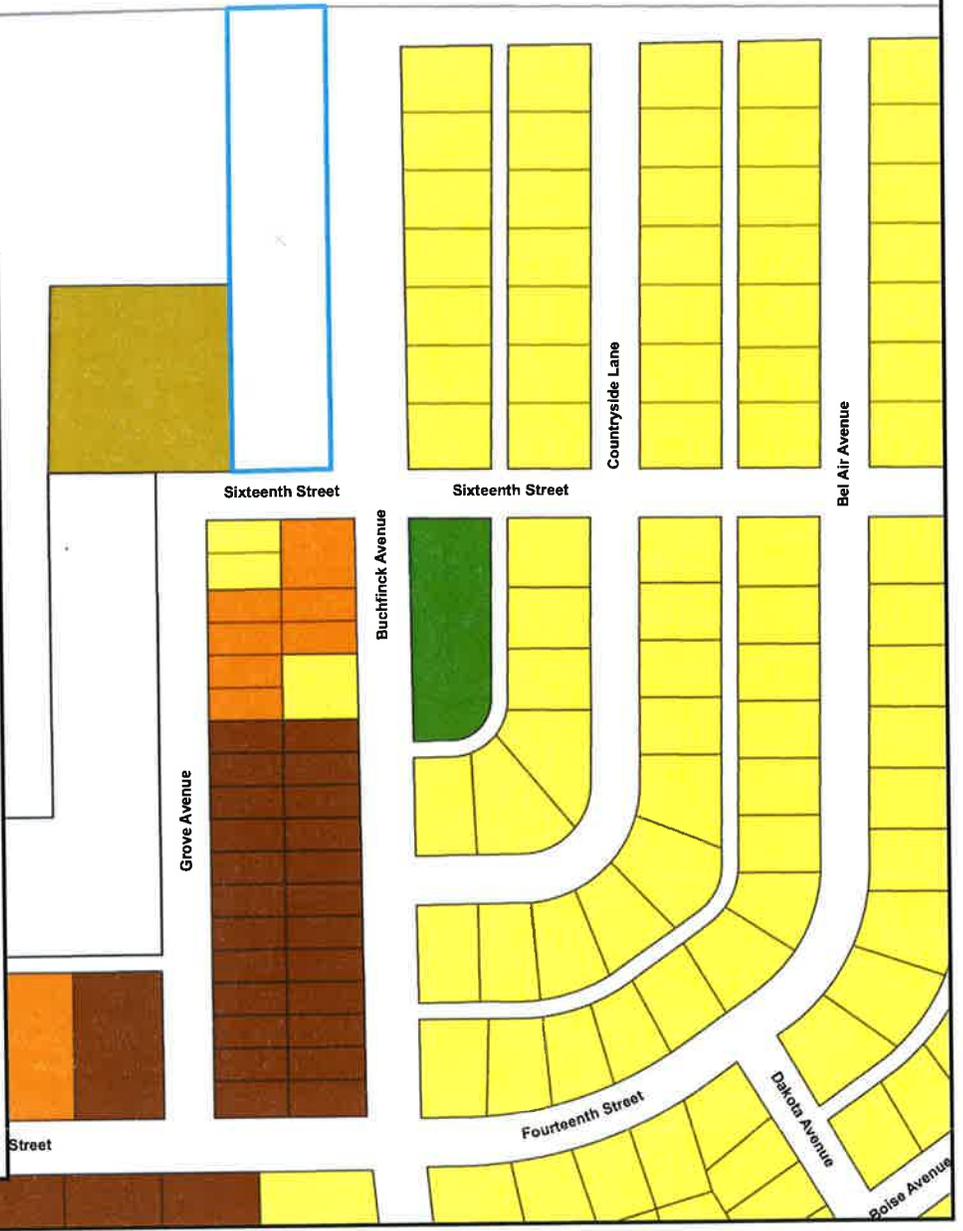




Second Myrtle Addition Land Use

Legend

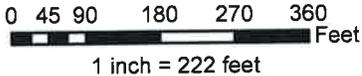
-  Ag
-  Commercial / Retail
-  Heavy Industrial
-  Light Industrial
-  Multi-Family Res
-  Mobile Home Res
-  Office
-  Park
-  Parking
-  Public / Semi-Public
-  Railroad
-  Recreation Facility
-  Single Family Res
-  Storage
-  Undeveloped
-  Vacant



0 45 90 180 270 360 Feet
1 inch = 222 feet



Second Myrtle Addition
Parcel

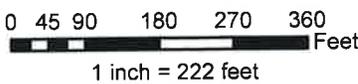


Second Myrtle Addition Utilities



Legend

- Natural Gasline
- Sewermain
- Watermain
- Electric Primary Circuit
- Storm Sewer





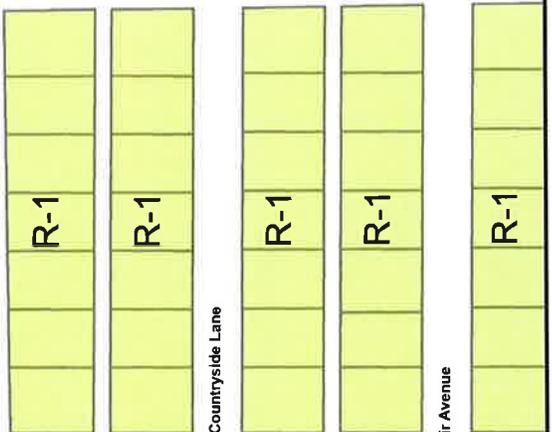
Second Myrtle Addition Zoning

Legend
Zoning Layer

- Ag Agriculture
- C-0 Commercial Office
- C-1 Neighborhood Commercial
- C-2 Central Business Commercial
- C-3 Heavy Commercial
- M-1 Light Industry
- M-2 Heavy Industry
- M-3 Rail Industry
- R-1 Single Family Residential
- R-1a Single Family Residential
- R-2 Two Family Residential
- R-3 Multifamily Residential
- R-4 Mobile Home Community
- R-R Rural Residential
- RP-3 Planned Residential

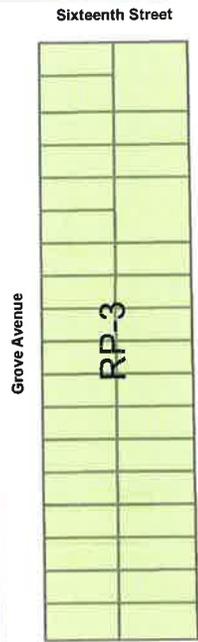


Sixteenth Street



Countryside Lane

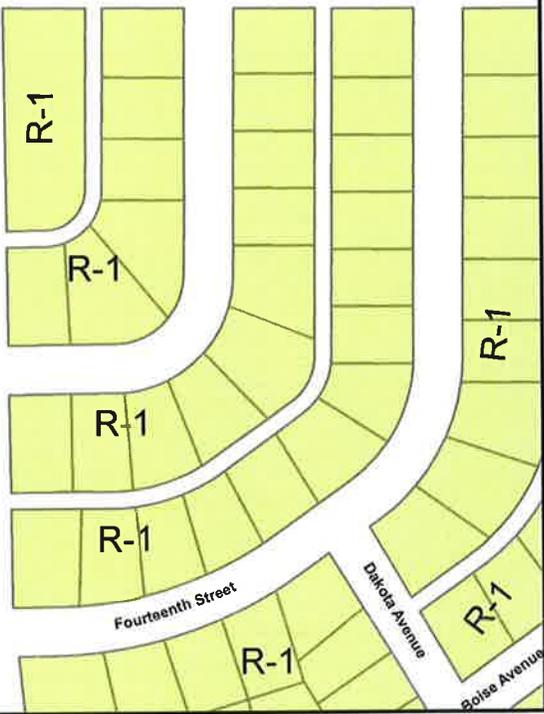
Bel Air Avenue



Grove Avenue

RP-3

Buchfinck Avenue



Sixteenth Street

Fourteenth Street

Dakota Avenue

Boise Avenue

M-2

C-3

mmc

R-3

R-1



1 inch = 222 feet

Housing Goals

Rehabilitation of Existing Housing:

1. Assess the current boundaries of the Blight and Substandard areas to determine if older housing developments should be included within that designation.
2. Utilize the Property Maintenance Code to encourage property owners to maintain and repair any dilapidated housing.

Development of Infill Housing :

Infill development utilizes lots typically located in the center or older parts of the community. Some benefits include the use of existing utilities and infrastructure, eliminating the "missing tooth" appearance of a vacant lot in the middle of a developed residential neighborhood, and providing housing closer to the community center.

New Housing Subdivisions:

As Alliance' housing stock continues to grow, new housing subdivisions will need to be developed. Periods of contracting population in Alliance, such as in the 1950's and 1960's, still saw the community footprint grow, albeit at slower rates than seen in the 1970's and early 80's. Subdivisions such as Buchfinck, Bryson, and Park Hill, were developed a block or two at a time. This growth was more manageable for the City and the developer.

The infrastructure was installed at different intervals rather than all at once as required now. For example, the streets were graded, sanitary sewer, and water main were installed before the property was developed. The storm sewer, curb and gutter, and street paving was done after the subdivision filled out.

City Owned Residential Lots:

Due to the railroad boom and bust of the 1970's and 80's, the City is the owner of a number of residential zoned lots that are still vacant. The City can develop these lots similarly to the vacant infill lots. Low income housing, modular housing, and modest workforce housing are all options for these lots.

Accessory Dwelling Units (ADU):

Accessory Dwelling Units were used in Alliance during the WWII housing shortage. It consists of allowing two dwelling units on the same residential lot. Typical development is either a small apartment in an existing single family house, an apartment shared with a detached garage, or a separate smaller house. Alliance should amend their code to allow these types of dwelling units as a Conditional Use on lots meeting minimum size criteria.

Commercial Structure Housing:

Alliance's code permits dwelling units above and below the ground floor of a commercial business. Downtown apartments have long been discussed but not acted on as they are costly to develop because of fire separation requirements. City code also permits the conversion of portions of the main floor of a commercial building to a dwelling. Allowing dwellings on the main floor of a commercial structure is relatively unique to Alliance and should be reassessed as a to whether or not it is the desired use of a commercial structure.

Community Redevelopment Authority:

The City of Alliance Community Development Authority should be utilized to the extent their funding permits. The CRA could be utilized to aid in each of these goals provided it is in their jurisdiction to do so. Depending on how aggressive the Council wants the CRA to be, they may require additional funding to achieve their goals.

Box Butte Development Housing Study:

Box Butte Development completed a housing study for Box Butte County in 2020. The study listed housing types that are needed in Alliance, potential funding sources, etc. This study should be utilized as an additional guide by the City to help with future housing development and redevelopment in Alliance.

Neighborhoods Introduced

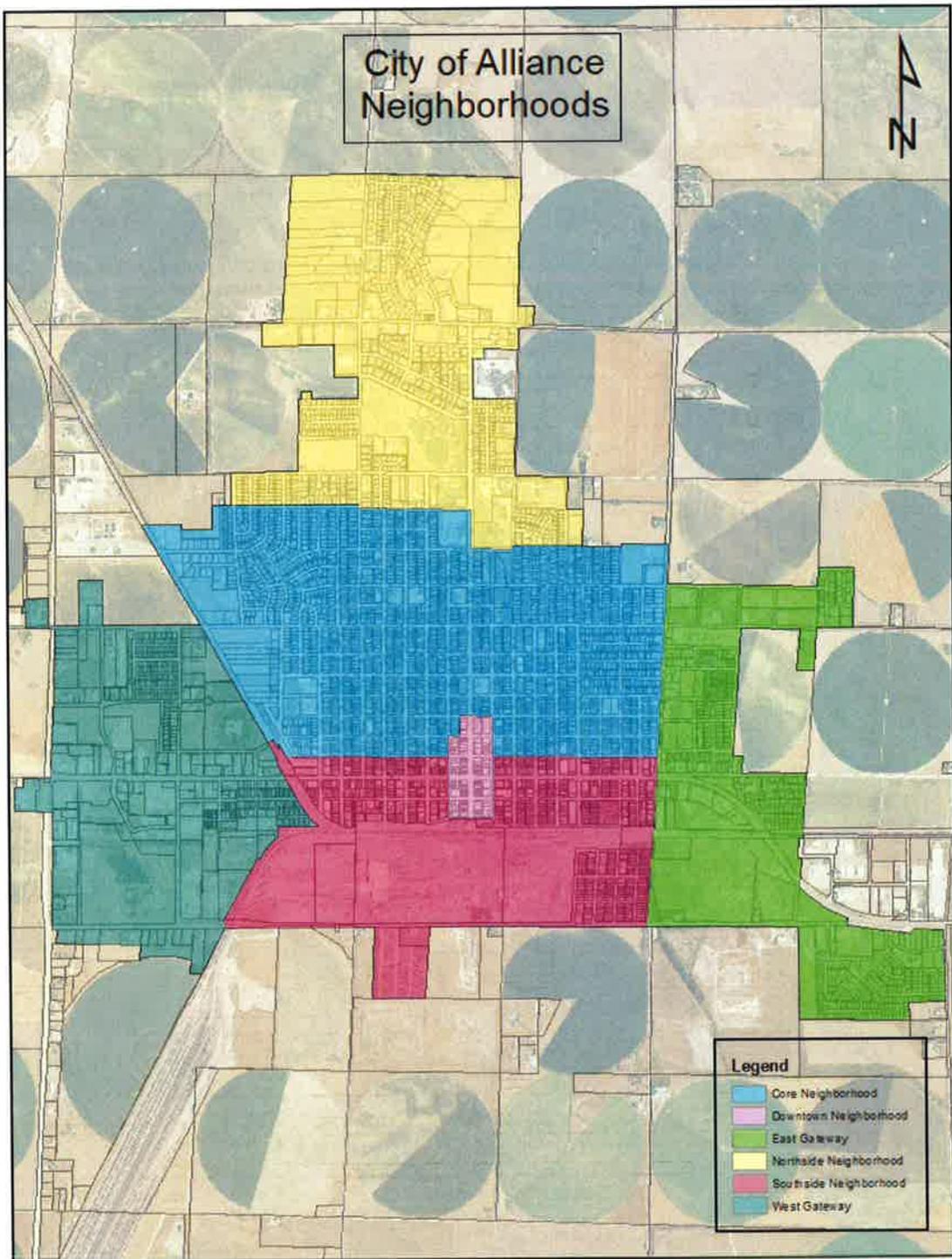


Fig. LU3

Neighborhoods

Northside Neighborhood

Boundaries

The Northside Neighborhood is generally bound by 16th Street to the south, and the Corporate City Limits to the north, east, and west. (Fig. LU4)

Synopsis

Newer homes, attractive recreation areas, and connected uses all effectively describe the Northside Neighborhood. The quality of development, both public and private, is complemented by beautiful natural areas to produce a lovely neighborhood.

Alliance High School and Laing Lake serve as transitional uses between older Alliance and newer Alliance. While the community has continued to expand and interject newer development techniques and styles in the Northside Neighborhood, it has also remained connected and cognizant of historic Alliance.

Transportation

The streets and roadways in the Northside Neighborhood follow an irregular pattern. The newer "suburban" styles of neighborhoods produce a less predictable and more curvilinear street network. Roadways in the neighborhood are consistently wide and allow for on-street parking. The conditions of the streets are generally good.

Sidewalks within the Northside Neighborhood are inconsistent throughout. Because the Northside Neighborhood contains newer subdivisions, it has larger lot sizes than other neighborhoods in the community. While the neighborhood is not completely deficient of streetscape elements, it lacks any memorable or prominent streetscape corridors. As the area ages, its streetscapes will develop more character.

Residential

Many of the community's newest homes, those built after 1970, are within the Northside Neighborhood. The newness of the units contributes significantly to the overall good condition of the housing stock; however, wood and cement panel siding on some of the homes built in the 1970s and 1980s are beginning to show their age through rot and decay. Wider and larger lots, attached garages, and generally larger homes project a far different image than the rest of Alliance.

Commercial

Although the Northside Neighborhood is predominantly a residential district, the area does contain neighborhood retail and professional services primarily adjacent to the hospital and major arterials. The neighborhood also contains municipal employment areas such as the library, high school, and pool.

Industrial

There is a small amount of industrial land use located along the west edge of this neighborhood adjacent to the BNSF Railway tracks. The residential land uses are buffered and shielded from the industrial uses and should remain so to maintain the residential character of the neighborhood.

Landmarks and Activity Centers

The neighborhood contains many of the premier recreational uses in the community. Laing Park, the Alliance Learning Center, and the Big Blue Bay are all contained within the neighborhood and are connected through the linear community trail system. These recreation areas also connect with the high school, providing residents opportunities for both passive and active recreation. Northward expansion of the linear park and trail system through Lakefield Addition should be prioritized.

Vacant Land

There were 70 vacant lots in the Northside Neighborhood at the time this document was prepared. Thirtynine of those are zoned for single family residential, 29 are zoned for multifamily residential, and 2 are zoned for commercial office space.

Neighborhoods

Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

This neighborhood is relatively absent of conflicting land uses. City Code enforcement and zoning should to be able to continue to prevent any potential conflicting land uses.

Future Land Use

The current land uses and zoning in this neighborhood should be carried into the future to maintain the residential and light commercial characteristic that has made this neighborhood so attractive and appealing. Intrusion by industrial and heavy commercial land uses would destroy the overall character of this neighborhood as Alliance's modern residential district.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is the most economical way to increase housing stock. There are currently 39 vacant lots zoned single family residential under various ownership names and 29 zoned for multifamily residential. Eleven of those lots are located along Big Horn Drive and fall between the Rosewood Estates age

based housing and Alliance Housing Authority's low income housing.

The City should pursue an additional income or age based housing development such as the Rosewood estates to fill out these 12 lots, as investment in single-family housing in this location is unlikely. There are an additional 12 lots zoned single family residential that are without public utilities and streets. Some of the existing housing in this neighborhood is beginning to show signs of minor deterioration. The City should look for situations where the municipal code and Property Maintenance Code may apply to keep housing from further deteriorating.

Commercial: The location of commercial zoning in the Northside Neighborhood is primarily centered around Box Butte General Hospital. The City should maintain the existing location of commercial zoning to prohibit its intrusion into the residential neighborhoods.

Industrial: The industrial land use in the Northside Neighborhood is located along the west edge next to the BNSF Railroad tracks. This land use should remain buffered from the residential and light commercial land uses.

Transportation: Sidewalk connectivity is fairly consistent south of 18th Street however north of 18th Street it is less consistent or predictable.

There are certain lots that weren't required to install a sidewalk when developed. This requires pedestrian traffic to use the street or cross the street to use sidewalk on the other side.

The City trail system ends at West 25th Street and lacks connecting sidewalks to direct pedestrian traffic elsewhere. The trail system should be extended into the Lakefield Addition and the City should begin the process of infilling missing sidewalks. Some of the streets in this neighborhood have been milled and overlaid along with the replacement of broken curb and gutter.

The streets in this neighborhood are comparatively new to the rest of the community but still display signs of wear and potholes. The City should continue their street replacement program including retrofitting non-accessible sidewalk crossings at intersections.

Code Enforcement: Because the North Side Neighborhood is comparatively newer than the rest of the City, this neighborhood does not exhibit as many of the same code enforcement issues. However, to improve and maintain its aesthetic appeal, this neighborhood would benefit from occasional proactive code enforcement.

Neighborhoods

Core Neighborhood

Boundaries

The Core Neighborhood is bounded generally by 16th Street to the north, Flack Avenue to the east, the BNSF Railroad tracks to the west, and 4th Street to the south. (Fig. LU6)

Synopsis

The Core Neighborhood should be considered the "heart" of Alliance. Its location, classic ambiance, and parks create and project a distinct character and image. The neighborhood serves as a transition area between downtown Alliance and newer Alliance. The well-designed park and trail system connects and links community landmarks and activity centers along the north-south park corridor. The importance of this neighborhood to the community cannot be overstated.

Transportation

The streets and roadways within the Core Neighborhood follow a traditional grid pattern and are well connected via sidewalks. Generally, the roadways are wider and allow for on-street parking. Shorter setbacks and a consistent sidewalk network are traits that make the Core Neighborhood inviting and pedestrian friendly. Major street corridors, such as Box Butte Avenue, Flack Avenue, and 10th Street, serve as commercial areas, cultural areas, and activity centers. Subdivision speed limits (25-30 mph) throughout the neighborhood help maintain a safe environment for vehicles and pedestrians. Over time, the natural elements of the area have matured, creating strong streetscapes. Additional streetscape improvements have been made along Box Butte Avenue, which also

enhance the neighborhood. The area has a significant amount of one-way streets. While these one-way streets move traffic very efficiently, they can also be incredibly confusing for visitors especially around the Grand View Elementary School area where the one-way streets reverse direction.

Residential

The Core Neighborhood contains many of the oldest and finest homes in the community. Classic and historic Alliance homes line Box Butte Avenue and surrounding streets. These homes, combined with a linear park and trail system, produce a memorable residential area. The condition of the housing within the neighborhood is generally good; however, some units within the area are beginning to deteriorate.

The diversity of housing styles, sizes, and price points within the area is broad. Units located on or near main corridors are typically larger and in better condition, while other areas contain smaller homes and smaller lots. The density of the neighborhood is generally higher than other areas due, in large part, to narrower lots, which allows for a greater number of dwelling units per acre.

The transition between "Classic Alliance" and "New Alliance" can be seen on the northern and western edges of this area as it transitions into the housing and infrastructure developed during the railroad boom of the 1970's.

Commercial

The neighborhood is predominantly residential but does contain some commercial and employment along Box Butte and Flack Avenues.

There are also professional offices located adjacent to arterials in the residential neighborhoods. This is a good example of the neighborhood commercial zoning that works similar to form based zoning allowing nonresidential uses provided they meet the same setback and parking requirements that residential zoning requires.

Industrial

There are a few industrial land uses located in the southwest portion of this neighborhood near the railroad tracks. The remainder of the neighborhood is currently shielded from this land use and should remain so.

Landmarks and Activity Centers

Central Park, Bandshell Park, and the linear trail system highlight the excellent recreational uses within the area. The parks and trail system connect schools and neighborhoods, helping to make this neighborhood the heart of the community. The City of Alliance has converted once topographic constraints (floodplain, floodway) into dynamic parks and recreation uses and functions.

Significant community landmarks and activity centers within the area include Central Park, Knight Museum and Sandhills Center, and Bulldog Stadium.

Vacant Land

Vacant land in the Core Neighborhood consists primarily of narrower lots that aren't conducive to modern home layouts. There are 17 vacant lots at the time this document was prepared. Vacant land is undesirable as it creates a gap in the appearance of an otherwise filled out neighborhood. It also encourages outdoor

Neighborhoods

storage. Both of which detract from the neighborhoods appearance and desirability.

Land Use Conflicts

The primary land use conflict within the Core Neighborhood is created by the intrusion of preexisting higher density residential development into single-family housing unit neighborhoods. Preexisting multi-family housing sites are scattered throughout this neighborhood. The primary conflict created at these sites involves traffic safety concerns due to limited, or a complete lack of, off-street parking.

The city should ensure that future multi-family housing projects in all areas of the city provide adequate off-street parking and work with property owners to install off street parking for existing dwellings regardless of size. Having adequate off street parking will help eliminate traffic issues in these areas and the amount of parking in the curb strip

Additional conflicts are created in residential areas along Box Butte Avenue, Tenth Street, and Emerson Avenue due to existing traffic patterns. These street systems are heavily utilized for inter-city and intra-city commuter and shopping routes. Options for the removal of these conflicts appear to be limited.

Future Land Use

The Core Neighborhood is primarily single family residential with some two family and multi-family dwellings. There is some neighborhood commercial mixed with the residential along the arterial streets but it is otherwise a residential neighborhood. The current land uses in this neighborhood should be

maintained. Multifamily and neighborhood commercial may be considered appropriate when the lot sizes and transportation systems are shown to be conducive to the increase in density and traffic.

Neighborhood Goals

Residential: Infill of existing residential neighborhoods is one of the most economical way to increase housing stock. The lots in the Core Neighborhood make it difficult to fit modern house layouts without combining two lots which necessitates razing two houses instead of one. The City should work with stakeholders to find housing solutions for these narrower lots including the possibility of attractive manufactured housing. Manufactured housing has progressed greatly in the past 30 years and may act as a solution to building on vacant lots.

Some of the existing housing stock is exhibiting signs of deterioration. To reduce the number of houses needing razed and increasing the number of vacant lots that aren't easily redeveloped, the City should begin identifying issues with houses located in this neighborhood before they become large problems. The City can use the adopted property maintenance code and nuisance abatement code to help accomplish this.

The City should consider adding another single-family residential zoning district to accommodate the Belmont and Duncan's Residence Tract areas as they were developed on smaller lots with shorter setbacks. This has created problems for property owners trying to make improvements to the housing in this area. The City should also create code accommodating

improvement of existing reverse corner lot houses without allowing the creation of new ones.

Commercial: The City should be cautious about any commercial development in the Core Neighborhood as it may damage the neighborhoods character. The City has adopted a neighborhood commercial zoning district but its use should be limited to its intent.

Industrial: The existing industrial land uses located in the southwest portion of the neighborhood should remain shielded from the residential and light commercial uses to protect the character of the neighborhood.

Transportation: The Core Neighborhood is well connected to the rest of the City by way of sidewalk. This is an asset of this neighborhood; however, because this neighborhoods infrastructure is comparatively older to other neighborhoods, sidewalks here exhibit more instances of heaving, cracking, and spalling.

There are also intersections where there aren't ramps or wheelchair provisions at street crossings. Ramps and indicator pads should be retrofitted during street repaving projects but also budgeted for as individual improvement projects on streets that were recently repaved.

The City should encourage people to take advantage of the sidewalk replacement program and return their sidewalks to good condition. The streets in this neighborhood are the oldest in Alliance and many of them have been

Neighborhoods

repaved over the past 10 years. This trend should continue as there are still many streets in the Core neighborhood that are in need of repaving as opposed to just annual maintenance.

Code Enforcement: This area could benefit greatly from code enforcement to avoid an increase in the amount clutter, outdoor storage, and streetscape overgrowth. These detract from the character and ambiance of the Core Neighborhood and from the City in general. The City should identify properties that may be in violation of the property maintenance code and work with the owner to fix it up before the structure must be razed.

Sign Posting - September 22, 2023.



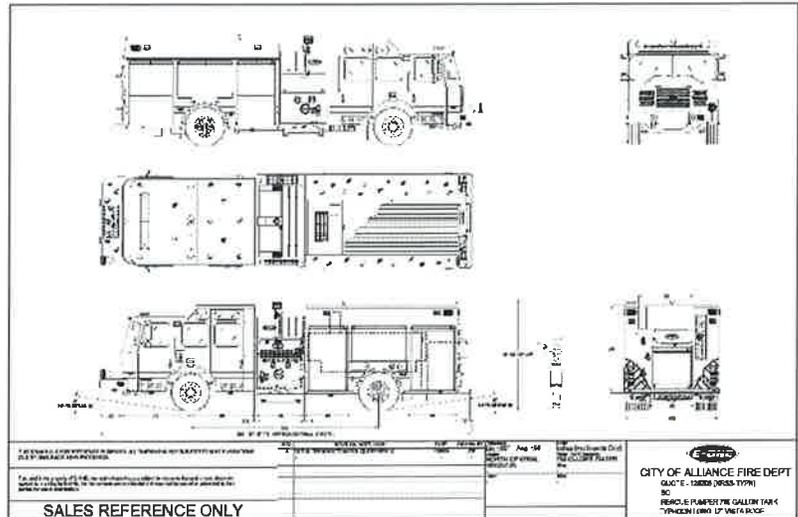
Narrative

November 7, 2023



FIRE TRUCK PURCHASE

The Alliance Fire Department has been aware of increased production schedules on new fire trucks. In the past, it was not uncommon from the acceptance of a contract to build a new fire truck that the fire department would see the delivery in 330 to 365 days. Today, the production schedule is in the 35-month delivery timeframe from accepting a quotation or signing a contract. The FY 2024-2025 Capital Budget for the fire department has \$835,000 programmed in GL 01-37-37-59-960, Capital Outlay-Vehicles, to purchase a new fire truck. We would have to have this funding available when we take the delivery of the fire truck, as that is when the City would be required to make payment.



Chief Shoemaker knew of an Eastern Nebraska Fire Department that used their Sourcewell membership to secure their new fire truck purchase. Knowing that the City of Alliance likes to use cooperative purchasing agreements when possible, Chief Shoemaker started that same process.

E-One has a cooperative purchasing agreement with Sourcewell, and the Nebraska dealer for E-One, North Central Emergency Vehicles, was contacted. Fire Chief Shoemaker and the fire department staff worked with the North Central Emergency Vehicle representative to develop the specifications for the new fire truck that will serve the City of Alliance for many years. North Central Emergency Vehicles has provided the City with a quotation using the City's Sourcewell member number for \$769,470.00.

Fire Chief Shoemaker is seeking approval to move forward with the ordering of a new fire truck and placing the City in the production schedule due to the increased production timelines. Suppose the City Council would approve the ordering of a new truck now. In that case, we anticipate seeing the delivery of the new truck to the City of Alliance in September of 2026.

With the anticipated delivery timeframe, we would not be able to take part in the North Central Emergency Vehicles prepayment option. The other timing issue we face is the new EPA-compliant emission engines. Suppose a pre-2027 emission engine is not available at the time of our build. In that case, we will automatically be upgraded to a 2027 EPA-compliant engine. The associated costs will be passed on to us.

To have the best chance to avoid either the engine change or potential price increase, we should order now and get a truck build placement in the production schedule.

Narrative

November 7, 2023



It has also been shared with us outside of the possible unknown engine cost; signing the quotation will lock in the truck's price. North Central Emergency Vehicles also has stated that if there is an added expense that comes back in 2024, which is more than the City of Alliance wants to spend, E-ONE and North Central Emergency Vehicles will allow the City of Alliance to cancel the order without penalty or cost.

Recommendation: APPROVE RESOLUTION

RESOLUTION NO. 23-97
Fire Truck Reservation

WHEREAS, The City of Alliance Fire Department has identified the need to purchase a new fire truck in the coming years; and

WHEREAS, It was originally anticipated to place an order for a new truck was programmed for the FY 24-25 fiscal year; and

WHEREAS, Due to multiple factors in production, including the lasting effects from COVID-19 delays, the anticipated delivery for an outfitted truck is estimated at thirty-five (35) months from date of order, up from the previous estimate of a twenty-four to twenty-six (24-26) month delay; and

WHEREAS, The final price of the truck cannot yet be determined due to changes in federal law concerning emissions; and

WHEREAS, No funds are required for payment to place an order; and

WHEREAS, Payment will not be due until delivery, at which time the City may opt to not take possession of the order; and

WHEREAS, The purchase of a new fire truck is necessary for the ongoing safety of our community.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Alliance, Nebraska, is hereby authorized to place an order for a new fire truck, with the understanding that the purchase is unlikely to take place until FY26-27, at which time the sitting Council must decide to appropriate and expend sufficient funds to finalize the purchase of the truck.

PASSED AND APPROVED this 7th day of November, 2023.

Earl Jones, Mayor

(SEAL)

Attest: _____
Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel



Quotation

3800 W. Cavalry Court
 Lincoln, NE 68528
 402-429-1219

DATE October 23, 2023
Quotation # 613202201
Customer ID

Bill To: City of Alliance Fire Department
 315 Cheyenne Avenue
 Alliance, Nebraska 69301

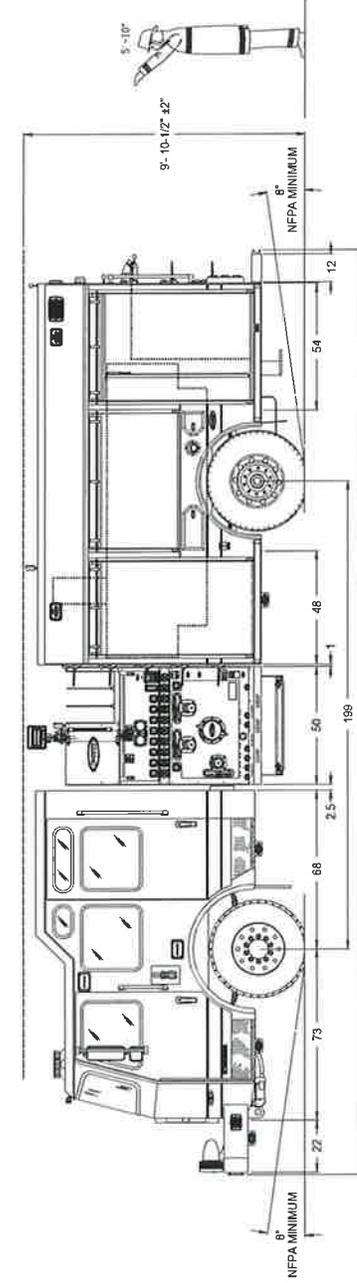
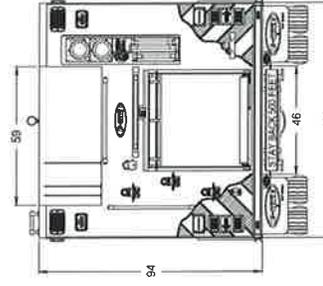
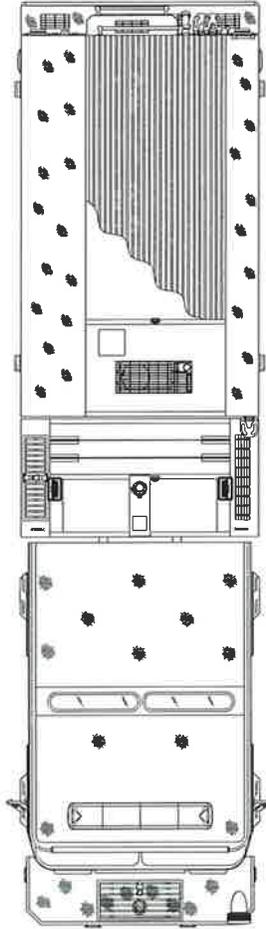
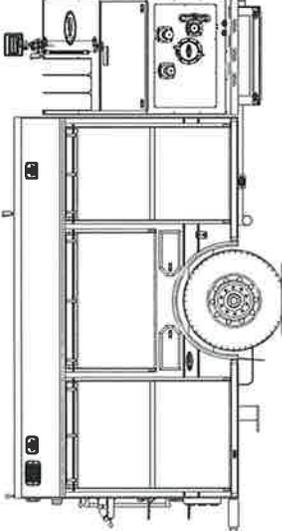
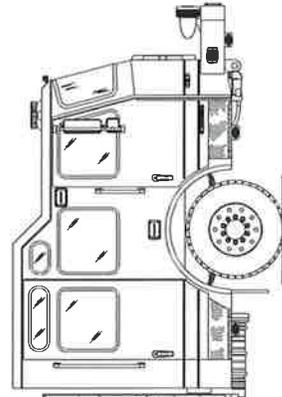
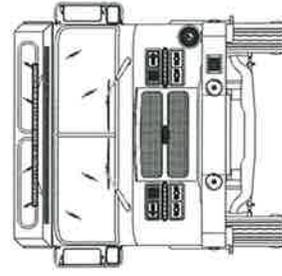
Quotation valid until: 19 November, 2023
Prepared by: Greg Stofer

Comments or special instructions: E-ONE QUOTE # 128206
Price good for 30 days. Sourcewell purchase E-ONE
Contract #113021-RVG-4. City of Alliance member #116784.

Description	AMOUNT
1-NEW 2026 or newer E-ONE Typhoon chassis/Stainless Steel body pumper. 1,500 GPM pump with 780 gallon water tank. Built according to attached specifications. Delivered to Alliance, Nebraska. Payment is due on delivery.	\$769,470.00
35 month delievry time. Training included for for 3 shifts and Volunteers as necessary.	
100 % pre-pay option is available. Includes performance bond to protect city's investment. Subtract \$24,714 from total price if using the 100% pre-pay option.	100% pre-pay amount \$744,756 . Includes performance bond.
Price includes the following dealer added equipment: TFT JBIV intake valves (2) (TFTAXD1ST-NX-T) and TFT Cross Fire removable deck gun (TFTXFC-52-2NJ2L). FIRECOM wireless intercom system added after delivery to delaer. Includes instalation of base system for 6 seats and six wireless headsets.	
ENGINE: Eng/Trans Cummins X12 455HP with EVS4000 transmission. 2021 EPA Compliant. NOTE: If a pre-2027 emission engine is NOT available at the time of build (starting production on January 1, 2026) your order will automatically be upgraded and charged for either the 2027 engine compliant Cummins X-10 or X-15, with all associated costs being passed on to the end user. No exceptions.	
TOTAL	\$769,470.00

If you have any questions concerning this quotation, Greg Stofer, 402-429-1783, 402-639-1219
 nefire@northcentralambulance.com

THANK YOU FOR YOUR BUSINESS!



REV	REVISION NOTE / COR	DATE	DRAWN BY	CLEARANCE	Units	Inches	mm
A	INITIAL DRAWING TO MATCH QUOTE REV 15	10/02/23	JDP	Lin. ±.50° Deg. ±.50° NORTH CENTRAL GENERATOR	Water Tank Capacity 760 GALLONS WATER		



CITY OF ALLIANCE FIRE DEPT
 QUOTE - 128206 (XRSS-TYPN)
 SO -
 RESCUE PUMPER 760 GALLON TANK
 TYPHOON LONG 12" VISTA ROOF

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.

SALES REFERENCE ONLY

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A d/b/a of Jerry's Transmission Service Inc.

18448 County Road 9
Lester Prairie, MN 55354

12249 South Rhea Drive; Suite 4
Plainfield, IL. 60585
(320) 395-2911

3800 W. Cavalry Court; Suite 300
Lincoln, NE 68528

www.newambulances.com

Fire Chief Troy Shoemaker
Alliance Fire Department
315 Cheyenne Avenue
Alliance, Nebraska 69301

20 October, 2023

Chief,

Thank you for considering our proposal for a new fire engine from North Central and E-ONE. It has been a great honor to work with the you and The AFD.

I emailed you a copy of the price quote for the apparatus which we have been working on, I also included a copy of the component list and the written specifications.

I do have a couple updates which are relevant:

- 1) There is not going to be an anticipated price increase occurring at the first of November, 2023. We were told that it may occur before or around the first of the year. However, we will not be officially warned of it.
- 2) Since we began this process the recommended guidelines for delivery and build times from the factory have changed. The recommended build time for stainless steel products has increased to 35 months after order entry.

The new guidelines will impact the delivery time of your stainless steel order. If we ordered it today, the scheduled completion would be September of 2026. This pushes this order past the 1 January 2026 Cummins engine changes. Due to the 2027 EPA Emission updates, Cummins, as of January 2026 will no longer provide the X12 or L9 motors. Your order would more than likely fall into this category. The apparatus would therefore have the new Cummins X10 2027 EPA compliant motor.

Unfortunately, we will not have projected cost of the X10 until sometime in the first quarter of 2024. If forced into the X10, there should also be cost savings in the driveline and transmission due to the X10 requiring the 3000 Allison as opposed to the 4000 series and the 1710 rated driveline components as opposed to the 1810 series required by the big block Cummins motors. These savings may or may not offset any price increases of the new motor, we just do not have that data yet.



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To have the best chance to avoid either the engine change or price increase I suggest that the order be placed as soon as possible.

If there is an added expense which comes back in 2024 which is more than City of Alliance wants to spend, E-ONE and North Central Emergency Vehicles will allow The City of Alliance to cancel the order without penalty or cost.

Thank you for your consideration,

Greg Stofer

ENGINE 332 CITY OF ALLIANCE FIRE DEPARTMENT

TESTING COMPLIANCE STANDARD

Hose Bed Capacity

Hose bed hose load allowance on the apparatus shall be 1200 lbs. Hose bed shall be able to hold the following sizes and quantities in 4 divisions:

- 1280' OF 5" SUPPLY LINE
- 680' OF 3" DJ
- 340' OF 1.7 DJ
- 340' OF 3" DJ

Overall Height Restriction

The apparatus shall have no overall height restrictions.

Overall Length Restriction

The unit has no overall length restrictions.

NFPA Compliance

The E-ONE supplied components of the apparatus shall be compliant with NFPA 1901, 2016 edition.

Equipment Capacity

Equipment allowance on the apparatus shall be 2500 lbs. This allowance is in addition to the weight of the hoses and ground ladders listed in the shop order as applicable.

BUMPERS

Front Bumper

The vehicle shall be equipped with a one-piece 10" high bumper made from 10 gauge (0.135" nominal) polished stainless steel for corrosion resistance, strength, and long lasting appearance. It shall be mounted directly to the front frame extensions for maximum strength. The bumper shall incorporate two (2) stiffening ribs.

Front Bumper Extension

The bumper shall be extended approximately 22" from the face of the cab as required.

Bumper Gravel Shield

The extended front bumper gravel shield shall be made of 3/16" (.375") aluminum tread plate material.

BUMPER TRAYS

Lid, Bumper Hose Tray

The center bumper tray shall have a diamond plate lid. The lid shall be hinged and include a D-Ring latch, rubber seal and gas shock hold open device.

Bumper Tray - Center

A hose tray constructed of 1/8" aluminum shall be recessed into the front bumper extension. The tray shall be located in the center of the bumper and be approximately 12" deep.

Flooring Material

Slatted Duradek fiberglass flooring shall be provided in the center bumper tray providing superior drainage and ventilation.

FRAME ASSEMBLY

Frame Assembly

The frame shall consist of two (2) C-channel frame rails with heavy-duty cross-members. Each frame rail shall have the following minimum specifications in order to minimize frame deflection under load and thereby improve vehicle ride and extend the life of the frame:

Dimensions: 10-1/4" x 3-1/2" x 3/8"

Material: 110,000-psi minimum yield strength, high strength, low alloy steel

Section Modulus: 16.61 cu. in.

Resistance to Bending Moment (RBM): 1,827,045 in. lbs.

If larger rails are provided, the maximum height of each frame rail shall not exceed the 10-1/4" dimension by more than 1/2" in order to ensure the lowest possible body height for ease of access as well as the lowest possible vehicle center of gravity for maximum stability.

There shall be a minimum of six (6) cross-members joining the two (2) frame rails in order to make the frame rigid and hold the rails/liners in alignment. The cross-members shall be a combination of a formed steel C-channel design along with heavy duty steel fabricated designs as required for the exact chassis configuration. The cross-members shall be attached to the frame rails with not less than four (4) bolts at each end arranged in a bolt pattern to adequately distribute the cross-member load into the rail/liner and minimize stress concentrations.

All frame fasteners shall be high-strength Grade 8, flanged-head threaded bolts and nuts for frame strength, durability, and ease of repair. The nuts shall be Stover locknuts to help prevent loosening. The frame fasteners shall be tightened to the proper torque at the time of assembly.

The frame rails shall be hot-dip galvanized and powder coated for improved corrosion resistance. The galvanization shall be a minimum of 4 mils thick and done in accordance with ASTM A123. The powder coat shall be 6.5 mils thick (+/- 1.5 mils) and pass ASTM D3359 testing.

The frame cross-members and frame mounted components (suspensions, axles, air tanks, battery boxes, fuel tank, etc.) shall be painted black.

The custom chassis frame shall have a WHEEL ALIGNMENT in order to achieve maximum vehicle road performance and to promote long tire life. The alignment shall conform to the manufacturer's internal specifications. All wheel lug nuts and axle U-bolt retainer nuts shall be tightened to the proper torque at the time of alignment. The wheel alignment documentation shall be made available at delivery upon request.

Coated Fasteners

The custom chassis frame assembly shall be assembled using GEOMET 720 coated fasteners for corrosion resistance.

AXLE OPTIONS

Front Axle

The vehicle shall utilize an Meritor FL-943 5" drop beam front axle with a rated capacity of 20,000 lbs. It shall have "easy steer" knuckle pin bushings and 68.83" kingpin centers. The axle shall be of I-beam construction and utilize grease-lubricated wheel bearings. The vehicle shall have a nominal cramp angle of 45 degrees, plus two (+ 2) degrees to minus three (- 3) degrees including front suction applications.

The front axle hubs shall be made from ductile iron and shall be designed for use with 10 hole hub-piloted wheels in order to improve wheel centering and extend tire life.

The front springs shall be parabolic tapered, minimum 4" wide x 54" long (flat), minimum three (3) leaf, progressive rate with a capacity of 20,000 lbs. at the ground. The springs shall have Berlin style eyes and rubber bushings on each end with an additional standard wrap at the front eye. Tapered leaf springs provide a 20% ride improvement over standard straight spring systems.

The vehicle shall be equipped with a Sheppard model M110 integral power steering gear, used in conjunction with a power assist cylinder. The steering assembly shall be rated to statically steer a maximum front axle load of 20,000 lbs. Relief stops shall be provided to reduce system pressure upon full wheel cut. The system shall be able to operate mechanically should the hydraulic system fail.

In order to achieve maximum vehicle road performance and to promote long tire life, there shall be a wheel alignment. The alignment shall conform to the manufacturer's internal specifications. All wheel lug nuts and axle U-bolt retainer nuts shall be tightened to the proper torque at the time of alignment. The wheel alignment documentation shall be made available at delivery.

Shock Absorbers Front

Koni model 90 shock absorbers shall be provided for the front axle. The shocks shall be three way adjustable.

The shocks shall be covered by the manufacturer's standard warranty.

Rear Axle

The vehicle shall be equipped with an Meritor RS-25-160 single rear axle with single-reduction hypoid gearing and a manufacturer's rated capacity of 27,000 lbs. The axle shall be equipped with oil-lubricated wheel bearings with Meritor oil seals.

The rear axle hubs shall be made from ductile iron and shall be designed for use with 10 hole hub-piloted wheels to improve wheel centering and extend tire life.

Driver Controlled Differential

A Rockwell driver controlled main differential lock shall be supplied. Operated from within the cab, it reduces wheel spin-outs by transferring power from the slipping wheel to the wheel with traction. An indicator shall be provided visible to the driver to show when the lock is engaged.

When used in a tandem axle application, the DCDL will be installed on the rear/rear axle only.

SUSPENSIONS

Rear Suspension

The rear suspension shall be a Reyco model 79KB. The suspension shall include linear-rate slipper type leaf springs that eliminate spring eyes and shackles. The suspension shall also include one (1) fixed torque arm, one (1) adjustable torque arm and cast spring hangers. The suspension shall be rated for the maximum axle capacity.

WHEEL OPTIONS

Front Wheels

The vehicle shall have two (2) Accuride polished (on outer wheel surfaces only) aluminum disc wheels. They shall be forged from one-piece corrosion-resistant aluminum alloy and sized appropriately for the tires.

The wheel shall have a load rating of up to 11,000 lbs. each (up to 11,400 lb rating available with speed limited to 60 MPH)

Rear Wheels

The vehicle shall have four (4) Accuride polished (on outer wheel surfaces only) aluminum disc wheels. They shall be forged from one-piece corrosion-resistant aluminum alloy and sized appropriately for the tires.

TIRE OPTIONS

Front Tires

The front tires shall be two (2) Michelin 385/65R22.5 tubeless type 18 PR radial tires with XZY3 Wide Base aggressive tread.

The tires with wheels shall have the following weight capacity and speed rating:

18,740 lbs. @ 65 MPH (steel or aluminum wheels)

18,740 @ 75 MPH (steel or aluminum wheels with intermittent fire service rating)

Up to 20,000 @ 65 MPH (steel or aluminum wheels with intermittent fire service rating)

The wheels and tires shall conform to the Tire and Rim Association requirements.

Rear Tires

The rear tires shall be Michelin 12R22.5 tubeless type radial tires with XDN2 all weather tread.

The tires with wheels shall have the following weight capacity:

27,000 lbs. (dual) @ 75 MPH

The wheels and tires shall conform to the Tire and Rim Association requirements.

Intermittent Tire Service Rating

The front and / or rear tires shall be provided with and intermittent emergency vehicle service rating. Tires rating shall conform to manufacturers' service rating as applicable.

Tire Pressure Indicators

The apparatus shall be provided with Real Wheels AirGuard LED tire pressure indicating valve stem caps. When the tire is under inflated by 5-10 PSI, the LED indicator on the cap shall flash red. The indicator housings shall be shock resistant and constructed from polished stainless steel. The indicators shall be calibrated by attaching to valve stem of a tire at proper air pressure per load ratings and easily re-calibrated by simply removing and re-installing them during service.

Real Wheel Part number RWC1234 was superseded by RWC1235 as of June 2015

BRAKE SYSTEMS

Front Brakes

The front axle shall be equipped with Meritor DiscPlus EX225H 17 inch disc brakes.

The brakes shall be covered by the manufacturer's standard warranty which is two years, unlimited mileage and parts only.

Rear Brakes

The rear axle shall be equipped with ArvinMeritor 16-1/2" x 7" S-cam brakes with cast brake drums. Q-Plus shoes shall be provided with up to 24,000 lb. axle ratings and P-Type shoes with over 24,000 lb. axle ratings.

The rear axle brakes shall be furnished with automatic slack adjusters. ArvinMeritor brand shall be supplied on RS-24-160 and RS-25-160 axles, and Haldex brand shall be supplied on RS-26-185 and RS-30-185 axles.

A 3 year/unlimited miles parts and 3 year labor rear brake warranty shall be provided as standard by ArvinMeritor Automotive. The warranty shall include bushings, seals, and cams.

Brake System

The vehicle shall be equipped with air-operated brakes and an anti-lock braking system (ABS). The brake system shall meet or exceed the design and performance requirements of the current Federal Motor Vehicle Safety Standard (FMVSS)-121, and the test requirements of the current NFPA 1901 Standard.

A dual-treadle brake valve shall correctly proportion the braking power between the front and rear systems. The air system shall be provided with a rapid pressure build-up feature, designed to meet current NFPA 1901 requirements, to allow the vehicle to begin its emergency response as quickly as possible.

A pressure-protection valve shall be installed to prevent use of the air horns or other air-operated devices should the air system pressure drop below 85 psi. This feature is designed to prevent inadvertent actuation of the emergency/parking brakes while the vehicle is in motion.

The braking system shall be provided with a minimum of three (3) air tank reservoirs for a total air system capacity of 5,214 cu. in. One (1) reservoir shall serve as the wet tank and a minimum of one (1) tank shall be supplied for each of the front and rear axles. The total system shall carry a sufficient volume of air to comply with FMVSS-121.

Tank Capacities in Cubic Inches:

Wet	Front	Rear	Total
1,738	1,738	1,738	5,214

Spring-actuated emergency/parking brakes shall be installed on the rear axle.

A Bendix-Westinghouse SR-1 valve, in conjunction with a double check valve system, shall provide automatic emergency brake application when the air brake system pressure falls below 40 psi in order to safely bring the vehicle to a stop in case of an accidental loss of braking system air pressure.

A four-channel Wabco ABS shall be provided to improve vehicle stability and control by reducing wheel lock-up during braking. This braking system shall be fitted to both front and rear axles. All electrical connections shall be environmentally-sealed for protection against water, weather, and vibration.

The system shall constantly monitor wheel behavior during braking. Sensors on each wheel transmit wheel speed data to an electronic processor, which shall detect approaching wheel lock-up and instantly modulate (or pump) the brake pressure up to five (5) times per second to prevent wheel lock-up. Each wheel shall be individually controlled. To improve field performance, the system shall be equipped with a dual-circuit design configured in a diagonal pattern. Should a malfunction occur in one circuit, that circuit shall revert to normal braking action. A warning light at the driver's instrument panel shall signal a malfunction.

The system shall also be configured to work in conjunction with all auxiliary engine, exhaust, or driveline brakes to prevent wheel lock-up.

To improve maintenance troubleshooting, provisions in the system for an optional diagnostic tester shall be provided. The system shall test itself each time the vehicle is started, and a dash-mounted light shall go out once the vehicle is moving above 4 MPH.

A 3 year/300,000 mile parts and labor Anti-Locking Braking System (ABS) warranty shall be provided as standard by Meritor Automotive.

Park Brake Release

One (1) Bendix-Westinghouse PP-5 parking brake control valve shall be supplied on the lower dash panel within easy reach of the driver.

Electronic Stability Control

The apparatus shall be equipped with a G4 4S4M Electronic Stability Control (ESC) system that combines the functions of Roll Stability Control (RSC) with the added capability of yaw - or rotational - sensing.

RSC focuses on the vehicle's center of gravity and the lateral acceleration limit or rollover threshold. When critical lateral acceleration thresholds are exceeded, RSC intervenes to regulate the vehicle's deceleration functions. The added feature of ESC is to automatically intervene to reduce the risk of the vehicle rotating while in a curve or taking evasive action, prevents drift out through selective braking, and controlling and reducing vehicle speed when lateral acceleration limits are about to be exceeded.

Intervention by the system occurs in three forms - engine, retarder and brake control. The ESC system uses several sensors to monitor the vehicle. These include a steering wheel angle sensor, lateral accelerometer, and yaw position sensor. ESC constantly monitors driving conditions and intervenes if critical lateral acceleration is detected or if the vehicle begins to spin due to low friction surfaces. The system provides control of engine and

retarder torque as well as automatically controlling individual wheels to counteract both over steer and under steer.

To further improve vehicle drive characteristics, the unit shall be fitted with Automatic Traction Control (ATC). This system shall control drive wheel slip during acceleration from a resting point. An extra solenoid valve shall be added to the ABS system. The system shall control the engine and brakes to improve acceleration slip resistance. The system shall have a dash mounted light that shall come on when ATC is controlling drive wheel slip.

3 year/300,000 miles parts and labor warranties for ESC, RSC, and ATC shall be provided as standard by Meritor Automotive.

AIR SYSTEM OPTIONS

Air Dryer

The chassis air system shall be equipped with a Bendix-Westinghouse AD-9 air dryer to remove moisture from the air in order to help prevent the air lines from freezing in cold weather and prolong the life of the braking system components.

Air Inlet

A 1/4" brass quick-release air inlet with a male connection shall be provided. The inlet shall allow a shoreline air hose to be connected to the vehicle, discharging air directly into the wet tank of the air brake system. It shall be located driver door jamb.

Heated Moisture Ejectors

All air reservoirs shall be equipped with a Bendix DV-2 automatic reservoir drain valve which shall automatically eject moisture and contaminants from the reservoirs. The moisture ejectors shall be heated.

Air Lines

Air brake lines shall be constructed of color coded nylon tubing routed in a manner to protect them from damage. Brass fittings shall be provided.

Air Horns

Dual Hadley e-tone air horns shall be provided, connected to the chassis air system. The horns shall be mounted through the front bumper. The front bumper shall have two (2) holes punched to accommodate the air horns. A pressure protection valve shall be installed to prevent the air brake system from being depleted of air pressure.

ENGINES & TRANSMISSIONS

Transmission Selector

A push-button transmission shift module, Allison model 29538373, shall be located to the right side of the steering column within easy reach of the driver. The shift position indicator shall be indirectly lit for after dark operation. The shift module shall have a "Do Not Shift" light and a "Service" indicator light. The shift module shall have means to enter a diagnostic mode and display diagnostic data including oil life monitor, filter life monitor, transmission health monitor and fluid level. A transmission temperature gauge with warning light and buzzer shall be installed on the cab instrument panel.

Transmission Fluid

The transmission fluid shall be TranSynd, Shell Spirax S6ATF A295, or equivalent synthetic.

Vehicle Speed

The maximum speed shall be electronic limited to 68 MPH as required by NFPA 1901.

Note: Maximum speed may be set at 65 MPH due to tire rating.

Engine/Transmission Package

Engine

The vehicle shall utilize a Cummins X12 engine as described below:

- 455 Horsepower
- Six (6) cylinder
- Variable Geometry Turbocharged
- Charge Air Cooled (CAC) 4-cycle diesel
- Cummins XPI high pressure fuel injection system
- Fuel cooler (air to liquid)
- 720 cu.in. (11.8 liter) displacement
- 455 gross BHP at 1900 RPM and a peak torque of 1700 lb.ft. at 1000 RPM with a governed RPM of 2000
- Bore and stroke shall be 5.2 x 5.67
- Engine lubrication system shall have a minimum capacity, to include filter, of 49 quarts
- Cooled Exhaust Gas Recirculation (EGR)
- Delco-Remy 39 MT-HD 12 volt starter
- 26 cubic foot per minute air compressor
- Single module after treatment system consisting of a oxidation catalyst and diesel particulate filter and selective catalyst reduction system
- Ember separator compliant with current NFPA 1901 standard

- Acumen telematics
- The engine shall be compliant with 2024 EPA Emission standards

The engine air intake shall draw air through the front cab grill. The intake opening shall be located on the officer (right) side behind front cab face with a plenum that directs air to the air filter. The air cleaner shall be an 11” diameter dry type that is easily accessed for service. Air cleaner intake piping shall be made from aluminized steel tubing with flexible rubber hoses. Air cleaner intake piping clamps shall be heavy-duty, constant-torque, T-bolt clamps to ensure proper sealing under all temperatures in order to keep dust and other contaminants out of the engine intake air stream and protect the engine.

The engine exhaust piping shall be a minimum of 4” diameter welded aluminized steel tubing. The muffler shall be mounted horizontally under the right-hand frame rail in back of the cab in order to minimize heat transmission to the cab and its occupants. The exhaust shall be directed away from the vehicle on the right side ahead of the rear wheels in order to keep exhaust fumes as far away as possible from the cab and pump operator position.

A 5-year/100,000 miles parts and labor warranty will be provided as standard by Cummins.

A copy of the Engine Installation Review stating the engine installation meets Cummins recommendations shall be provided as requested. The engine installation shall not require the operation of any type of ”power-down” feature to meet engine installation tests.

Transmission

The vehicle shall utilize an Allison EVS4000P, electronic, 5-speed automatic transmission.

A transmission oil temperature gauge with warning light and buzzer shall be installed on the cab instrument panel to warn the driver of high oil temperatures that may damage the transmission.

The transmission shall have a gross input torque rating of up to 1850 lb. ft. and a gross input power rating of up to 600 HP.

The gear ratios shall be as follows:

1 - 3.51

2 - 1.91

3 - 1.43

4 - 1.00

5 - .74

R - 4.80

The transmission shall be equipped with a fluid level sensor (FLS) system, providing direct feedback of transmission oil level information to the operator.

The transmission shall have a lubricant capacity of 51 quarts.

A water-to-oil transmission oil cooler shall be provided to ensure proper cooling of the transmission when the vehicle is stationary (no air flow).

The transmission shall contain two engine driven PTO openings located at the 1 and 8 o'clock positions. The automatic transmission shall be equipped with a power lock-up device. The transmission lock-up shall prevent down shifting of transmission when engine speed is decreased during pump operations, thereby maintaining a constant gear ratio. Transmission lock-up shall be automatically activated when placing pump in gear. Transmission lock-up shall be automatically deactivated when disengaging pump for normal road operation.

A 5-year/unlimited miles parts and labor warranty shall be provided as standard by Allison Transmission.

Automatic Shift to Neutral

The transmission shall be programmed to comply with NFPA 1901 and automatically shift to neutral upon application of the parking brake.

SECONDARY BRAKING

Jacobs Engine Brake

One (1) Jacobs engine brake shall be installed to assist in slowing and controlling the vehicle as required by NFPA 1901 for vehicles with gross vehicle weight ratings (GVWR) of 36,000 lbs. or greater. An on-off control switch and a high-medium-low selector switch shall be mounted in the cab accessible to the driver.

When activated, the Jacobs engine brake shall cut off the flow of fuel to the cylinders and alter the timing of the exhaust valves. This shall transform the engine into a high-pressure air compressor, driven by the wheels, and the horsepower absorbed by the engine in this mode shall slow the vehicle. The selector switch allows the driver to select the amount of retarding power.

When the on-off switch is in the "on" position, the engine brake shall be automatically applied whenever the accelerator is in the idle position and the automatic transmission is in the lock-up mode. If the accelerator is depressed or if the on-off switch is placed in the "off" position, the engine brake shall immediately release and allow the engine to return to its normal function.

The rear brake lights shall illuminate when the Jacobs engine brake is activated.

Transmission Programming

The transmission shall include the Allison 2nd gear Pre-Select feature. This option will direct the transmission to down shift to second gear when the throttle is released and the Jacobs engine brake (or Telma retarder wired to activate with release of throttle) is engaged. This feature is designed to increase brake life and aid vehicle braking.

COOLING PACKAGE

Engine Cooling Package

Radiator

The cooling system shall include an aluminum tube-and-fin radiator with a minimum of 1,408 total square inches of frontal area to ensure adequate cooling under all operating conditions. There shall be a drain valve in the bottom tank to allow the radiator to be serviced. A sight glass shall be included for quick fluid level assessment. The radiator shall be installed at the prescribed angle in order to achieve the maximum operational effectiveness. This shall be accomplished according to established work instructions and properly calibrated angle measurement equipment.

Silicone Hoses

All radiator and heater hoses shall be silicone. Pressure compensating band clamps shall be used to eliminate hose pinching on all hoses 3/4" diameter and larger. All radiator hoses shall be routed, loomed, and secured so as to provide maximum protection from chafing, crushing, or contact with other moving parts.

Coolant

The cooling system shall be filled with a 50/50 mixture of water and antifreeze/coolant conditioner to provide freezing protection to minus 40 (- 40) degrees F for operation in severe winter temperatures.

Coolant Recovery

There shall be a coolant overflow recovery system provided.

Charge Air Cooler System

The system shall include a charge air cooler to ensure adequate cooling of the turbocharged air for proper engine operation and maximum performance.

Charge Air Cooler Hoses

Charge air cooler hoses shall be made from high-temperature, wire-reinforced silicone to withstand the extremely high temperatures and pressures of the turbocharged air. The hoses shall incorporate a flexible hump section to allow motion and misalignment of the engine relative to the charge air cooler. Charge air cooler hose clamps shall be heavy-duty, constant-torque, T-bolt clamps to ensure proper sealing under all temperatures in order to keep dust and other contaminants out of the engine intake air stream and protect the engine.

Fan/Shroud

The fan shall be 30" in diameter with eleven (11) blades for maximum airflow and dynamic balance. It shall be made of nylon for strength and corrosion resistance. The fan shall be installed with grade 8 hardware which has been treated with thread locker for additional security. A fan shroud attached to the radiator shall be provided to prevent recirculation of engine compartment air around the fan in order to maximize the cooling airflow through the radiator. The fan shroud shall be constructed of fiber-reinforced high temperature plastic. The shroud shall be specifically formed with curved surfaces which improves air flow and cooling.

Transmission Cooler

The cooling system shall include a liquid-to-liquid transmission cooler capable of cooling the heat generated from the transmission. When a transmission retarder is selected, the cooler shall have an increased capacity to handle the additional heat load.

Engine Cooler

A water to water type heat exchanger shall be provided to lower the chassis engine water temperature during prolonged pumping operations.

The heat exchanger shall be installed in the engine coolant system in such a manner as to allow cool pump water to circulate around engine water, thus forming a true heat exchanger action. Cooler inlet and outlet shall be continuous, preventing intermixing of engine coolant and pump water.

FUEL SYSTEMS

Fuel System

One (1) 50 gallon fuel tank shall be provided. The tank shall be of an all-welded, aluminized-steel construction with anti-surge baffles and shall conform to all applicable Federal Highway Administration (FHWA) 393.65 and 393.67 standards. The tank shall be mounted below the frame rails at the rear of the chassis for maximum protection. The tank shall be secured with two (2) wrap-around T-bolt type stainless steel straps.

Each strap shall be fitted with protective rubber insulation and shall be secured with grade 8 hardware. This design allows for tank removal from below the chassis.

The fuel tank shall be equipped with a 2" diameter filler neck. The filler neck shall extend to the rear of the vehicle behind the rear tires and away from the heat of the exhaust system as required by NFPA 1901 Standard for Automotive Fire Apparatus. The open end of the filler neck shall be equipped with a twist-off filler cap with a retaining chain.

The tank shall be plumbed with top-draw and top-return fuel lines in order to protect the lines from road debris. Bottom-draw and/or bottom-return fuel lines are not acceptable. A vent shall be provided at the top of the tank. The vent shall be connected to the filler neck to prevent splash-back during fueling operations. A .50" NPT drain plug shall be provided at the bottom of the tank.

The tank shall have a minimum useable capacity of 50 gallons of fuel with a sufficient additional volume to allow for thermal expansion of the fuel without overflowing the vent.

A mechanical fuel pump shall be provided and sized by the engine manufacturer as part of the engine.

Fuel Shut-Off [Qty: 2]

A shut-off valve shall be supplied to prevent drain back of fuel into the main supply line during filter changes. The valve(s) shall be located: one (1) each side of fuel/water separator.

Fuel Line

All fuel lines shall be rubber.

Fuel/Water Separator

A Racor fuel/water separator shall be installed in place of the Cummins fuel/water separator with drain. The unit shall utilize a three-step separate process: centrifuge for primary contaminant separation, conical baffles for water coalescing, and a replaceable filter for final particulate removal. The separator shall have a bottom drain for removing contaminants, shall be heated and shall have a rated maximum flow of 3.16 GPM. A sensor with indicator light and audible alarm shall be provided for the Racor fuel/water separator. The indicator light shall be mounted in the cab visible to the driver with the unit located inside the frame rails (as applicable). The unit will alert the driver of high water content in the separator bowl.

ALTERNATOR

420 Amp Alternator

There shall be a 420 amp Leece Neville alternator installed as specified. The alternator shall be a Leece Neville brushless type with integral rectifier and adjustable voltage regulator with an output of 369 amps per NFPA 1901 rating (420 amps per SAE J56).

BATTERIES

Battery System

The manufacturer shall supply four (4) heavy duty Group 31 12-volt maintenance-free batteries. Each battery shall be installed and positioned so as to allow easy replacement of any single battery. Each battery shall be equipped with carrying handles to facilitate ease of removal and replacement. There shall be two (2) steel frame mounted battery boxes, one (1) on the left frame rail and one (1) on the right frame rail. Each battery box shall be secured to the frame rail with Grade 8 hardware. Each battery box shall hold (2) batteries. The batteries shall have a minimum combined rating of 4,000 (4 x 1000) cold cranking amps (CCA) @ 0 degrees Fahrenheit and 820 (4 x 205) minutes of reserve capacity for extended operation. The batteries shall have 3/8-16 threaded stud terminals to ensure tight cable connections. The battery stud terminals shall each be treated with concentrated industrial soft-seal after cable installation to promote corrosion prevention. The positive and negative battery stud terminals and the respective cables shall be clearly marked to ensure quick and mistake-proof identification.

Batteries shall be placed on non-corrosive rubber matting and secured with hold-down brackets to prevent movement, vibration, and road shock. The hold-down bracket J-hooks shall be cut to fit and shall have all sharp edges removed. The batteries shall be placed in plastic trays to provide preliminary containment should there be leakage of hazardous battery fluids. There shall be two (2) plastic trays, each containing (2) batteries. Each battery tray shall be equipped with a rubber vent hose to facilitate drainage. The rubber vent hose shall be routed to drain beneath the battery box. The batteries shall be positioned in well-ventilated areas.

One (1) positive and one (1) negative jumper stud shall be provided.

Batteries shall have a warranty of twelve (12) months that shall commence upon the date of delivery of the apparatus.

CHASSIS OPTIONS

Engine Fan Clutch

The engine shall be equipped with a thermostatically controlled engine cooling fan. The fan shall be belt driven and utilize a clutch to engage when the engine reaches a specified temperature.

When disengaged, the fan clutch shall allow for improved performance from optional floor heaters, reduced cab interior noise, increased acceleration and improved fuel economy.

The fan shall be equipped with a fail-safe engagement so that if the clutch fails the fan shall engage to prevent engine overheating.

Drivelines

Drivelines shall have a heavy duty metal tube and shall be equipped with Spicer 1810 series universal joints to allow full-transmitted torque to the axle(s). Drive shafts shall be axially straight, concentric with axis and dynamically balanced.

Front Tow Eyes

Two (2) 3/4" thick heavy duty steel tow eyes shall be securely attached to the chassis frame rails at the front of the apparatus. They shall be mounted down below the bumper / cab.

Tow eyes will be integral when used with a drop style frame extension.

Rear Tow Eyes

Two (2) heavy duty tow eyes made of 3/4" (0.75") thick steel having 2-1/2" diameter holes shall be mounted below the body at the rear of the vehicle to allow towing (not lifting) of the apparatus without damage. The tow eyes will be welded to the lower end of a 5" steel channel that is bolted at the end of the chassis frame rails. The tow eyes shall be painted chassis black.

On-Spot Tire Chains

The chassis shall be provided with On-Spot automatic tire chain system. The system shall include:

- An air cylinder containing one diaphragm, one return spring, one pushrod and a collapsible dust boot held in place with an Oetiker® style retainer to prevent foreign material from entering the air cylinder. The cylinder will be assembled with a two-piece cylinder clamp. The air cylinder will be cast aluminum and the lid will be threaded to receive a 90-degree DOT approved air fitting. The cylinder and lid must be anodized for corrosion resistance. Each cylinder will have 6 strengthening ribs. The cylinder wall thickness will be a minimum of 6mm.

- An extension rod and ball joint assembly that is fastened to the cylinder pushrod by means of a left hand thread. The ball joint must have a provision for greasings.
- A swing arm that is connected to the ball joint assembly with a nylock lock nut on one side and is fastened to the cylinder bracket at the pivot point. The arm will be supported by 2 greaseable arm bushings. The arm will be one-piece hardened alloy material that is formed in such a fashion that it allows the chainwheel to contact the vehicle tire at 3-1/2 to 4 inches off the ground.
- A chainwheel that is fastened to the arm with one 20mm bolt that is hardened to Metric Grade 8.8 along with a hardened lock nut. The bolt will also come with one chainwheel spacer for wheel height adjustment. The chainwheel will be 7-3/4 inches in diameter and will be constructed of a one-piece cast aluminum center hub that contains two maintenance-free sealed bearings. The circumference of the chainwheel will be rubber coated so that it may ride on the inside of the vehicle tire without causing any damage to the tire. There will be 6 lengths of chains approximately 13 inches long that will be welded to a single steel ring at 60-degree intervals. The steel ring will be bolted to the center hub with 6 Grade 8 cap screws and locknuts. Each length of chain will contain up to 10 twisted links that are square-cut to provide for maximum traction in forward and reverse. Each chainwheel will be delivered with a chainwheel helmet to protect the chainwheel bearing and casting.

A switch shall be provided in the cab for activation of the tire chains.

DEF Tank

A diesel exhaust fluid (DEF) tank with a five (5) gallon capacity shall be provided.

The DEF tank shall include a heater fed by hot water directly from the engine block to prevent the DEF from becoming too cool to operate correctly per EPA requirements. The tank shall include a temperature sensor to control the heater control valve that controls the feed of hot water from the engine to the DEF tank heater.

A sender shall be provided in the DEF tank connected to a level gauge on the cab dash.

The tank shall be located left side below rear of cab.

Power Steering Cooler

A heat exchanger (cooler) shall be installed to maintain desired power steering fluid temperature. The cooler shall be a model DH-073-1-1 with air / oil design rated at 6300 BTU/HR @10 GPM. The cooler shall be mounted in front of the radiator and plumbed with #10 lines.

Heater Hose Insulation

Insulation shall be installed on heater hose lines to help retain heat in cold climates. The tubular insulation shall be 1.875" diameter .375 wall closed cell foam installed on the hoses in the chassis and below the cab. Includes pump compartment and body heater(s) if applicable.

CAB MODEL

Cab Typhoon Long

The vehicle shall be distinguished by an all-welded aluminum and fully enclosed tilt cab. The cab shall be designed exclusively for fire/rescue service and shall be pre-engineered to ensure long life. It shall incorporate an integral welded substructure of high-strength aluminum alloy extrusions that creates an occupant compartment that is essentially a protective perimeter. The end result is a distinctive structure that is aesthetically appealing, functionally durable, and characterized by increased personnel safety.

The cab shall be constructed from 3/16" (0.188") 3003 H14 aluminum alloy plate roof, floor, and outer skins welded to a high-strength 6063-T6 aluminum alloy extruded subframe. Wall supports and roof bows are 6061 T6 aluminum alloy. This combination of a high-strength, welded aluminum inner structure surrounded on all sides by load-bearing, welded aluminum outer skins provides a cab that is strong, lightweight, corrosion-resistant, and durable.

The inner structure shall be designed to create an interlocking internal "roll-cage" effect by welding two (2) 3" x 3" x 0.188" wall-thickness 6063-T5 aluminum upright extrusions between the 3" x 3" x 0.375" wall-thickness 6061-T6 roof crossbeam and the 2.25" x 3" x 0.435" wall-thickness 6063-T6 subframe structure in the front. An additional two (2) aluminum upright extrusions within the back-of-cab structure shall be welded between the rear roof perimeter extrusion and the subframe structure in the rear to complete the interlocking framework. The four (4) upright extrusions -- two (2) in the front and two (2) in the rear -- shall be designed to effectively transmit roof loads downward into the subframe structure to help protect the occupant compartment from crushing in a serious accident. All joints shall be electrically seam welded internally using aluminum alloy welding wire.

The subframe structure shall be constructed from high-strength 6061-T6 aluminum extrusions welded together to provide a structural base for the cab. It shall include a side-to-side 3" x 1.5" .375 thick C-channel extrusion across the front, with 3/4" x 2-3/4" (.75" x 2.75") full-width crossmember tubes spaced at critical points between the front and rear of the cab.

The cab floor shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate welded to the subframe structure to give the cab additional strength and to help protect the occupants from penetration by road debris and under-ride collision impacts.

The cab roof shall be constructed from 3/16" (0.188") 3003 H14 aluminum treadplate supported by a grid of fore-aft and side-to-side aluminum extrusions to help protect the occupants from penetration by falling debris and downward-projecting objects. Molded fiberglass or other molded fiber-reinforced plastic roof materials are not acceptable.

The cab roof perimeter shall be constructed from 4" x 6-5/8" (4" x 6.625") 6063-T5 aluminum extrusions with integral drip rails. Cast aluminum corner joints shall be welded to the aluminum roof perimeter extrusions to ensure structural integrity. The roof perimeter shall be continuously welded to the cab roof plate to ensure a leak-free roof structure.

The cab rear skin shall be constructed from 3/16" (0.188") 3003 H14 aluminum plate. Structural extrusions shall be used to reinforce the rear wall.

The left-hand and right-hand cab side skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The skins shall be welded to structural aluminum extrusions at the top, bottom, and sides for additional reinforcement.

The cab front skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The upper portion shall form the windshield mask, and the lower portion shall form the cab front. Each front corner shall have a full 9" outer radius for strength and appearance. The left-hand and right-hand sides of the windshield mask shall be welded to the left-hand and right-hand front door frames, and the upper edge of the windshield mask shall be welded to the cab roof perimeter extrusion for reinforcement. The cab front shall be welded to the subframe C-channel extrusion below the line of the headlights to provide protection against frontal impact.

Cab Exterior

The exterior of the cab shall be 94" wide x 139.5" long to allow sufficient room in the occupant compartment for up to ten (10) fire fighters. The cab roof shall be approximately 101" above the ground with the flat roof option. The back-of-cab to front axle length shall be a minimum of 67.5".

Front axle fenderette trim shall be brushed aluminum for appearance and corrosion resistance. Bolt-in front wheel well liners shall be constructed of 3/16" (0.188") composite material to provide a maintenance-free, damage-resistant surface that helps protect the underside of the cab structure and components from stones and road debris.

A large stainless steel cooling air intake grille with an open area of no less than 81% shall be at the front of the cab.

The cab windshield shall be of a two-piece replaceable design for lowered cost of repair. The windshield shall be made from 1/4" (0.25") thick curved, laminated safety glass with a 75% light transmittance automotive tint. A combined minimum viewing area of 2,561-sq. in. shall be provided. Forward visibility to the ground for the average (50th percentile) male sitting in the driver's seat shall be no more than 11 feet 7 inches from the front of the cab to ensure good visibility in congested areas.

Windshield Wipers

Two (2) opposed radial style windshield wipers with two (2) separate electric motors shall be provided for positive operation. The wipers shall be tested beyond the minimum SAE requirement to a total of 3.3 million cycles. The wipers shall be a wet-arm type with a one (1) gallon washer fluid reservoir, an intermittent-wipe function, and an integral wash circuit. Wiper arm length shall be approximately 20", and the blade length approximately 21". Each arm shall have a 90 degree sweep for full coverage of the windshield. The wipers shall be synchronized so as to wipe each windshield simultaneously.

Cab Mounts and Cab Tilt System

The cab shall be independently mounted from the body and chassis to isolate the cab structure from stresses caused by chassis twisting and body movements. Mounting points shall consist of two (2) forward-pivoting points, one (1) on each side; two (2) intermediate rubber load-bearing cushions located midway along the length of the cab, one on each side; and two (2) combination rubber shock mounts and cab latches located at the rear of the cab, one (1) on each side.

An electric-over-hydraulic cab tilt system shall be provided to provide easy access to the engine. It shall consist of two (2) large-diameter, telescoping, hydraulic lift cylinders, one (1) on each side of the cab, with a frame-mounted electric-over-hydraulic pump for cylinder actuation.

Safety flow fuses (velocity fuses) shall be provided in the hydraulic lift cylinders to prevent the raised cab from suddenly dropping in case of a burst hydraulic hose or other hydraulic failure. The safety flow fuses shall operate when the cab is in any position, not just the fully raised position.

The hydraulic pump shall have a manual override system as a backup in the event of an electrical failure. Lift controls shall be located in a compartment to the rear of the cab on the right side of the apparatus. A parking brake interlock shall be provided as a safety feature to prevent the cab from being tilted unless the parking break is set.

The entire cab shall be tilted through a 42-45 degree arc to allow for easy maintenance of the engine, transmission and engine components. A positive-engagement safety latch shall be provided to lock the cab in the full tilt position to provide additional safety for personnel working under the raised cab.

In the lowered position, the cab shall be locked down by two (2) automatic, spring-loaded cab latches at the rear of the cab. A "cab ajar" indicator light shall be provided on the instrument panel to warn the driver when the cab is not completely locked into the lowered position.

Cab Interior

The interior of the cab shall be of the open design with an ergonomically-designed driver area that provides ready access to all controls as well as a clear view of critical instrumentation.

The engine cover between the driver and the officer shall be a low-rise contoured design to provide sufficient seating and elbow room for the driver and the officer. The engine cover shall blend in smoothly with the interior dash and flooring of the cab. An all-aluminum subframe shall be provided for the engine cover for strength. The overall height of the engine enclosure shall not exceed 23" from the floor at each side and 27" in the center section. The engine cover shall not exceed 41" in width at its widest point.

The rear portion of the forward engine cover shall be provided with a lift-up door to provide easy access for checking and filling engine oil, transmission fluid and power steering fluid without raising the cab (a separate access panel shall be provided for the power steering when equipped with an X12 or X15 engine).

The engine cover insulation shall consist of 1/2" closed cell elastomeric compound foam with aluminum foil faced fiberglass fabric manufactured to specifically fit the engine cover. All edges and seams shall be sealed using aluminum foil faced fiberglass tape. The insulation shall meet or exceed DOT standard FMVSS 302-1 and V-0 (UI subject 94 Test).

All cab floors shall be covered with a black rubber floor mat that provides an aggressive slip-resistant surface in accordance with current NFPA 1901.

The rear engine cover area shall be covered with molded 18 lb/cu. ft. (+/-0.5) flexible integral skinned polyurethane foam at a Durometer of 60 (+/- 5.0) per ASTM F1957-99. The cover shall be approximately .5" thick with a minimum skin thickness of 0.0625 inches. The cover shall be provided to reduce the transmission of noise and heat from the engine. The cover shall be black with a pebble grain finish for slip resistance.

A minimum of 57.25" of floor-to-ceiling height shall be provided in the front seating area of the cab and a minimum of 55.25" floor-to-ceiling height shall be provided in the rear seating area. A minimum of 36" of seated headroom at the "H" point shall be provided over each fenderwell.

The interior side to side dimensions shall be 87" from wall padding to wall padding and 89.5" from door to door.

The floor area in front of the front seat pedestals shall be no less than 24" side to side by up to 25" front to rear for the driver and no less than 24" side to side by up to 27" front to rear for the officer to provide adequate legroom.

Battery jumper studs shall be provided to allow jump-starting of the apparatus without having to tilt the cab.

All exposed interior metal surfaces shall be pretreated using a corrosion prevention system.

The interior of the cab shall be insulated to ensure the sound (dbA) level for the cab interior is within the limits stated in the current edition of NFPA 1901. The insulation shall consist of 2 oz. wadding and 1/4" (0.25") foam padding. The padding board shall be backed with 1/4" (0.25") thick reflective insulation. The backing shall be spun-woven polyester.

Interior cab padding shall consist of a rear cab headliner, a rear wall panel, and side panels between the front and rear cab doors.

The vehicle shall use a seven-position tilt and telescopic steering column to accommodate various size operators. An 18" padded steering wheel with a center horn button shall be provided.

The driver and officer seat risers shall be welded to the main cab floor structure. Depending on the make and model of the seats, a storage compartment with a hinged door shall be provided in the risers.

The lower front cab steps shall be a minimum of 11.5" deep x 24" wide. The lower rear cab steps shall be a minimum 16" deep x 21" wide. The first step at the front and rear cab doors shall be no more than 24.0" above the ground with standard tires in the unloaded condition per NFPA 1901 standards. The front and rear steps shall incorporate full width intermediate steps for easy access to the cab interior. The intermediate step at the front doors shall be approximately 6" deep (minimum). The intermediate step at the rear doors shall be approximately 10.75" deep (minimum). The step surfaces shall be aluminum diamond plate with a multi-directional, aggressive gripping surface incorporated into the aluminum diamond plate in accordance with current NFPA 1901.

A black grip handle shall be provided on the interior of each front door below the door window to ensure proper hand holds while entering and exiting the cab. An additional black grip handle shall be provided on the left and right side windshield post for additional handholds.

Cab Doors

Four (4) side-opening cab doors shall be provided. Doors shall be constructed of a 3/16" (0.188") aluminum plate outer material with an aluminum extruded inner framework to provide a structure that is as strong as the side skins.

Front cab door openings shall be approximately 36" wide x 72.5" high, and the rear cab door openings shall be approximately 33.75" wide x 72.5" high. The front doors shall open approximately 85 degrees, and the rear doors shall open approximately 80 degrees.

The doors shall be securely fastened to the doorframes with full-length, stainless steel piano hinges, with 3/8" (0.375") diameter pins for proper door alignment, long life, and corrosion resistance. Mounting hardware shall be treated with corrosion-resistant material prior to installation. For effective sealing, an extruded rubber gasket shall be provided around the entire perimeter of all doors.

The front door windows shall provide a minimum viewing area of 518 sq. in. each. The rear door windows shall provide a minimum viewing area of 554 sq. in. each. All windows shall have 75% light transmittance automotive safety tint.

The door handles on the exterior of the cab shall be a pull type with vertical orientation. The handles shall be made with corrosion free material and have a black finish. Each exterior door handle shall have an integral keyed lock.

Recessed paddle-style door latches shall be provided on the interiors of the doors. The latches shall be designed and installed to protect against accidental or inadvertent opening as required by NFPA 1901. The rear cab door handles shall have a vertical orientation making them easily accessible from forward or rearward outboard seating positions. Each cab door shall have a manually operated door lock actuated from the interior of each respective door.

Cab Controls

Cab controls shall be located on the driver side dashboard where they are clearly visible and easily reachable. Chassis operation switches shall be installed in removable panels for ease of service. The following gauges and/or controls shall be provided:

- Master battery / ignition switch (rocker with red guard) (diesel units only)
- Engine start switch (rocker) (diesel units only)
- Master power switch (rocker) (EV only)
- Run switch (rocker) (EV only)
- Marker light/headlight control switch (rocker)
- Panel light dimmer switch (rocker)
- Self-canceling turn signal control with indicators
- Windshield wiper switch with variable speed and washer controls (if not equipped with steering wheel switch pods)
- Parking brake control with red indicator light on dash

Controls and switches shall be identified as to their function by backlit wording adjacent to each switch, or indirect panel lighting adjacent to the controls.

Electrical System

The cab and chassis system shall have designated electrical distribution areas. All electrical components shall be located such that standard operations shall not interfere with or disrupt vehicle operation. An access cover shall be provided for maintenance access to the electrical distribution area. Circuit protection shall be provided by fuses, thermal reset breakers and / or solid state controls.

A 6 place, constantly hot, and 6 place ignition switched fuse panel and ground for customer-installed radios and chargers shall be provided at the electrical distribution area. Radio suppression shall be sufficient to allow radio equipment operation without interference.

All wiring shall be mounted in the chassis frame and protected from impact, abrasion, water, ice, and heat sources. The wiring shall be color-coded and functionally-labeled every 3" on the outer surface of the insulation for ease of identification and maintenance. The wiring harness shall conform to SAE 1127 with GXL temperature properties.

Any wiring connections exposed to the outside environment shall be weather-resistant. All harnesses shall be covered in a loom that is rated at 280 degrees F to protect the wiring against heat and abrasion.

Headlight Bezels

Four (4) dual rectangular chrome plated bezels shall be installed on the front of the cab, located two (2) each side of the grill. One set of the bezels shall be for headlights and the other for turn signals and / or warning lights.

Cab Crashworthiness Requirement

The apparatus cab shall meet and/or exceed relevant NFPA 1901 load and impact tests required for compliance certification with the following:

Side Impact Dynamic Pre-Load per SAE J2422 (Section 5).

Testing shall meet and/or exceed defined test using 13,000 ft-lbs of force as a requirement. The cab shall be subject to a side impact representing the force seen in a roll-over. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 13,776 ft-lbs of force **exceeding** testing requirements.

Quasi-static Roof Strength (proof loads) per SAE J2422 (Section 6) / ECE R29, Annex 3, paragraph 5.

Testing shall meet and/or exceed defined test using 22,046 lbs of mass as a requirement. Testing shall be completed using platen(s) distributed uniformly over all bearing members of the cab roof structure.

Cab testing shall be completed using 23,561 lbs of mass **exceeding** testing requirements. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and doors shall remain closed.

Additional cab testing shall be conducted using 117,336 lbs of mass **exceeding** testing requirements by **over five (5) times**. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and the doors shall remain closed.

Frontal Impact per SAE J2420.

Testing shall meet and/or exceed defined test using 32,549 ft-lbs of force as a requirement. The cab shall be subject to a frontal impact as defined by the standard. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 34,844 ft-lbs of force **exceeding** testing requirements.

Additional cab testing shall be conducted using 65,891 ft-lbs of force **exceeding** testing requirements by **over two (2) times**.

The cab shall meet all requirements to the above cab crash worthiness; **NO EXCEPTIONS**.

A copy of a certificate or letter verifying compliance to the above performance by an independent, licensed, professional engineer shall be provided upon request.

For any or all of the above tests, the cab manufacturer shall provide either photographs or video footage of the procedure upon request.

Seat Mounting Strength

The cab seat mounting surfaces shall be third party tested and in compliance with FMVSS 571.207.

Seat Belt Anchor Strength

The cab seat belt mounting points shall be third party tested and in compliance with FMVSS 571.210.

ISO Compliance

The manufacturer shall ensure that the construction of the apparatus cab shall be in conformance with the established ISO-compliant quality system. All written quality procedures and other procedures referenced within the pages of the manufacturer's Quality Manual, as well as all Work Instructions, Workmanship Standards, and Calibration Administration that directly or indirectly impacts this process shall be strictly adhered to. By virtue of its ISO compliance the manufacturer shall provide an apparatus cab that is built to exacting standards, meets the customer's expectations, and satisfies the customer's requirements.

CAB ROOF TYPE

Raised Roof

The rear portion of the cab roof shall be raised 12". This will provide at least 5` 7" standing room. The front of the vista hood shall be sloped at 45 degrees from the vertical. The slope shall begin slightly in front of the centerline of the front axle to leave room for warning lights and air conditioning in front of the vista. The main roof extrusion shall extend up into the vista to strengthen the roof perimeter. Windows shall be provided on front, side, and rear unless otherwise specified.

The rear door shall have an 85" vertical dimension for improved ingress/egress characteristics.

Raised Roof Front Windows

The front windows of the raised roof portion of the cab shall be deleted.

Raised Roof Side Windows

The side windows of the raised roof portion of the cab ahead of the rear doors shall be deleted.

Raised Roof Rear Windows

The rear windows of the raised roof portion of the cab shall be deleted.

CAB BADGE PACKAGE

Logo Package

The apparatus shall have manufacturer logos provided on the cab and body as applicable.

CAB DOOR OPTIONS

Rear Cab Door Position

The cab rear doors shall be moved to the rear of the wheel opening. This door placement facilitates easier entry and egress by reducing the rear facing seat protrusion into the door opening.

Rear door position to the 58" or (medium cab).

Cab Door Locks

The cab shall have 1250 keyed door locks provided on the exterior entry doors to secure the apparatus.

Cab Door Panels

The inner door panels shall be made from 1/8" (.125") aluminum plate painted multi-tone (to match cab interior paint) for increased durability. The cab door panels shall be split just below the handrail and incorporate an easily removable panel for access to the latching mechanism and window regulator for maintenance or service.

Cab Door Reflective Material

Individual reflective Red/Lemon Yellow material striping shall be provided approximately 12" high on the lower cab door panels. The stripes shall run from the top outer corner to the bottom inside corner of the lower door area, forming a "A" shape when viewed from the rear. The reflective material shall meet NFPA 1901 requirements.

Cab Door Locks

Each cab door shall have a manually operated door lock actuated from the interior of each respective door. Exterior of each cab door shall be provided with a keyed lock integrated with the cab door handle.

Cab Front Door Windows

Full roll-down windows shall be provided for the front cab doors with manually operated worm gear drive cable operation for positive operation and long life. Scissors or gear-and-sector drives are not acceptable.

Cab Rear Door Window(s)

Full roll-down window(s) shall be provided for the rear crew door(s) with manually operated worm gear drive cable operation for positive operation and long life. Scissors or gear-and-sector drives are not acceptable.

Cab Door Style

The cab doors shall be barrier style with exposed lower steps.

Door Handles

The door handles on the exterior of the cab shall be a pull type with vertical orientation. The handles shall have a chrome plated zinc die-cast base with corrosion free glass reinforced nylon pull handle with a black finish. The handles shall have clearance for a gloved hand.

Each exterior door handle shall have an integral keyed lock.

CAB STEP OPTIONS

Cab Steps

The lower cab steps shall extend 3.5" past the side of the cab to provide increased surface area.

MIRRORS

Cab Mirrors

Two (2) Velvac model 2010 heated, remote controlled, stainless steel mirrors shall be installed. The west coast style mirrors shall consist of a large 7" x 16" flat and 4" x 6" wide angle convex with stainless steel break-away mounts. The adjustment of the main sections of the mirror and the heater control shall be through switches accessible to the driver.

MISC EXTERIOR CAB OPTIONS

Cab Canopy Window

There shall be a fixed window provided between the front and rear doors on the driver's side of the cab.

Window dimensions shall be as follows:

- 44" C/A cab (short cab): 16"W x 24.5"H
- 58" - 80" C/A cab (medium - extended): 26.69"W x 24.5"H

Cab Canopy Window

There shall be a fixed window provided between the front and rear doors on the officer's side of the cab.

Window dimensions shall be as follows:

- 44" C/A cab (short cab): 16"W x 24.5"H
- 58" - 80" C/A cab (medium - extended): 26.69"W x 24.5"H

Front Mud Flaps

Black linear low density polyethylene (proprietary blend) mud flaps shall be installed on the rear of the cab front wheel wells. The design of the mud flaps shall have corrugated ridges to distribute water evenly.

Handrails

Cab door assist handrails shall consist of two (2) 1.25" diameter x 18" long 6063-T5 anodized aluminum tubes mounted directly behind the driver and officer door openings one each side of the cab. The handrails shall be machine extruded with integral ribbed surfaces to assure a good grip for personnel safety. Handrails shall be installed between chrome end stanchions and shall be positioned at least 2" from the mounting surface to allow a positive grip with a gloved hand.

Handrails

Cab door assist handrails shall consist of two (2) 1.25" diameter x 36" long 6063-T5 anodized aluminum tubes mounted directly behind the driver and officer rear door openings one each side of the cab. The handrails shall be machine extruded with integral ribbed surfaces to assure a good grip for personnel safety. Handrails shall be installed between chrome end stanchions and shall be positioned at least 2" from the mounting surface to allow a positive grip with a gloved hand.

Rear Cab Wall Construction

The rear cab wall shall be constructed using formed 3/16" aluminum smooth plate interlocking in aluminum extrusions. The smooth plate shall match the cab paint scheme.

Cab Wheel Well

The cab wheel well shall be increased in size to provide additional clearance for larger tires. The fender trim shall be adjustable in and out to better accommodate various wheel / tire offsets.

Receptacle Mounting Plate

A mounting plate shall be provided for the battery charger receptacle, battery charger indicator and if applicable the air inlet, etc. The plate shall be constructed of 14 gauge brushed finish stainless steel and be removable for service access to the receptacle(s) and indicator.

HVAC

Heat, Supplemental

A single 40,000 BTU water heater shall be supplied in the front area of the cab. The unit shall heat the lower section of the driver's and officer's footwell.

Dual 23,000 BTU water heaters with diamond plate covers shall be supplied in the rear of the cab to heat the rear cab lower section.

Dual climate control will be achieved via dual switches installed on a front instrument panel. On units with optional multiplex display climate control, the floor heaters shall be controlled through the HVAC screen in the display.

HVAC Control Location

Heating and air conditioning controls shall be located in the center dash area.

Air Conditioning

An overhead air-conditioner / heater system with a single radiator mounted condenser shall be supplied.

The unit shall be mounted to the cab interior headliner in a mid-cab position, away from all seating positions. The unit shall provide fourteen (14) comfort discharge louvers, eight (8) to the back area of the cab, six (6) to the front area of the cab including one (1) each side outboard in the forward overhead console. These louvers will be used for both AC and heated air delivery. Two (2) additional large front louvers shall be damper controlled to provide defogging and defrosting capabilities to the front windshield as necessary.

The unit shall consist of a high output evaporator coil and heater core with one (1) high output dual blower for front air delivery, and two (2) high performance single wheel blowers for rear air delivery. For improved corrosion resistance the evaporator shall have a hydrophilic blue fin coating.

The control panel shall actuate the air-distribution system using electric actuators. The control panel shall allow blended airflow to both the comfort air vents and defrost vents. Separate three-speed blower switches shall be provided to independently control air speed for the front and rear blowers.

The condenser shall be radiator mounted and have a minimum capacity of 65,000 BTUs and shall include a receiver drier.

Performance Data: (Unit only, no ducting or louvers)

- AC BTU: 55,000
- Heat BTU: 65,000
- CFM: 1300 @ 13.8V (All blowers)

The compressor shall be a ten-cylinder swash plate type Seltec model TM-31HD with a capacity of 19.1 cu. in. per revolution.

The system shall be capable of cooling the interior of the cab from 100 degrees ambient to 75 degrees or less with 50% relative humidity in 30 minutes or less.

SEATS

Cab Seats

All cab seats shall be Bostrom brand.

Seat, Rear Facing

One (1) Bostrom 400 Series tanker 450 SCBA high back SCBA storage seat shall be provided in the rear facing position over the driver side wheel well.

Features shall include:

- Removable "Store-All" side cushions.
- Auto-pivot and return headrest to open for improved exit with SCBA.
- 12.5" wide SCBA cavity to store leading SCBA Brands.
- Built in lumbar support.
- Replaceable seat, side and headrest cushions.

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

Seat, Rear Facing

One (1) Bostrom 400 Series tanker 450 SCBA high back SCBA storage seats shall be provided in the rear facing position over the officer side wheel well.

Features shall include:

- Removable "Store-All" side cushions.
- Auto-pivot and return headrest to open for improved exit with SCBA.
- 12.5" wide SCBA cavity to store leading SCBA Brands.
- Built in lumbar support.
- Replaceable seat, side and headrest cushions.

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

Seat Cover Material

All seats shall have Durawear seat cover material.

Seat Fabric Color

All seats shall be gray in color.

Seating Capacity Tag

A tag that is in view of the driver stating seating capacity of six (6) personnel shall be provided.

Seat, Rear Wall

Two (2) Bostrom SCBA backs and a two (2) person bench style seat with a single bottom cushion shall be mounted on an aluminum seat riser or the rear wall of the cab. Each side of the seat riser shall be angled, providing sufficient legroom when entering and exiting the cab.

Features shall include:

- Removable "Store-All" side cushions.
- Auto-pivot and return headrest to open for improved exit with SCBA.
- 12.5" wide SCBA cavity to store leading SCBA brands.
- Built-in lumbar support.
- Replaceable seat, side and headrest cushions.

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

Bostrom SecureAll Locking System

The H.O. Bostrom SecureAll™ SCBA Locking System shall be one bracket model and store all U.S. and international SCBA brands and sizes while in transit or for storage on fire trucks. The bracket shall be easily adjustable; all adjustment points shall utilize similar hardware and adjustments shall be made with one tool.

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

The SecureAll™ bracket shall fit in all H.O. Bostrom Tanker SCBA seats including ABTS and non-ABTS seats and all flip-up ABTS and non-ABTS seats. Additional seat depth shall not be required for proper bracket fit; changes to the shroud back shall not be required for proper mounting of the bracket.

The standard release handle shall be integrated into the seat cushion for quick and easy release and shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

The H.O. Bostrom SecureAll™ system meets NFPA 1901 standards and requirements of EN 1846-2.

The bracket(s) shall be located officer's seat, rear facing officer's side.

Seat, Driver

One (1) H. O. Bostrom Sierra air suspension seat with high back styling shall be supplied for the driver position.

Features shall include:

- Internally tethered Air-50 suspension assembly with weight, height and ride adjustment
- Fixed lumbar support
- 5" fore and aft adjustment
- Reclining seat back

The seating position shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

Seat, Officer

One (1) H. O. Bostrom 400 Series fixed SCBA seat shall be supplied for the officer's position.

Features shall include:

- Generation II styling
- 12.5" wide SCBA cavity to store leading SCBA brands
- Adjustable depth SCBA cavity
- Auto-pivot and return headrest to open for improved exit with SCBA
- Removable "Store-All" side cushions
- Built in lumbar support
- Replaceable seat, side and headrest cushions

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

MISC INTERIOR CAB OPTIONS

Cab Interior Padding Color

Cab interior padding to be gray color. Includes ceiling, side and rear walls as applicable.

Sun Visors

Padded sun visors shall be provided for the driver and officer matching the interior trim of the cab and shall be flush mounted into the underside of the overhead console.

Trim, Rear Engine Cover

The rear portion of the engine cover shall have an overlay of aluminum diamond plate installed to provide additional wear resistance.

Engine Cover

The engine cover shall blend in smoothly with the interior dash and flooring of the cab. The upper left and right sides shall have a sloped transition surface running front to rear providing increased space for the driver and officer.

The engine cover and engine service access door cover shall be molded 18 lb/cu. ft. (+/-0.5) flexible integral skinned polyurethane foam at a Durometer of 60 (+/- 5.0) per ASTM F1957-99. The cover shall be approximately .5" thick with a minimum skin thickness of 0.0625 inches. The cover shall be provided to reduce the transmission of noise and heat from the engine. The cover shall be black and feature a pebble grain finish for slip resistance.

Overhead Console

An overhead console shall be provided in the front of the cab for the driver and officer. The areas in front of the driver and officer shall be removable panels that can be used for switches and other electrical items. The entire overhead console shall be hinged for service access.

The center of the overhead console shall have a lowered area for mounting of up to three (3) electrical components like siren heads, directional bar controllers, etc.

The overhead console shall be constructed of aluminum smooth plate painted to match the cab interior. The console shall be installed using stainless steel fasteners.

Rear Engine Cover

The rear engine cover shall be provided with a reduced profile for increased legroom on the forward facing rear inboard seats.

Cab Dash - Low Profile Severe Duty

The driver side and center dash shall be constructed from cast aluminum for durability and long life.

The driver side cast aluminum dash shall enclose the instrument cluster.

The center dash area shall be a low profile design to provide optimal forward visibility. The driver and officer sides shall be angled for ergonomic access and designed for either a color display or switches. Access panels shall be provided on the top, front and officer side for easy service access.

The officer side dash shall be low profile and constructed from .125" smooth aluminum plate. A service access panel shall be provided in the top surface.

The driver, center and officer side dash shall be painted to match the cab interior.

The lower kick panels below the dash to be constructed from .125 aluminum plate painted to match the cab interior. The panels shall be removable to allow for servicing components that may be located behind the panels.

Cab Insulation Package

The cab shall be insulated to mitigate noise and ensure maximum cooling/heating capacity. The insulation package shall include 1" Polyester foam with Mylar facing for the front wall, rear wall, side walls, and ceiling, Reflectex (or equal) inside each cab door and 1" closed cell foam insulation below the front and rear facing seat risers.

CAB ELECTRICAL OPTIONS

Cab Dome Lights

A Weldon LED dome light assembly with one (1) white lens and one (1) red lens and plastic housing shall be installed. The white light activates with appropriate cab door and light assembly switch, the red light activates with light assembly mounted switch only.

There shall be two (2) mounted in the front of the cab, one (1) in the driver and one (1) in the officer ceiling.

There shall be two (2) mounted in the rear of the cab, one (1) in the driver side and one (1) in the officer side ceiling.

Auto-Eject Inlet Receptacle

The inlet receptacle shall be a Kussmaul 20 amp NEMA 5-20 Super Auto-Eject #091-55-20-120 with a cover. The Super Auto-Eject receptacle shall be completely sealed and have an automatic power line disconnect.

The receptacle shall be located outside driver's door next to handrail and the cover color shall be Yellow.

Horn Button Switch

A two (2) position rocker switch shall be installed in the cab accessible to the driver and properly labeled to enable operator to activate the OEM traffic horn or air horn from the steering wheel horn button.

ATC Override

An Automatic Traction Control (ATC) override switch shall be provided. The switch shall be located within reach of the driver and allow for momentary disabling of the ATC system due to mud or snow conditions.

English Dominant Gauge Cluster

The cab operational instruments shall be located in the dashboard on the driver side of the cab and shall be clearly visible. The gauges in this panel shall be English dominant and shall be the following:

- Speedometer with odometer
- Tachometer with integral hour meter
- Engine oil pressure gauge with warning light and buzzer
- Engine water temperature gauge with warning light and buzzer
- Fuel gauge with low fuel indicator light
- Voltmeter
- Air filter restriction indicator
- Transmission oil temperature gauge
- Two (2) air pressure gauges with a warning light and buzzer (front air and rear air)
- Cab ajar warning indicator

This panel shall be backlit for increased visibility during day and night time operations.

Headlights

The front of the cab shall have four (4) headlights. The headlights shall be mounted on the front of the cab in the lower position.

Cab Turn Signals

There shall be a pair of Federal Signal QuadraFlare model QL64Z-ARROW LED (Light Emitting Diode) turn signal light heads with populated arrow pattern and amber lens mounted upper headlight bezel and wired with weatherproof connectors.

12 Volt Outlet

A plug-in type receptacle for handheld spotlights, cell phones, chargers, etc. shall be installed driver side dash, officer side dash. The receptacle shall be wired battery hot.

Pre-Wire

The chassis shall be pre-wired for installation of tire chains. A lock-out/safety rocker style switch shall be installed for activation.

Battery Charger Location

The battery charger shall be located behind driver's seat.

Battery Charger

An E-ONE LPC 20 battery charger with remote mounted LED display shall be installed.

A fully automatic charging system shall be installed on the apparatus. The system shall have a 120 volt, 60 hertz, 7 amp AC input with an output of 20 amps 12 volts DC. The battery charging system shall be connected directly to the shoreline to ensure the batteries remain fully charged while the vehicle is in the fire station or firehouse.

The system shall include a remote charging status indicator panel. The panel shall consist of two (2) LED lights to provide a visual signal if battery voltage is good or drops below 11.5 volts. The microprocessor shall be continuously powered from the battery to provide the charge status.

DPF Regeneration Override

A momentary override switch shall be provided for the Diesel Particulate Filter (DPF) regeneration. The switch will inhibit the regeneration process until the switch is reset or the engine is shut down and restarted. The switch shall be located within reach of the driver.

LED Cab Headlights

Peterson LED headlights shall be provided in the low and high beam position of the head lamp assembly. When not equipped with separate daytime running lights, the low beam headlights shall activate with the release of the parking brake for additional vehicle conspicuity and safety.

Daytime Running Lights

A pair of TecNiq LED (Light Emitting Diode) daytime running lights with clear lenses shall be installed on the front of the cab. The strip type lights shall be 1.25" high x 15" long and be mounted in a polished cast aluminum housing between the quad bezels. The lights shall be programmed to switch off when the park brake is applied.

Cab Door Step Area Lighting

There shall be eight (8) clear TecNiq model D07 LED lights provided to illuminate the cab step well areas. Two (2) lights shall be located at each door area, one (1) above each step. The lights shall have polished stainless steel housings. The lights shall be activated by the cab door ajar circuit.

Cab Dual USB Charger Socket

A Kussmaul model 091-264-N, dual port outlet. Includes (1) USB-C and (1) USB-A NGR charger sockets for cell phones, chargers, etc. shall be installed driver side dash, officer side dash. The receptacle shall be wired battery hot.

USB Dual Port 091-264-N Specifications:

Input: 10 To 30 VDC (10 To 32 VDC Absolute Min./Max.)

Output: 4.8 to 5.2 VDC, 4.8 Amps Max

Indicator: Device Powered: Blue LED

BODY

Stainless Steel Body Construction

The compartment floors, front panels, vertical side sheets, rear walls, door openings, wheel wells, compartment panels, dividing walls, and reinforcements shall be constructed of 12 gauge 304L stainless steel material. The exterior of the body shall be prepared for job color paint finish.

To eliminate unnecessary seams and overlapping areas, the construction of all component panels shall feature brake-formed fabrication. Angle iron framing is not acceptable. Component panels shall be in single metal sections wherever possible.

The assembly of body component panels shall be with inert gas, continuous feed welders. Stick welding is not acceptable. The use of sheet metal fasteners in assembly of body components is unacceptable.

Structural supports shall be incorporated into the overall design to provide the necessary support for component panels and body modules.

The body shall be a free standing module supported only by the top of the frame rails using a transverse 3/16" thick 304L stainless steel structure assembly.

This structure shall be secured in a minimum of four (4) locations, using a double flex mount system and angle brackets bolted to both the body structural assembly and the sides of the chassis frame rails using Grade 8 fasteners. Mylar shall be used to isolate the structural assembly from the frame rails. A body substructure using carbon steel, outrigger arms or any other mounting method is not acceptable. This design is required to eliminate shift and stress on the body module and component panels.

Each compartment door opening shall have at least a double brake-formed door jamb. The brake formed door jamb is required for superior strength and body construction integrity. Doors that seal only at the exterior surface of the body or utilize only a single brake-formed door jamb are not acceptable.

The compartment floor construction shall permit easy cleaning with a true sweep-out design. The outer floor area, making up the compartment door jamb, shall incorporate a triple brake-formed construction for recessed door seal inboard of the exterior of the body. This shall be required to eliminate road splash and debris from entering the compartments at floor level. Angles, lips, or door moldings are not acceptable in the base of the door opening. There shall be a minimum of two (2) 3/8" drain holes in the compartment floors.

Each interior compartment seam shall be sealed with a silver silicone caulk. The rear walls of each compartment shall be provided with a bright stainless steel louvered vent.

BODY COMPT LEFT SIDE

Driver Side Body Compartments

Compartment L1, ahead of the rear wheels, shall be 48.0" wide x 90.0" high x 27.0" deep.

Compartment L2, above the rear wheels, shall be 60.0" wide x 58.8" high x 27.0" deep.

Compartment L3, behind the rear wheels, shall be 54.0" wide x 90.0" high x 27.0" deep.

BODY COMPT RIGHT SIDE

Officer Side Compartments

Compartment R1, ahead of the rear wheels, shall be 48.0" wide x 90.0" high x 27.0" deep in lower section and 14.0" deep in the upper section.

Compartment R2, above the rear wheels, shall be 60.0" wide x 58.8" high x 14.0" deep.

Compartment R3, behind the rear wheels, shall be 54.0" wide x 90.0" high x 27.0" deep in lower section and 14.0" deep in the upper section.

BODY COMPT REAR

Rear Panel Area

The entire rear panel of the body shall be covered using smooth FRP panels for application of the Chevron graphics. The rear panel area shall be of the flat back body design.

A 12" deep rear tailboard of 3/16" aluminum treadplate shall be provided full width of the body. The standing surface of the tailboard shall be provided with non-skid Bustin Tread welded inserts.

Grab rails shall be provided one each side on the rear of the body, and a horizontal grab rail shall be provided below the hose bed.

Rear Panel Compartment

Compartment B1, located centered ahead of the rear tailboard, shall be 46" wide x approximately 50" high x 32" deep. Solid walls shall be provided on both sides of the rear compartment. This compartment shall be of 12 gauge 304L stainless steel.

DOORS

Roll Up Compartment Door

A ROM brand roll up door with satin finish shall be provided on a compartment up to 45" tall. The door(s) shall be installed in the following location(s): L2, R2.

The Robinson door slats shall be double wall box frame and manufactured from anodized aluminum. The slats shall have interlocking end shoes on each slat. The slats shall have interlocking joints with a PVC/vinyl inner seal to prevent any metal to metal contact and inhibit moisture and dust penetration.

The track shall be anodized aluminum with a finishing flange incorporated to provide a finished look around the perimeter of the door without additional trim or caulking. The track shall have a replaceable side seal to prevent water and dust from entering the compartment.

The doors shall be counterbalanced for ease in operation. A full width latch bar shall be operable with one hand, even with heavy gloves. Securing method shall be a positive latch device.

A magnetic type switch integral to the door shall be supplied for door ajar indication and compartment light activation.

The door opening shall be reduced by 2" in width and approximately 8-9" in height depending on door height.

Roll Up Compartment Door

A ROM brand roll up door with satin finish shall be provided on a compartment greater than 45" tall. The door(s) shall be installed in the following location(s): L1, L3, R1, R3, B1.

The Robinson door slats shall be double wall box frame and manufactured from anodized aluminum. The slats shall have interlocking end shoes on each slat. The slats shall have interlocking joints with a PVC/vinyl inner seal to prevent any metal to metal contact and inhibit moisture and dust penetration.

The track shall be anodized aluminum with a finishing flange incorporated to provide a finished look around the perimeter of the door without additional trim or caulking. The track shall have a replaceable side seal to prevent water and dust from entering the compartment.

The doors shall be counterbalanced for ease in operation. A full width latch bar shall be operable with one hand, even with heavy gloves. Securing method shall be a positive latch device.

A magnetic type switch integral to the door shall be supplied for door ajar indication and compartment light activation.

The door opening shall be reduced by 2" in width and approximately 8-9" in height depending on door height.

Drip Pan

A ROM drip pan shall be supplied for each roll-up door. The drip pan shall be made from a high strength aluminum alloy. The splashguard and end caps shall be made from extruded and injection molded high-impact plastic. Drip pan location(s): L1, L2, L3, R1, R2, R3, B1.

SHELVES

Adjustable Shelf [Qty: 2]

There shall be TWO aluminum adjustable shelves provided for compartment L1.

The shelf shall be constructed of 3/16" (.187") smooth aluminum plate. The shelf shall have a minimum 2" front and rear lips to accommodate optional plastic interlocking compartment tile systems. For additional strength and reinforcement of the shelf a return break shall be provided on the outward lip. The adjustable shelf shall be capable of holding 250 lbs.

The shelf shall be sized, width and depth, to match the size and location in the compartment.

Adjustable Tracks

Tracks shall be provided in L1 for use with adjustable shelves and/or trays in deep non-transverse compartments. The tracks shall be vertically mounted and attached to the side and/or rear walls of the compartments.

Permanent Shelf

There shall be a non adjustable permanent mounted stainless steel shelves provided for compartment R1, R3. The shelf shall be at the offset within the compartment.

The shelf shall be constructed of 12ga stainless steel. The shelf shall have a minimum 2" front lip for added strength and reinforcement and to accommodate optional plastic interlocking compartment tile systems.

The shelf shall be capable of holding 250 lbs.

TRAYS / TOOLBOARDS

Roll-Out Tray

There shall be a floor mounted roll-out tray provided in compartment B1.

The roll-out tray shall be constructed of 3/16" (.187") smooth aluminum plate with a sanded finish and welded corners for increased strength and rigidity. The tray shall be sized in width and depth as applicable.

For greater tray accessibility, the drawer slides shall feature one hundred percent extension. The tray shall utilize a gas spring to secure the tray in the open or closed position.

The tray shall have a total capacity of 500 lbs.

TRAY - ROLL OUT / TILT DOWN

A Dealer installed, roll-out/tilt-down tray shall be floor mounted in compartment L2.

The tray shall be constructed of 3/16" (.187") smooth aluminum plate with welded corners for increased strength and rigidity. The tray shall be sized in width and depth as applicable.

An Innovative Industries SlideMaster (model MT) aluminum tip down frame and channel assembly shall be provided for the tray for the ease of operation and long service life. A IMS spring lock shall be provided to secure the tray in the stored position. The tray shall roll-out approximately 90% from the stored position and shall tip 30 degrees downward from horizontal.

The capacity rating of the tray, in the extended position, shall be 250 lb. uniformly distributed load.

Tool Board [Qty: 3]

Three (3) adjustable heavy duty roll-out aluminum tool board(s) shall be provided for compartment(s) L3.

The tool board shall be constructed of 3/16" (.187") smooth aluminum plate with double reinforcing lips on the front and rear vertical edges to increase the tool boards rigidity. The first (inward) break shall be approximately .75" and the second (outer) break shall be approximately 1.5". The tool board shall have a sanded finish and be sized in height and depth as applicable.

The tool board shall be mounted on drawer slides at the top and bottom that will permit the board to roll out of the compartment for easier access to tools and/or equipment. The slide mechanisms shall have ball bearings for ease of extension and retraction operation and dependable service. The tool board shall be mounted at top and bottom on adjustable tracking for ease of placement.

The capacity rating shall be 500 lb. maximum at full extension. A pneumatic shock shall be utilized to secure the tool board in the open or closed position.

Stainless Steel Hose Well

A 304L brushed stainless steel hose well shall be provided in the left side running board. The hose well shall be designed to store a minimum 15' length of soft suction hose. Duradek slatted fiberglass flooring shall be provided in the bottom of the hose well for superior drainage and ventilation of the hose. Hose well to hold 30' of 5" supply line.

Stainless Steel Hose Well

A 304L brushed stainless steel hose well shall be provided in the right side running board. The hose well shall be designed to store a minimum 15' length of soft suction hose. Duradek slatted fiberglass flooring shall be provided in the bottom of the hose well for superior drainage and ventilation of the hose. Hose well to hold 30' of 5" supply line.

COVERS

Hose Bed Cover

A cover constructed of Black 18 oz. PVC vinyl coated polyester shall be installed over the apparatus hose bed. The base fabric shall be 1000 x 1300 Denier Polyester with a fabric count of 20 x 20 square inch.

The front edge of the cover shall be mechanically attached to the body. The sides of the cover shall be held in place with heavy duty Velcro strips running the length of the hose bed. The rear of the cover shall have an integral flap that extends down to cover the rear of the hose bed. This flap shall be secured in place along the lower edge with flexible cord that fasten to steel hook(s) mounted to body to comply with the latest edition of NFPA 1901.

Vinyl Crosslay Cover

A cover constructed of Black 18 oz. PVC vinyl coated polyester shall be installed on the crosslay. The base fabric shall be 1000 x 1300 Denier Polyester with a fabric count of 20 x 20 per square inch.

The cover shall be held in place across the top of the body by chrome snaps. The sides of the cover shall have integral flaps that extend down to cover the sides of the crosslay. The side flaps shall be secured in place to comply with the latest edition of NFPA 1901.

Running Board Tray Securing Strap

A heavy duty black nylon strap with an stainless steel quick-release buckle shall be provided for the running board hose tray(s). The strap shall be attached to the inboard side of the tray as low as practical to allow cinching of strap for securing tray contents and shall not reduce the overall tray capacity.

Location: driver side running board, officer side running board.

PUMP MODULE

Pump Module Width

Pump module shall be 76" wide.

Lower Pump Module

A lower pump enclosure module shall be installed. The substructure shall be constructed entirely of 12 gauge 304L stainless steel using a break-formed design for the components. Transverse 3/16" thick 304L stainless steel break-formed cross members shall support the 12 gauge substructure and the exterior panels independently from the cab and rear body of the apparatus. The cross members shall be isolated from the frame rails using Mylar.

The pump module shall be 50" wide front to back, plus flex joints.

The pump enclosure shall be 76" wide side to side, plus running boards.

The pump enclosure shall be a free standing module supported only by the top of the frame rails, in a minimum of four places, and secured with angle brackets bolted to both the pump enclosure support cross rails and the side of the chassis frame rails. This design is required to eliminate shift and stress on the pump enclosure, pump panels and running boards. A pump enclosure constructed using carbon steel or any other mounting method is not acceptable.

Maximum size brushed stainless steel fully removable bolt-on access panels shall be installed on each side of the pump enclosure.

All side panels, instrument panels, and bezels shall be cut and de-burred to eliminate sharp edges. For best uniform appearance, all brushed finish on the stainless steel trim pieces shall run in the same horizontal direction.

Running Boards

Two (2) 3/16" non-skid aluminum treadplate running boards shall be bolted to the pump enclosure substructure. Running boards shall be a minimum of 12" deep. For increased slip resistance, the standing surface of the running boards shall be provided with Bustin Tread non-skid inserts.

Upper Pump Module

The upper pump enclosure area shall be built of 304L stainless steel with brushed stainless steel outer trim to blend with the lower module trim pieces.

Crosslay Preconnects

Three (3) preconnected crosslay compartments shall be provided at the rear of the upper pump module. The crosslay dividers shall be 1/4" thick smooth aluminum with DA finish.

There shall be a stainless steel floor which shall include holes for ventilation and cut-outs for the swivel elbows to allow preconnected hose to be deployed from both sides of the truck.

The (3) crosslays shall each accommodate up to 300' of double jacket preconnected hose in a double stack.

Storage Area

The remaining area above the enclosure shall be used for top open miscellaneous equipment storage. The floor in this area shall be non-skid aluminum treadplate.

PUMP PANELS

Side Mount Pump Panels

The driver and officer side pump panels shall be constructed of 14 gauge stainless steel. Each panel shall have the ability to be removed from the module for easier access and for maintenance in the pump area.

Control Panel Access

The gauge panel shall swing downward/forward for access to electrical connections on panel. Includes two (2) cable hold opens, and push button latches.

MISC PUMP PANEL OPTIONS

Pump Panel Tags

Color coded pump panel labels shall be supplied to be in accordance with NFPA 1901 compliance.

PUMP MODULE OPTIONS

Pump Compartment Heaters

Two (2) 24,000 BTU heaters shall be installed in the lower pump compartment area. The heaters shall be connected to the chassis engine coolant system. The heaters shall include manual shut-off valve, electric shut-off valves, 12 volt blowers and controls at the pump operator's panel.

Heat Pan

The pump compartment shall have a heat pan installed under the pump area. The heat pan shall be constructed of 1/8" (.125") smooth aluminum plate and shall be easily removable for fair weather operations.

The heat pan shall be four (4) sided with two (2) removable bottoms. The bottoms shall provide access to the lower area of the pump/pump compartment. The bottoms shall include butterfly latches to secure them in the closed position.

Module Logos

Logos with the OEM brand name shall be provided and shall be mounted one (1) each side on pump module/pre-connect panels. Logos shall be sized as applicable to available space on panel(s).

Air Horn Switch

A heavy duty weatherproof push-button switch shall be installed at the pump operator's panel to operate the air horns.

The switch shall be labeled "Evacuation Alert".

Location: driver side pump panel.

Flex Joint

The area between the pump modules and body shall include a rubber flex joint. Horizontal across top and along sides at flex joint(s).

WATER TANK

780 Gallon Water Tank

A 780 gallon (U.S.) "R" booster tank shall be supplied. The booster tank shall be of a pinned baffle design. The booster tank shall be completely removable without disturbing or dismounting the apparatus body structure.

The booster tank top, sides, and bottom shall be constructed of 1/2" (0.50") black UV-stabilized copolymer polypropylene. The copolymer polypropylene tank material shall be welded together utilizing thermoplastic welding technology. A clean hot air temperature controlled process, shall ensure that each weld reaches its plasticized state without cold or hot spots. The copolymer polypropylene material shall be used for its high strength and corrosion resistance for a prolonged tank life.

The booster tank shall have a fill tower with a rearward hinged lid. The fill tower shall be located in the forward area of the tank and shall assist with tank ventilation. The fill tower shall include a removable 1/4" (0.25") thick polypropylene screen.

The booster tank shall have two (2) tank plumbing openings. One (1) for a tank-to-pump suction line with an anti-swirl plate, and one (1) for a tank fill line. A 3" cleanout plug shall be provided at the bottom of the tank sump.

The booster tank shall include longitudinal and latitudinal baffles. The baffles shall be interlocking and thermo welded to the shell of the tank to minimize water surge during travel and provide enhanced road handling stability. The baffle design shall allow waterflow in accordance with NFPA during tank filling or pump operations.

A 2.5' length of black flex hose shall be installed to the bottom of the tank. This shall direct the draining of overflow water past the rear axle and fuel tank, thus reducing the possibility of freeze-up of these components in cold environments. This drain configuration shall also assure that rear axle tire traction shall not be affected when moving forward.

The booster tank shall undergo extensive testing prior to installation in the truck. The testing shall include an electronic spark and tank fill test after both the internal and external tank shell welds are completed.

A lifetime manufacture's limited warranty shall be included.

Tank capacity is 780 US gallon / 649 Imperial gallons / 2952 Liters.

TANK PLUMBING

Tank Fill 2 Akron Valve

One (1) 2" pump-to-tank fill line having a 2" manually operated full flow valve. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times. The fill line shall be controlled using a chrome handle with an integral tag.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Tank To Pump

One (1) manually operated 3" Akron valve shall be installed between the pump suction and the booster tank. Includes flex hose with stainless steel hose clamps for connection to the 4" tank sump outlet. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

A check valve shall be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

LADDER STORAGE / RACKS

Ladder Brand

The ladder brand capable of being carried on the unit shall be Duo-Safety.

Pike Pole

The pike pole(s) capable of being stored shall be the following length: (2) 10' pike poles.

Ladders

The length of ladders capable of being stored shall be the following: 24' 2-section, 14' roof ladder and 10' attic ladder w/shoes.

Storage Tunnel

A storage tunnel shall be provided, constructed of break formed .125" aluminum sheet, located behind the officer upper compartments. Includes a hinged rear access door (wired to door ajar) with a 2-point bent D-ring latch.

Tunnel shall be capable of holding: (1) 2-section ladder, (1) roof ladder, (1) attic ladder, (2) pike poles, and (2) 6" x 10' hard suction hoses, individually vertically stacked, with stops.

HANDRAILS / STEPS

Hose Bed Folding Steps

Innovative Controls dual lighted LED folding steps shall be positioned to the driver side rear of the body. The steps shall be NFPA compliant for access to the hose bed storage area and in step height and surface area. The steps shall be staggered stepped as applicable with tailboard depth, not applicable with recessed step mounting.

Innovative Controls dual lighted folding step with LED lights integral to the step on the top to provide NFPA requirements of 2 fc (20 lx) on the stepping surface. Folding step shall also have a LED light integral to the bottom of the step to meet NFPA requirements of a stepping surface up to 18" below the step. The folding step shall sustain a minimum static load of 500 lb with a 3 to 1 safety factor. The folding step shall also meet NFPA slip resistance qualifications. Corrosion resistance shall be demonstrated by a 1000 hr salt spray test with no visible signs of deterioration of the step body or hardware.

One (1) hand rail shall be installed (as applicable) in compliance with current NFPA. The hand rail shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

Intermediate Step

An 8" deep non-skid aluminum treadplate step with mitered corners shall be installed above the rear panel compartment door opening for ease of access to the upper body area. The step shall include a Bustin tread insert for increased traction and drainage. The width of the step shall be 38" when one rear discharge is selected or 31" when two rear discharges are selected.

Folding Steps [Qty: 5]

Innovative Controls dual lighted LED folding step(s) shall be located officer side front compartment face, driver side front compartment face. The folding step(s) shall meet current NFPA in step height and surface area.

Innovative Controls dual lighted LED folding step with LED lights integral to the step on the top to provide NFPA requirements of 2 fc (20 lx) on the stepping surface. Folding step shall also have a LED light integral to the bottom of the step to meet NFPA requirements of a stepping surface up to 18" below the step. The folding step shall sustain a minimum static load of 500 lb with a 3 to 1 safety factor. The folding step shall also meet NFPA slip resistance qualifications. Corrosion resistance shall be demonstrated by a 1000 hr salt spray test with no visible signs of deterioration of the step body or hardware.

One (1) hand rail shall be installed in compliance with current NFPA. The hand rail shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

MISC BODY OPTIONS

Mud Flaps

Black mud flaps with E-ONE logo shall be provided for the body wheel wells.

Hose Bed Divider [Qty: 3]

There shall be a hose bed divider provided the full fore-aft length of the hose bed.

The hose bed divider shall be constructed of 1/4" (0.25") smooth aluminum plate with an extruded aluminum base welded to the bottom. The rear end of the divider shall have a 3" radius corner to protect personnel. The divider shall be natural finish aluminum for long-lasting appearance and shall be sanded and de-burred to prevent damage to the hose.

The divider shall be adjustable from side to side in the hose bed to accommodate varying hose loads.

Hose Bed Divider Hand Hold

There shall be a hand hole cut-out(s) on the trailing edge of each hose bed divider. The cut-out(s) is specifically sized for use in adjusting of the hose bed divider.

Transverse Front of Hose Bed Storage Area

The front of the main hose bed shall be designed as required to provide a full width of hose bed transverse storage pocket for protected and concealed installation of equipment items such as a generator, etc. The purpose of this storage area is to separate the equipment items from the main hose load, yet allow ease of inspection and service of the stored accessories. This removable transverse divider shall be of 12 gauge 304L stainless steel with a machine sanded DA finish.

The selected hose bed dividers shall be located to the rear of the transverse divider, and attached to stainless steel Unistrut for easy side to side adjusting.

Fuel Fill

A recessed fuel fill shall be provided at the driver side rear wheel well area.

Stay Back 500 Feet Sign

Sign shall be 4" x 30" smooth aluminum plate. Rear facing portion of plate to be covered in white vinyl and shall have black reflective lettering that shall read `STAY BACK 500 FEET`. The sign shall be securely attached to the rear of the apparatus.

Rear Fender Panels

The construction of the wheel well assemblies shall be an integral part of the overall body design. Rear fender panels shall be formed of 12 gauge 304L stainless steel.

Mirror polished stainless steel fenderettes shall be installed at the outer panels and protrude a maximum of 3/4".

Black closed cell foam rubber shall be installed between the flare and outer wheel well panel. Mounting hardware shall not be visible on the exterior of the body.

Bolt-on 16 gauge 304L stainless steel wheel well liners shall be installed, unpainted. A minimum of 1/4" spacing shall be provided at the lower leading and trailing mounting areas for proper drainage and ventilation.

Hose Body Area

The overall body height shall be 94" from the bottom of the body to the top of the upper hose bed side sheets.

The upper hose body shall be 59" wide, constructed of the same 304L stainless steel material as the compartments and shall use welded construction.

Hose bed flooring shall be Duradek T3500 white fiberglass grating installed full length and full width of the hose bed for superior drainage and hose ventilation.

Body Rubrail Package

The main body of the apparatus shall have an extruded aluminum rubrail package installed below the lower side compartments and full width of the rear tailboard. Each rubrail shall include a white reflective surface.

SCBA BOTTLE STORAGE

SCBA Wheel Well Bottle Storage

The body wheel well area shall store up to seven (7) SCBA bottles- four (4) on the officer side and three (3) on the driver side. The bottles shall be secured in each storage area by a vertical hinged door which shall be secured in the closed position by a push button latch. The doors shall have a brushed stainless steel finish.

Each storage area shall provide individual storage of a bottle and shall not allow forward or rearward movement of the bottle. The bottle(s) shall be removable from the storage area without the bottle(s) coming into contact with any surface area of the wheel well (NO EXCEPTIONS).

SCBA Strap [Qty: 7]

Straps shall be provided in each exterior storage compartment to provide secondary means to hold each SCBA bottle in the compartment. The straps shall be constructed from 1" nylon webbing formed in a loop. The strap(s) shall be mounted to the storage compartment ceiling directly inside the door opening at each bottle location.

PUMPS

Pump Rating

The fire pump shall be rated at 1500 GPM.

Fire Pump System

The pump shall be a midship-mounted Hale QMAX single stage centrifugal pump. The pump shall be mounted on the chassis frame rails of commercial or custom truck chassis and have the capacity of 1,250 to 2,250 gallons per minute (U.S. GPM) NFPA 1901 rated performance, and shall be split-shaft driven from the truck transmission.

The entire pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 psi (207 MPa). All metal moving parts in contact with water shall be of high quality bronze or stainless steel. Pump body shall be horizontally split in two sections, for easy removal of impeller assembly including wear rings and bearings from beneath the pump without disturbing pump mounting or piping.

The pump impeller shall be hard, fine grain bronze of the mixed flow design and shall be individually ground and hand balanced. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wrap-around double labyrinth design for maximum efficiency.

The pump shaft shall be heat-treated, corrosion-resistant stainless steel and shall be rigidly supported by three (3) bearings for minimum deflection. The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure-balanced to exclude foreign material. The remaining bearings shall be heavy-duty, deep groove ball bearings in the gearbox and shall be splash-lubricated. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of the gearbox.

Two (2) 6" diameter suction ports with 6" NST male threads and removable screens shall be provided, one each side. The ports shall be mounted one (1) on each side of the midship pump and shall extend through the side pump panels. Inlets shall come equipped with long handle chrome caps.

Gearbox – G Gearbox

Pump gearbox shall be of sufficient size to withstand up to 16,000 lbs. ft. of drive through torque of the engine system. The drive unit shall be designed of ample capacity for lubrication reserve and to maintain the proper operating temperature. The gearbox drive shafts shall be of heat-treated chrome nickel steel and at least 2-3/4 inches in diameter, on both the input and output drive shafts. They shall withstand the full torque of the engine. All gears, both drive and pump, shall be of highest quality electric furnace chrome nickel steel. Bores shall be ground to size and teeth integrated and hardened, to give an extremely accurate gear for long life, smooth, quiet running, and higher load carrying capability.

An accurately cut spur design shall be provided to eliminate all possible end thrust. (No exceptions.) The pump ratio shall be selected by the apparatus manufacturer to give maximum performance with the engine and transmission selected. If the gearbox is equipped with a power shift, the shifting mechanism shall be a heat treated, hard anodized aluminum power cylinder, with stainless steel shaft. An in-cab control for rapid shift shall be provided that locks in road or pump. For automatic transmissions, three green warning lights shall be provided to indicate to the operator(s) when the pump has completed the shift from Road to Pump position. Two green lights to be located in the truck driving compartment and one green light on pump operators panel adjacent to the throttle control. For manual transmissions, one green warning light will be provided for the driving compartment. All lights to have appropriate identification/instruction plates.

Discharge Manifold

The pump system shall utilize a stainless steel discharge manifold system that allows a direct flow of water to discharge valves. The manifold and fabricated piping systems shall be constructed of a minimum of Schedule 10 stainless steel to reduce corrosion.

Pump Shift

The pump shift shall be pneumatically-controlled using a power shifting cylinder.

The power shift control valve shall be mounted in the cab and be labeled "PUMP SHIFT". The apparatus transmission shift control shall be furnished with a positive lever, preventing accidental shifting of the chassis transmission.

A green indicator light shall be located in the cab and be labeled "PUMP ENGAGED". The light shall not activate until the pump shift has completed its full travel into pump engagement position.

A second green indicator light shall be located in the cab and be labeled "OK TO PUMP". This light shall be energized when both the pump shift has been completed and the chassis automatic transmission has obtained converter lock-up (4th gear lock-up).

Test Ports

Two (2) test plugs shall be pump panel mounted for third party testing of vacuum and pressures of the pump.

Gearbox Cooler

A gearbox cooler shall be provided to maintain safe operating temperatures during prolonged pumping operations for pump rating 1500 GPM and over.

PUMP CERTIFICATION

Pump Certification

The pump, when dry, shall be capable of taking suction and discharging water in accordance with current NFPA 1901. The pump shall be tested at the manufacturer's facility by an independent, third-party testing service. The conditions of the pump test shall be as outlined in current NFPA 1901.

The tests shall include, at a minimum, the pump test, the pumping engine overload test, the pressure control system test, the priming device tests, the vacuum test, and the water tank to pump flow test as outlined in current NFPA 1901.

A piping hydrostatic test shall be performed as outlined in current NFPA 1901.

The pump shall deliver the percentage of rated capacities at pressures indicated below:

- 100% of rated capacity at 150 psi net pump pressure
- 100% of rated capacity at 165 psi net pump pressure
- 70% of rated capacity at 200 psi net pump pressure
- 50% of rated capacity at 250 psi net pump pressure

A test plate, installed at the pump panel, shall provide the rated discharges and pressures together with the speed of the engine as determined by the certification test, and the no-load governed speed of the engine.

A Certificate of Inspection certifying performance of the pump and all related components shall be provided at time of delivery. Additional certification documents shall include, but not limited to, Certificate of Hydrostatic Test, Electrical System Performance Test, Manufacturer's Record of Pumper Construction, and Certificate of Pump Performance from the pump manufacturer.

PUMP OPTIONS

Steamers, Flush+1

The pump 6" steamer intake(s) shall be mounted approximately 1" from the pump panel to back of cap when installed. The "Flush+1" dimension can vary + or - 1-1/4" or as practicable depending on the pump module width and options selected. (Example 72" or 76" modules.)

Location: driver's side, officer's side.

Zinc Anodes

The zinc anodes help prevent damage caused by galvanic corrosion within the fire pump.

The system provides a sacrificial metal which helps to diminish or prevent pump and pump shaft galvanic corrosion. One anode will be located on the suction side and one will be located on the discharge side of the pump.

Mechanical Pump Seal

The midship pump shall be equipped with a high quality, spring loaded, self-adjusting mechanical seal capable of providing a positive seal to atmosphere under all pumping conditions. This positive seal to atmosphere must be achievable under vacuum conditions up to 26 Hg (draft) or positive suction pressures up to 250 psi.

The mechanical seal assembly shall be 2 inches in diameter and consist of a carbon sealing ring, stainless steel coil spring, Viton rubber boot, and a tungsten carbide seat, with a Teflon back-up seal provided.

Only one mechanical seal shall be required, located on the first stage suction (inboard) side of the pump and be designed to be compatible with a one piece pump shaft (no exceptions). A continuous cooling flow of water from the pump shall be directed through the seal chamber when the pump is in operation.

Master Drain Valve

A manual master drain valve shall be installed on the pump panel. The master pump drain assembly shall consist of a Class 1 bronze master drain with a rubber disc seal. The master drain shall have a rubber seal to prevent water from running out on the running board.

The manual master drain valve shall have twelve (12) individual-sealed ports that allow quick and simultaneous draining of multiple intake and discharge lines. It shall be constructed of corrosion-resistant material and be capable of operating at a pressure of up to 600 PSI.

The master drain shall provide independent ports for low point drainage of the fire pump and auxiliary devices.

Pump Cooler

The pump shall have a 3/8" line installed from the pump discharge to the booster tank to allow a small amount of water to circulate through the pump casing in order to cool the pump during sustained periods of pump operation when water is not being discharged. The pump cooler line shall be controlled from the pump operator's panel by a Innovative Controls 1/4 turn valve with "T" handle. Each 1/4 turn handle grip shall feature built-in color-coding labels and a verbiage tag

Auxiliary Engine Cooler Control

The auxiliary engine cooler shall be controlled from the pump operator's panel by an Innovative Controls 1/4 turn valve with "T" handle. The 1/4 turn handle grip shall feature built-in color-coding label and a verbiage tag.

1/2" lines shall be installed from the pump discharge via the valve to the cooler and back to the pump intake to allow a small amount of water to circulate through the engine cooler.

Trident Primer

A Trident air operated priming system shall be installed. The unit shall be of all brass and stainless steel construction and designed for fire pumps of 1,250 GPM (4,600 LPM) or more. Due to corrosion exposure no aluminum or vanes shall be used in the primer design. The primer shall be three-barrel design with 3/4" NPT connection to the fire pump.

The primer shall be mounted above the pump impeller so that the priming line will automatically drain back to the pump. The primer shall also automatically drain when the panel control actuator is not in operation. The inlet side of the primer shall include a brass "wye" type strainer with removable stainless steel fine mesh strainer to prevent entry of debris into the primer body.

The system shall create vacuum by using air from the chassis air brake system through a two-barrel multi-stage internal "venturi nozzles" within the primer body. The noise level during operation of the primer shall not exceed 75 Db.

Air Flow Requirements

The primer shall require a minimum of 15.6 cubic foot per minute air compressor and shall be capable of meeting drafting requirements at high idle engine speed. The air supply shall be from a chassis supplied "protected" air storage tank with a pressure protection valve. The air supply line shall have a pressure protection valve set between 70 to 80 PSIG.

Primer Control

The primer control shall have a manually operated, panel mounted "push to prime" air valve. The valve shall direct air pressure from the air brake storage tank to the primer body. To prevent freezing, no water shall flow to and from the panel control.

Warranty

The primer shall be covered by a five (5) year parts warranty.

INTAKES

Left Intake 2.5 Akron Valve

One (1) 2-1/2" suction inlet with a manually operated 2-1/2" Akron valve shall be provided on the left side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The outlet of the valve shall be connected to the suction side of the pump with the valve body located behind the pump panel. The valve shall come equipped with a brass inlet strainer, 2-1/2" NST female chrome inlet swivel, and shall be equipped with a chrome plated rockerlug plug with a retainer device.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance, and decreased friction loss.

A 3/4" bleeder valve assembly will be installed on the left side pump panel.

Right Intake 2.5 Akron Valve

One (1) 2-1/2" gated suction inlet with a manual operated Akron valve shall be installed in the right side pump panel with the valve body behind the panel. The valve control shall be located at the intake and shall visually indicate the position of the valve at all times.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The outlet of the valve shall be connected to the suction side of the pump with the valve body located behind the pump panel. The valve shall come equipped with a brass inlet strainer, 2-1/2" NST female chrome inlet swivel and shall be equipped with a chrome plated rockerlug plug with a retainer device.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance, and decreased friction loss.

A 3/4" bleeder valve assembly will be installed on the right side pump panel.

INTAKE OPTIONS

Intake Pressure Relief

A18 Series - PRESSURE RELIEF VALVE - TFT's pressure relief valve is adjustable from 50 to 250 psi (3 to 14 bar) with easy to see 25 psi (2 bar) increments. The aluminum casting is plastic impregnated, hard coat anodized, and TFT powder coat finished inside and out for maximum corrosion protection. Works with Darley, Waterous, or Hale bolt hole patterns for direct use on pump flanges.

DISCHARGES AND PRECONNECTS

Front Jump Line 1.5 Akron Valve

One (1) 1-1/2" preconnect outlet with a manually operated Akron valve shall be supplied to the extended front bumper. The preconnect shall consist of a 2" heavy duty hose coming from the pump discharge manifold to a 2" FNPT x 1-1/2" MNST mechanical swivel hose connection to permit the use of the hose from either side of the apparatus.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

An air blow-out valve shall be installed between the chassis air reservoir and the front jump line. The control shall be installed on the pump operator's panel.

The discharge shall be supplied with a Class 1 automatic 3/4" drain valve assembly. The automatic drain shall have an all-brass body with stainless steel check assembly. The drain shall normally be open and automatically close when the pressure is greater than 6 psi.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Deck Gun 3" Discharge Akron Valve

One (1) 3" deck gun discharge outlet with a manually operated Akron valve and 3" stainless steel pipe shall be provided above the pump compartment.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve shall be equipped with a device that limits the opening and closing speeds to comply with the current edition of NFPA 1901.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Front Bumper Discharge Swivel, Brass In Tray

There shall be a brass swivel provided for the front bumper discharge located in hose tray center front bumper on lower back wall.

1.5 Single Crosslay Akron Valve [Qty: 3]

One (1) single crosslay discharge shall be provided at the front area of the body. The crosslay shall include one (1) 2" brass swivel with a 1-1/2" hose connection to permit the use of hose from either side of the apparatus.

The crosslay hose bed shall consist of a 2" heavy-duty hose coming from the pump discharge manifold to the 2" swivel. The hose shall be connected to a manually operated 2" Akron valve. The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: crosslay 1 & 2, crosslay 3.

Discharge Left Panel 2.5 Akron Droop

One (1) 2-1/2" discharge outlet with a manually operated Akron valve shall be provided at the left hand side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

The discharge shall extend out beyond the pump panel with a 30 degree downward angle with 2-1/2" NST threads to help prevent kinking of the discharge hose. The 30 degree chrome droop shall be an integral part of the discharge valve and shall be equipped with a chrome plated rocker lug cap with a retainer chain.

The discharge shall be supplied with a 3/4" bleeder valve assembly. The bleeder valve shall be installed to drain water from the gauge pressure line to prevent freezing of the line. The drain shall be controlled with a quarter-turn valve on the pump panel.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: left side discharge 1, left side discharge 2.

Discharge Right Panel 2.5 Akron Droop

One (1) 2-1/2" discharge outlet with a manually operated Akron valve shall be provided at the right side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball

feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

The discharge shall extend out beyond the pump panel with a 30 degree downward angle with chrome plated 2-1/2" NST threads to help prevent kinking of the discharge hose. The 30 degree chrome droop shall be an integral part of the discharge valve and shall be equipped with a chrome plated rocker lug cap with a retainer chain.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: right side discharge 2.

Left Rear 2.5" Discharge Akron Valve

One (1) 2-1/2" discharge outlet with a manually operated Akron valve shall be supplied to the left rear of the apparatus by a 2-1/2" stainless steel pipe.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: left rear discharge.

4in Discharge

One (1) 4" discharge outlet with a 3" manually operated Akron valve shall be provided at the right side pump panel. The discharge shall consist of a 3" valve connected with 30 degree droop to a 3" FNST x 4" MNST chrome adapter. The end of the discharge adapter shall be equipped with a chrome plated rockerlug cap with a retainer cable.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance.

The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: right side discharge 1.

Deck Gun Location

Deck gun piping shall be positioned centered in deck gun channel. This location shall allow for optimal operation of a deck gun monitor once installed.

DISCHARGE OPTIONS

Extend-A-Gun

A Task Force Tips 18" Extend-A-Gun piping shall be supplied for the deck gun discharge to allow for raising and lowering the deck gun monitor.

The Extend-A-Gun shall include a raised monitor sensor connected to the door ajar light.

Monitor, Dealer Installed

Dealer/Customer installed monitor, nozzle and/or tips, make and model as specified.

Auto Drain Valve

The specified discharge shall be supplied with a Class 1 automatic 3/4" drain valve assembly.

The automatic drain shall have an all-brass body with stainless steel check assembly. The drain shall normally be open and automatically close when the pressure is greater than 6 psi.

For: deck gun.

IC Push/Pull Control

The apparatus pump panel shall be equipped with Innovative Controls Side Mount Valve Controls. The ergonomically designed ¼ turn push-pull T-handle shall be chrome-plated zinc with recessed labels for color-coding and verbiage. An anodized aluminum control rod and housing shall, together with a stainless spring steel locking mechanism, eliminate valve drift. Teflon impregnated bronze bushings in both ends of the rod housing shall minimize rod deflection, never need lubrication, and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated zinc panel-mounting bezel with areas for color-coding and/or FOAM and CAFS identification labels.

Bleeder Drain Valve [Qty: 10]

The bleeder/drain valves shall be Innovative Controls ¾" ball brass drain valves with chrome-plated lift lever handles and ergonomic grips. Each lift handle grip shall feature built-in color-coding labels and a verbiage tag identifying each valve, also supplied by Innovative Controls. The color labels shall also include valve open and close verbiage.

Discharge/Intake Bezel

Innovative Controls intake and/or discharge swing handle bezels shall be installed to the apparatus with mounting bolts. These bezel assemblies will be used to identify intake and/or discharge ports with color and verbiage. These bezels are designed and manufactured to withstand the specified apparatus service environment and shall be backed by a warranty equal to that of the exterior paint and finish. The specified assemblies feature a chrome-plated panel-mount bezel with durable UV resistant polycarbonate inserts. These UV resistant polycarbonate graphic inserts shall be sub-surface screen printed to eliminate the possibility of wear and protect the inks from fading. All insert labels shall be backed with 3M permanent adhesive (200MP), which meets UL969 and NFPA standards.

PRESSURE GOVERNORS

Pump Pressure Governor

The apparatus shall be equipped with a Class 1 "TOTAL PRESSURE GOVERNOR" (TPG) Integrated pump control system. The TPG shall have a weatherproof color display. The TPG will operate as an engine/pump pressure governor/throttle system that is connected directly to the Electronic Control Module (ECM) mounted on the engine. The TPG is to operate as a pressure sensor (regulating) governor (PSG).

The TPG shall display engine RPM, oil pressure, engine temperature and voltage along with providing critical warnings. The warning levels for oil pressure, high engine temperature, low voltage and high voltage shall be independently programmable.

GAUGES

GAUGE IC SL PLUS LED WATER TANK LEVEL

An Innovative Controls SL Plus Tank Level Monitor System shall be installed. The system shall include [1] electronic display module(s), a stainless steel pressure transducer sender unit, and the necessary wiring with water-tight plug terminations that do not require sealing grease.

The master display module shall show the tank level using 16 super-bright easy-to-see LEDs. Tank level indication shall be achieved by the appropriate illumination of 4 horizontal rows of LEDs, with 4 LEDs per row. Full and near-full levels shall be indicated with the illumination of all 4 rows of LEDs, including the illumination of the top row of 4 green LEDs. Tank levels between $\frac{1}{2}$ and $\frac{3}{4}$ full shall be indicated with the illumination of the bottom 3 rows of LEDs, including the illumination of the top row of 4 blue LEDs. Tank levels between $\frac{1}{4}$ and $\frac{1}{2}$ full shall be indicated with the illumination of the bottom 2 rows of LEDs, including the illumination of the top row of 4 amber LEDs. Tank levels between $\frac{1}{4}$ full and near empty shall be indicated with the illumination of the bottom row of 4 red LEDs only. Tank levels between near empty and empty shall be indicated by flashing the bottom row of 4 red LEDs.

The master display shall have a backlit area above at the top with illuminated [water icon / foam icon / foam A icon / foam B icon / WATER LEVEL text / FOAM LEVEL text / FOAM A text / FOAM B text] and a backlit area at the bottom with illuminated [tank capacity / IC logo / OEM logo].

A wide-angle polycarbonate diffusion lens in front of the LEDs shall produce a 180° viewing angle. The electronic display module shall be waterproof and shock resistant being encapsulated in a urethane-based potting compound. The potted display electronics shall be integral to a chrome-plated panel-mount reflector that is secured to the apparatus panel with 4 screws installed from the inside of the panel or optional decorative bezel, through the reflector, and into 4 threaded inserts in the outer diffusion lens.

Pressure Gauge [Qty: 10]

Innovative Controls TC Series 2.5" (63MM) pressure gauge(s) shall be provided. Each gauge shall have a glass-filled nylon case, a clear scratch-resistant lens, and a highly-polished stainless steel bezel.

The gauges shall be installed into decorative chrome-plated mounting bezels that incorporate valve-identifying verbiage and/or color labels.

The gauge shall be fully-filled with a synthetic mixture to dampen shock and vibration, lubricate the internal mechanisms, prevent lens condensation and ensure proper operation from -40°F to +160°F.

Each gauge shall exceed (NFPA 1901 16.12.3.7) ASME B40.100 Grade B requirements (3% 2% 3%) with an accuracy of +/- 1.5% full scale and include an internal thermal expansion bladder that allows the gauge fill to expand in high temperature environments.

The gauges shall also include a KEM-X Socket Saver diaphragm in the stem to eliminate freeze-up and contain a low temperature instrument oil that fills and protects the socket and bourdon tube.

The gauges shall display a range specified with enhanced black markings on a white dial.

Pressure Gauge

Innovative Controls TC Series 4" (100MM) Master pressure gauges with dual bezel shall be provided. Includes test ports and alarm.

Each gauge shall have a glass-filled nylon case, a clear scratch-resistant lens, and a highly-polished stainless steel bezel.

The gauges shall be installed into decorative chrome-plated mounting bezels that incorporate valve-identifying verbiage and/or color labels.

The gauge shall be fully-filled with a synthetic mixture to dampen shock and vibration, lubricate the internal mechanisms, prevent lens condensation and ensure proper operation from -40°F to +160°F.

Each gauge shall exceed (NFPA 1901 16.12.3.7) ASME B40.100 Grade B requirements (3% 2% 3%) with an accuracy of +/- 1.5% full scale and include an internal thermal expansion bladder that allows the gauge fill to expand in high temperature environments.

The gauges shall also include a KEM-X Socket Saver diaphragm in the stem to eliminate freeze-up and contain a low temperature instrument oil that fills and protects the socket and bourdon tube.

The gauges shall display a range specified with enhanced black markings on a white dial.

Pressure Gauge

Pump panel pressure gauges shall be 0-400 / Master Intake gauge shall be 30-0-400.

ELECTRICAL SYSTEMS

Multiplex Electrical System

Electrical System

The apparatus shall incorporate a Weldon V-MUX multiplex 12 volt electrical system. The system shall have the capability of delivering multiple signals via a CAN bus. The electrical system installed by the apparatus manufacturer shall conform to current SAE standards, the latest FMVSS standards, and the requirements of the applicable NFPA 1901 standards.

The electrical system shall be pre-wired for optional computer modem accessibility to allow service personnel to easily plug in a modem to allow remote diagnostics.

The electrical circuits shall be provided with low voltage over-current protective devices. Such devices shall be accessible and located in required terminal connection locations or weather-resistant enclosures. The over-current protection shall be suitable for electrical equipment and shall be automatic reset type and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. The system shall have electro-magnetic interference suppression provided as required in applicable SAE standards.

Any electrical junction or terminal boxes shall be weather-resistant and located away from water spray conditions.

Multiplex System

For superior system integrity, the networked multiplex system shall meet the following minimum component requirements:

- The network system must be Peer to Peer technology based on RS485 protocol. No one module shall hold the programming for other modules. One or two modules on a network referred to as Peer to Peer, while the rest of the network consists of a one master and several slaves is not considered Peer to Peer for this application.
- Modules shall be IP67 rated to handle the extreme operating environment found in the fire service industry.
- All modules shall be solid state circuitry utilizing MOS-FET technology and utilize Deutsch series input/output connectors.
- Each module that controls a device shall hold its own configuration program.
- Each module should be able to function as a standalone module. No "add-on" module will be acceptable to achieve this form of operation.
- Load shedding power management (8 levels).
- Switch input capability for chassis functions.
- Responsible for lighting device activation.
- Self-contained diagnostic indicators.
- Wire harness needed to interface electrical devices with multiplex modules.

- The grounds from each device should return to main ground trunk in each sub harness by the use of ultrasonic splices.

Wiring

All harnessing, wiring and connectors shall be manufactured to the following standards/guidelines. No exceptions.

- NFPA 1901-Standard for Automotive Fire Apparatus
- SAE J1127 and J1127
- IPC/WHMA-A-620 – Requirements and Acceptance for Cable and Wire Harness Assemblies. (Class 3 – High Performance Electronic Products)

All wiring shall be copper or copper alloys of a gauge rated to carry 125 of the maximum current for which the circuit is protected. Insulated wire and cable 8 gauge and smaller shall be SXL, GXL, or TXL per SAE J1128. Conductors 6 gauge and larger shall be SXL or SGT per SAE J1127.

All wiring shall be colored coded and imprinted with the circuits function. Minimum height of imprinted characters shall not be less than .082” plus or minus .01”. The imprinted characters shall repeat at a distance not greater than 3”.

A coil of wire shall be provided behind electrical appliances to allow them to be pulled away from mounting area for inspection and service work.

Wiring Protection

The overall covering of the conductors shall be loom or braid.

Braid style wiring covers shall be constructed using a woven PVC-coated nylon multifilament braiding yarn. The yarn shall have a diameter of no less than .04” and a tensile strength of 22 lbs. The yarn shall have a service temperature rating of -65 F to 194 F. The braid shall consist of 24 strands of yarn with 21 black and 3 yellow. The yellow shall be oriented the same and be next to each other.

Wiring loom shall be flame retardant black nylon. The loom shall have a service temperature of -40 F to 300 F and be secured to the wire bundle with adhesive-backed vinyl tape.

Wiring Connectors

All connectors shall be Deutsch series unless a different series of connector is needed to mate to a supplier's component.

The connectors and terminals shall be assembled per the connector/terminal manufacturer's specification. Crimble/Solderless terminals shall be acceptable. Heat shrink style shall be utilized unless used within the confines of the cab.

Fast Idle System

A fast idle system shall be provided and controlled by a switch accessible by the driver. The system shall increase engine idle speed to a preset RPM for increased alternator output.

NFPA Required Testing of Electrical System

The apparatus shall be electrical tested upon completion of the vehicle and prior to delivery. The electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of NFPA 1901. The following minimum testing shall be completed by the apparatus manufacturer:

1. Reserve capacity test:

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged. The engine shall be shut off and the minimum continuous electrical load shall be activated for ten (10) minutes. All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test fail.

2. Alternator performance test at idle:

The minimum continuous electrical load shall be activated with the engine running at idle speed. The engine temperature shall be stabilized at normal operating temperature. The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

3. Alternator performance test at full load:

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two (2) hours. Activation of the load management system shall be permitted during this test. However, an alarm sounded by excessive battery discharge, as detected by the system required in NFPA 1901 Standard, or a system voltage of less than 11.7 volts DC for a 12 volt nominal system, for more than 120 seconds, shall be considered a test failure.

4. Low voltage alarm test:

Following the completion of the above tests, the engine shall be shut off. The total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates.

The battery voltage shall be measured at the battery terminals. With the load still applied, a reading of less than 11.7 volts DC for a 12 volt nominal system shall be considered a test failure.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

NFPA Required Documentation

The following documentation shall be provided on delivery of the apparatus:

- A. Documentation of the electrical system performance tests required above.
- B. A written load analysis, including:
 - a. The nameplate rating of the alternator.
 - b. The alternator rating under the conditions.
 - c. Each specified component load.
 - d. Individual intermittent loads.

Vehicle Data Recorder

A vehicle data recorder system shall be provided to comply with the 2009 and 2016 editions of NFPA 1901. The following data shall be monitored:

- Vehicle speed MPH
- Acceleration (from speedometer) MPH/Sec.
- Deceleration (from speedometer) MPH/Sec.
- Engine speed RPM
- Engine throttle position % of full throttle
- ABS Event On/Off
- Seat occupied status Occupied Yes/No by position
- Seat belt status Buckled Yes/No by position
- Master Optical Warning Device Switch On/Off
- Time: 24 hour time
- Date: Year/Month/Day

Occupant Detection System

There shall be a visual and audible warning system installed in the cab that indicates the occupant buckle status of all cab seating positions that are designed to be occupied during vehicle movement.

The audible warning shall activate when the vehicle's park brake is released and a seat position is not in a valid state. A valid state is defined as a seat that is unoccupied and the seat belt is unbuckled, or one that has the seat belt buckled after the seat has been occupied.

The visual warning shall consist of a graphical representation of each cab seat in the multiplex display screen that will continuously indicate the validity of each seat position.

The system shall include a seat sensor and safety belt latch switch for each cab seating position, audible alarm and braided wiring harness.

Multiplex Display

The V-MUX multiplex electrical system shall include a Vista IV color display.

The display shall have the following features:

- Aspect ratio of 16:9 (Wide Screen)
- Diagonal measurement of no less than 7"
- Master warning switch
- Engine high idle switch
- Five (5) tactile switches to access secondary menus
- Eight (8) multi-function programmable tactile switches
- Specific door ajar indication
- Real time clock
- Provides access to the multiplex system diagnostics
- Video capability for optional back-up camera(s) and GPS display

The display shall be located driver's side engine cover.

Electrical Connection Protection

The vehicle electrical system shall be made more robust by the application of a corrosion inhibiting spray coating on all exposed electrical connections on the chassis and body. If equipped with an aerial device, the exposed connections on the aerial components shall also be protected.

The coating shall use nanotechnology to penetrate at the molecular level into uneven surfaces to create a protective water repellent film. The coating shall protect electrical connections against the environmental conditions apparatus are commonly exposed to.

LIGHT BARS

Light Bar Mount

One (1) pair of Whelen 1.5" tall (model MKEZ7) mounts shall be provided on the front light bar.

Front Light Bar Color(s)

The front light bar shall be provided with the following color LED modules: Red/White with clear lenses

If applicable, includes side facing light bars when colors are the same.

Light Bar

A Whelen Freedom IV Series 72" LED light bar model F4X7 with eight (8) LED modules shall be provided; two (2) front corner mounted LED modules, four (4) forward facing LED modules and two (2) side facing LED modules (with front vista windows) or two (2) rear corner LED modules (without front vista windows).

No rear facing LEDs.

The light bars shall have clear lenses.

The white LEDs (if equipped) shall be switched off in blocking right of way mode.

The light bar shall be installed centered on the front cab roof.

WARNING LIGHTS

Hazard (Door Ajar) Light

There shall be a 2" red LED hazard light installed as specified.

The light shall be located center overhead.

Warning Lights

Two (2) Whelen ION-T Series model TLI Super LED light heads shall be provided. The lights shall be RED with CLEAR lenses, RED with CLEAR lenses, RED with CLEAR lenses. The lights shall include chrome flanges where applicable.

Location: (1) each side NFPA/ULC required lower zone midship side facing, (1) each side NFPA/ULC required lower zone rear side facing, (1) each side NFPA/ULC required lower zone rear facing.

Warning Lights

Two (2) Whelen 600 series Super LED light heads shall be provided. The lights shall be RED with RED lenses, RED with RED lenses, (1) Red, (1) Blue with colored lenses. The rectangular lights shall include chrome flanges where applicable.

Location: (1) each side NFPA/ULC required lower zone front facing, (1) each side NFPA/ULC required lower zone forward side facing, (1) each side above tail lights.

Warning Lights

Two (2) Whelen 900 series Super LED light heads shall be provided. The lights shall be RED with RED lenses, RED with RED lenses, RED with RED lenses. The rectangular lights shall include chrome flanges where applicable.

Location: (1) each side of body rear facing up high, (1) each side of body side facing upper forward, (1) each side of body side facing upper rearward.

SIRENS

Electronic Siren

A Federal PA300 siren model 690010 solid state electronic siren with attached noise-canceling microphone shall be installed. The unit shall be capable of driving a single high power speaker up to 200 watts to achieve a sound output level that meets Class "A" requirements.

Operating modes shall include Hi-Lo, yelp, wail, P.A., air horn and radio re-broadcast.

The siren shall be recessed mounted in the cab.

Electronic Siren Control Location

The electronic siren control shall be located in the center overhead.

Mechanical Siren

A chrome plated and pedestal mounted Federal Q2B-P coaster siren shall be installed on top of the front bumper extension. An electric siren brake switch shall be located in the cab accessible to the driver.

The siren shall be located driver side front bumper.

SPEAKERS

Siren Speaker

One (1) Federal Signal model ES100 Dynamax 100 watt speaker shall be flush mounted as far forward and as low as possible on the front of the vehicle. A polished model MSFMT with "E-ONE" grille shall be provided on the outside of the speaker to prevent road debris from entering the speaker.

Speaker dimensions shall be: 5.5 in. high x 5.9 in. wide x 2.5 in. deep. Weight = 5.5 lbs.

The speaker shall produce a minimum sound output of 120 dB at 10 feet to meet current NFPA 1901 requirements.

The speaker shall be located driver side front bumper.

DOT LIGHTING

License Plate Light

One (1) Truck-Lite model 15905 white LED license plate light mounted in a Truck-Lite model 15732 chrome plated plastic license plate housing shall be mounted at the rear of the body.

Tail Lights

One (1) Federal Signal model QL64Z-BTT red LED (Light Emitting Diode) light, one (1) Federal Signal model QL64Z-ARROW amber LED light and one (1) Federal Signal QL64Z-BACKUP white LED light shall be installed in a Cast 3 housing in a vertical position each side at rear and wired with weatherproof connectors.

Light functions shall be as follows:

- LED red running light with red brake light in upper position.
- LED amber populated arrow pattern turn signal in middle position.
- LED white back-up light in lower position.

A one-piece polished aluminum trim casting shall be mounted around the three (3) individual lights in a vertical position.

License Plate Bracket

There shall be bracket fabricated from aluminum smooth plate sanded, secured to rear of the body to accommodate a license plate.

LED Marker Lights

LED clearance/marker lights shall be installed as specified.

Upper Cab:

- Five (5) amber LED clearance lights on the cab roof.

Lower Cab:

- One (1) amber LED side turn/marker each side of cab ahead of the front door hinge.

Upper Body:

- One (1) red LED clearance light each side, rear of body to the side.

Lower Body:

- Three (3) red LED clearance lights centered at rear, recessed in the rubrail.
- One (1) red LED clearance light each side, lower rear of body, recessed in the rubrail.

- One (1) amber LED clearance/auxiliary turn light each side front of body/module, recessed in the rubrail.

- A rectangular shaped reflector with a red colored lens shall be installed at the trailing edge on each side/rear of the apparatus body.
- A rectangular shaped reflector with an amber colored lens shall be installed at the leading edge on each side of the apparatus body.

LIGHTS - COMPARTMENT, STEP & GROUND

Compartment Light Package

Two (2) ROM V4 compartment light strips shall be mounted in each body compartment greater than 4 cu. ft. Transverse compartments shall have four (4) lights located two (2) each side.

Each light bar shall include super bright white LEDs mounted to circuit boards that have acrylic conformal coating for corrosion protection. The LED circuit boards shall be mounted to an extruded aluminum base with lexan lens. The light shall produce 250 lumens per foot and be waterproof up to 1 meter (3.3 feet).

Compartment lights shall be wired to a master on/off rocker switch on the cab switch panel.

The wiring connection for the compartment lights shall be made with a weather-resistant plug in style connector. A single water and corrosion-resistant switch with a polycarbonate actuator and sealed contacts shall control each compartment light. The switch shall allow the light to illuminate if the compartment door is open.

Ground Lights

The apparatus shall be equipped with a sufficient quantity of lights to properly illuminate the ground areas around the apparatus in accordance with current NFPA requirements. The lights shall be TecNiq model T440 4" circular LED (Light Emitting Diode) with clear lenses mounted in a resilient shock absorbent mount for improved bulb life. The wiring connections shall be made with a weather resistant plug in style connector.

Ground area lights shall be switched from the cab dash with the work light switch.

One (1) ground light shall be supplied under each side of the front bumper extension if equipped.

Lights in areas under the driver and crew area exits shall be activated automatically when the exit doors are opened.

LIGHTS - DECK AND SCENE

Hose Bed Light

An Optronics round LED light model TLL44 shall be installed at the front area of the hose bed to provide hose bed lighting per current NFPA 1901. The light shall provide 720 lm effective output. The light shall have a black powder coated, die cast aluminum housing and stainless steel hardware with a weatherproof rating of IP69K.

The hose bed light shall be switched with the work light switch in the cab.

Scene Lights

Two (2) Whelen model 6SC0ENZR 600 series Super LED clear scene lights shall be provided.

Each shall have 12 Super LED diodes with internal light deflecting optics. The internal light deflecting optics shall redirect the light from 8 - 32 degrees.

Lights shall be located (1) each side of cab, rearward of forward doors, up high and switched in cab (side facing lights switched separately).

Scenelights

Two (2) Whelen 900 series model 9SC0ENZR Super LED Opti-Scenelights shall be provided.

Each light head shall contain twenty-four (24) diodes producing 6,500 lumens. The lights heads shall be equipped with lenses that have gradient optics to enhance light output.

Lights shall be located driver side forward and rearward upper corners (inboard of warning lights if equipped), officer side forward and rearward upper corners (inboard of warning lights if equipped) and switched in cab (side facing lights switched separately).

Crosslay Light

An Optronics round LED light model TLL44 shall be installed at the rear area of the crosslay to provide crosslay lighting per current NFPA 1901. The light shall provide 720 lm effective output. The light shall have a black powder coated, die cast aluminum housing and stainless steel hardware with a weatherproof rating of IP69K.

The crosslay light shall be switched with the work light switch in the cab.

Scene Lights

Two (2) FireTech model FT-GSMJR, Guardian Junior LED Surface Mount scene lights with chrome flanges (when required) shall be provided.

Each light shall produce 5K lm.

Lights shall be located (1) each side of body rear facing up high and switched in cab (side facing lights switched separately).

LIGHTS - NON-WARNING

Pump Compartment LED Light

An LED light shall be provided in the pump compartment area for NFPA compliance. The light shall be wired to operate with the work light switch in the cab.

Pump Panel Lighting Package - Side Mount

Pump panel lighting shall be provided for a side mount pump module in accordance with NFPA.

The driver side pump control panel shall have two (2) LED lights mounted under a protective cover that is above the driver side pump panel. The officer side shall have one (1) LED light mounted under a protective cover that is above the officer side pump panel.

The lights shall be activated by the work light switch in the cab when the park brake is set.

Engine Compartment Light

There shall be lighting provided to illuminate the engine compartment area in compliance with NFPA 1901. The light shall be an Optronics ILL22 Series LED that has a polycarbonate lense, sealed / waterproof housing and integral switch. The light wiring circuit shall activate when the cab is tilted and master power is switched on.

CONTROLS / SWITCHES

Door Ajar Alarm

An audible alarm shall be provided through the multiplex display(s) in the cab wired into the door ajar or indicator.

Foot Switch

A heavy duty metal floor mounted foot switch shall be installed to operate the air horns. It shall be located officer's side.

Foot Switch

A heavy duty metal floor mounted foot switch shall be installed to operate the Q2B siren. It shall be located driver's side, officer's side.

Switch

A relay shall be provided to allow operation of the specified 110/240 volt device from a remote location other than the circuit breaker box. The relay shall be mounted in a weather resistant enclosure mounted near the breaker box or as instructed from engineering. A remote switch shall be mounted as specified.

Location: programmed to multiplex display for driver's side cab/body 120/240V scene light(s), programmed to multiplex display for officer's side cab/body 120/240V scene light(s).

MISC ELECTRICAL

Back-Up Alarm

An electronic back-up alarm shall be supplied. The 97 dB alarm shall be wired into the chassis back-up lights to signal when the vehicle is in reverse gear.

12 Volt DC Power Distribution Module

A Blue Sea model 5032 12 place, split bus fuse block with ground, 12 volt DC power distribution module shall be provided. The module shall provide two isolated groups of six circuits, and shall be wired through switched hot and battery hot, and include a battery ground.

Location: behind officer's seat.

GENERATOR

Hydraulic Generator

A Smart Power model HR-8 top mount style 8000 watt hydraulic generator shall be provided. Generator location: officer side of hose bed storage pan.

The unit shall come equipped with: modular generator unit (which includes the hydraulic motor and filter, generator, and cooler), axial piston hydraulic pump, hydraulic reservoir, and a gauge panel.

The gauge panel shall display voltage, hour meter, frequency, and amperage.

The hydraulic motor, generator, blower, cooler, and necessary hydraulic components shall be mounted in a rugged steel case.

The modular generator unit shall be 32" long x 13.5" wide x 17" high and weigh approximately 255 pounds.

The hydraulic pump shall be driven by a chassis transmission mounted power take off (PTO).

A generator control / PTO engage switch shall be mounted on the cab instrument panel to engage the PTO and start the generator.

Ratings and Capacity

Rating:	8000 watts continuous 9000 watts peak
Volts:	120/240 volts
Phase:	Single, 4 wire
Frequency:	60 Hz
Amperage:	66 amps @ 120 volts or 33 amps @ 240 volts
Engine speed at engagement:	Recommend below 1000 RPM
Operation range:	800 to 2100 RPM

Testing

The generator shall be tested in accordance with current NFPA 1901 standards.

Notes:

*All ratings and capacities shall be derived utilizing current NFPA 1901 test parameters.

*Extreme ambient temperatures could affect generator performance.

GENERATOR TEST

Line Voltage Power Source Testing

The line voltage power source (generator and / or inverter) shall be tested at the manufacturer's facility by an independent, third-party testing service. The conditions and testing of the power source shall be as outlined in current NFPA 1901.

The test shall include operating the power source for two hours at 100% of the rated load. Power source voltage, amps, frequency shall be monitored.

The prime mover's oil pressure, water temperature, transmission temperature (if applicable) and power source hydraulic fluid temperature (if applicable) shall be monitored during testing.

The results of the test shall be recorded and provided with delivery documentation.

BREAKER BOXES

Circuit Breaker Panel

A twelve (12) place breaker box with up to twelve (12) appropriately sized ground-fault interrupter circuit breakers shall be supplied. The breaker box will include a master breaker sized according to the generator output. The breaker box will be located in the specified compartment, not to exceed 12' run of wire.

Note: If generator is 6KW or less, the main breaker will occupy 2 places, leaving 10 available.

Dimensions: 17.92" high x 14.25" wide x 3.75" deep.

Location: L1 forward wall.

LIGHTS - AREA

Pioneer Flood Light

Whelen Pioneer Plus, model KR-PFP1-I LED light fixture(s) shall be supplied. The rectangular extruded light fixture with die cast end caps shall measure 8-3/16" wide by 4-5/8" high by 3" deep and have a white powder coat finish. The light fixture shall have a single panel (2) clusters of LED lamps with molded vacuum metalized reflector that draws .625 amps at 120 VAC and produces 5,500 usable lumens. The lights shall be mounted with an locking swivel joint to allow the lights to be manually tilted up/down and locked in position by the operator. Handle standard.

The light shall be mounted on a Whelen 3100 series through the body top adjustment pull-up pole. The wiring shall be routed from the light head. A length of 16/3 wire is supplied and secured with a strain relief.

A hand tightened locking knob shall be provided to allow for easy adjustment of the pole height.

Location: driver side of pump module forward area, officer side of pump module forward area.

Cab Brow Light

One (1) FireTech 12V LED model FT-B-72-ML-W 75" white housing brow light with spot, flood, beam patterns and integral marker lights provided.

The light shall be installed on the front cab brow in place of the standard DOT marker lights. the light shall feature 54 LEDs` producing 19,665 usable lumens and five (5) DOT approved marker lights. The 285W 12V light shall draw 23.75 amps.

RECEPTACLES

Receptacle

A 20 amp, 110 volt NEMA L5-20 twist lock receptacle with a weatherproof cover plate shall be installed as specified by the department.

Location: driver side rear compartment face down low, driver side rear wheel well offset forward, officer side rear wheel well offset forward.

HAND TOOLS

Pike Pole Fiberglass [Qty: 2]

10` Pike Pole

One (1) 10` hollow fiberglass pike pole 1-3/4" OD, with a painted steel pike shall be supplied.

GROUND LADDERS

DUO-SAFETY ROOF LADDER

A Duo-Safety 775-A, 14` roof ladder shall be provided. Folding steel roof hooks shall be attached to one end of the ladder with steel spikes on the other.

DUO-SAFETY EXTENSION LADDER

A Duo-Safety 900-A, 24` 2-section extension ladder shall be provided.

Folding Ladder

One (1) Alco-Lite FL-10, 10` aluminum folding ladder shall be provided. Both ends shall be equipped with molded rubber feet. For a more compact storage profile, the ladder shall be supplied without handles. The ladder shall meet or exceed the requirements of the current edition of NFPA 1931.

MISC LOOSE EQUIPMENT

DOT Required Drive Away Kit

Three (3) triangular warning reflectors with carrying case shall be supplied to satisfy the DOT requirement.

EXTERIOR PAINT

Paint Sample Spray Out

A paint sample spray out of the base cab / body paint color will be provided for approval prior to painting. Qty one in BOM will supply a pair of paint samples.

Un-Painted Pump/Pre-Connect Module(s)

All applicable pump application modules shall have a sanded finish (not painted job color). Includes upper and lower pump modules, crosswalk module and/or speedlay/pre-connect module (as applicable). Rear mounted body/pump module shall be painted job color.

Paint Custom Cab

The apparatus cab shall be painted Sikkens FLNA 4208 E-ONE WHITE. The paint process shall meet or exceed current state regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water, and soil. Contractor shall, upon demand, provide evidence that the manufacturing facility is in compliance with State EPA rules and regulations.

The aluminum cab exterior shall have no mounted components prior to painting to assure full coverage of metal treatments and paint to the exterior surfaces. Cab doors and any hinged smooth-plate compartment doors shall be painted separately to assure proper paint coverage on cab, door jambs and door edges.

Paint process shall feature Sikkens high solid LV products and be performed in the following steps:

- Corrosion Prevention - all aluminum surfaces shall be pre-treated with the Alodine 5700 conversion coating to provide superior corrosion resistance and excellent adhesion of the base coat.
- Sikkens Sealer/Primer LV - acrylic urethane sealer/primer shall be applied to guarantee excellent gloss hold-out, chip resistance and a uniform base color.
- Sikkens High Solid LVBT650 (Base coat) - a lead-free, chromate-free high solid acrylic urethane base coat shall be applied, providing excellent coverage and durability. A minimum of two (2) coats shall be applied.

- Sikkens High Solid LVBT650 (Clear coat) - high solid LV clear coat shall be applied as the final step in order to ensure full gloss and color retention and durability. A minimum of two (2) coats shall be applied.

Any location where aluminum is penetrated after painting, for the purpose of mounting steps, hand rails, doors, lights, or other specified components shall be treated at the point of penetration with a corrosion inhibiting pre-treatment (ECK Corrosion Control). The pre-treatment shall be applied to the aluminum sheet metal or aluminum extrusions in all locations where the aluminum has been penetrated. All hardware used in mounting steps, hand rails, doors, lights, or other specified components shall be individually treated with the corrosion inhibiting pre-treatment.

After the paint process is complete, the gloss rating of the unit shall be tested with a 20 degree gloss meter. Coating thickness shall be measured with a digital MIL gauge and the orange peel with a digital wave scan device.

Exterior Body Surfaces

FRP (fiber reinforced) panels shall be provided to overlay the stainless steel outer side of body panels that are not covered with aluminum treadplate. The FRP panels shall be painted as detailed under "Painting Information" and then installed on the body exterior.

Polished Surfaces

The vertical stainless steel Unistrut channels located on the exterior of the hose body side panels shall have a hand polished appearance.

The reinforcing edges of the hose body side panels and trailing edges of the beavertails (if equipped) shall have a machine sanded DA finish.

Polished stainless steel vertical corner trim scuff guards shall be installed on the outer front and rear body corners.

Painting Information

The final finishing of the vehicle shall be performed to the highest standards of the fire apparatus industry.

All removable components and accessories shall be fitted to the body and then removed prior to final finishing, ensuring paint has been applied under all components and accessories.

Care shall be taken during paint preparation to properly fill all surface imperfections. Welded seam areas shall be ground flush and metal finished. Bare metal surfaces shall be etched chemically to ensure proper adhesion. The primer shall be sanded to assure a smooth surface for painting.

The interior of all compartments shall have a machine sanded DA finish that shall not be painted. Compartment seams shall be sealed with a silver silicone caulk.

The interior of the hose bed shall be provided with a machine sanded DA finish that shall not be painted.

The body exterior shall be finish painted using Sikkens paint, color: FLNA 4208 E-ONE WHITE.

INTERIOR PAINT

Cab Interior Paint

The interior of the cab shall be painted multi-tone gray finish. Prior to painting, all exposed interior metal surfaces shall be pretreated using a corrosion prevention system.

LETTERING

To match current apparatus lettering and graphics. AFD to provide Artwork files for E-ONE to print and install.

Scotchlite Letter [Qty: 3]

Scotchlite letters upto 6" tall shall be applied.

The exact size, color and location of the letters shall be as specified by the customer.

Scotchlite Letter [Qty: 3]

Scotchlite letters upto 12" tall shall be applied.

The exact size, color and location of the letters shall be as specified by the customer.

Sign Gold Letter [Qty: 70]

Sign Gold letters upto 6" tall shall be applied.

The exact size and location of the letters shall be as specified by the customer.

STRIPING

CAB AND BODY STRIPE

A single straight Scotchlite stripe, up to 6 inches in width shall be installed on the cab and body.

The stripe shall be NFPA compliant and the size, color and location shall be as specified by the customer.

CAB AND BODY STRIPE [Qty: 2]

An additional Scotchlite stripe, up to 3 inches in width shall be installed on the cab and body.

The stripe shall be NFPA compliant and the design, size, color and location shall be as specified by the customer.

Front Bumper Scotchlite Striping

Chevron style individual Scotchlite striping shall be provided on the front bumper of the apparatus. The stripes shall consist of 6" Yellow/Red alternating stripes in an "A" pattern.

Rear Body Scotchlite Striping

Individual chevron style Scotchlite striping shall be provided on the rear of the apparatus. The stripes shall consist of 6" Yellow/Red alternating stripes in an "A" pattern. The striping shall be located on the driver and officer rear compartment face, smooth plate panels and/or doors outboard and above the center rear compartment opening. Does not include rear compartment door.

Designated Standing / Walking Area Indication

1" wide yellow perimeter marking consisting of individual Reflexite diamonds shall be applied to indicate the outside edge of designated standing and walking areas above 48" from the ground in compliance with 2016 NFPA 1901. Steps, ladders and areas with a railing or structure at least 12" high are excluded from this requirement.

GRAPHICS

Customer Logo [Qty: 4]

A customer logo shall be supplied from an existing E-ONE design. The logo shall be located on reference graphics layout drawing.

Graphics Drawing

A graphics drawing shall be provided for the apparatus. The drawing shall include striping, lettering and logos meeting NFPA guidelines. The drawing shall be presented for review and approval by the end user prior to application of the graphics.

WARRANTY / STANDARD & EXTENDED

General 1 Year Warranty

Purchaser shall receive a General One (1) Year or 24,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0001. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Body and Substructure (Stainless Steel) Warranty

Purchaser shall receive a Body and Substructure (Stainless Steel) Twenty (20) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0534. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Plumbing and Piping (Stainless Steel) Warranty

Purchaser shall receive a Plumbing and Piping (Stainless Steel) Ten (10) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0800. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Meritor Front Axle Warranty

A warranty shall be provided for the front axle by Meritor Automotive. The warranty period shall be as follows based on axle type:

- FL-941, FL-943 and MFS up to 21,500: 5-year / unlimited miles parts and labor
- MFS rated at 22,800: 2-year / 200,000 miles parts and labor
- Front drive axle: 2-year / unlimited miles parts and labor

Meritor Rear Axle Warranty

A 5-year/unlimited miles, 5-year parts and 5-year labor rear drive single or rear drive tandem axle warranty shall be provided by Meritor Automotive.

Custom Chassis Warranty

Purchaser shall receive a Custom Chassis One (1) Year or 18,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0101. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Emissions Systems Warranty

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

Electrical Warranty

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

Cab Structural Warranty

Purchaser shall receive a Cab Structure Ten (10) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0602. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Cab Paint and Finish Warranty

Purchaser shall receive a Cab Paint and Finish Ten (10) Years limited warranty in accordance with, and subject to, warranty certificate RFW0710. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Paint and Finish Stainless Body Warranty

Purchaser shall receive a Paint and Finish Stainless body FRP and Roll Up Doors Non-Prorated Ten (12) Years limited warranty in accordance with, and subject to, warranty certificate RFW0723. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Frame Rail Corrosion Warranty

Purchaser shall receive a Frame Rail Corrosion (Zinc Plate and Powder Coat) Twenty Five (25) Years or 150,000 miles limited warranty in accordance with, and subject to, warranty certificate RFW0316. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

Frame Rail Warranty

Purchaser shall receive a Frame Rail Lifetime (50) Years or 250,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0305. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request

SUPPORT, DELIVERY, INSPECTIONS AND MANUALS

Electronic Manuals

Two (2) copies of all operator, service, and parts manuals MUST be supplied at the time of delivery in digital format -NO EXCEPTIONS! The electronic manuals shall include the following information:

- Operating Instructions, descriptions, specifications, and ratings of the cab, chassis, body, aerial (if applicable), installed components, and auxiliary systems.
- Warnings and cautions pertaining to the operation and maintenance of the fire apparatus and firefighting systems.
- Charts, tables, checklists, and illustrations relating to lubrication, cleaning, troubleshooting, diagnostics, and inspections.
- Instructions regarding the frequency and procedure for recommended maintenance.
- Maintenance instructions for the repair and replacement of installed components.
- Parts listing with descriptions and illustrations for identification.
- Warranty descriptions and coverage.

The electronic document shall incorporate a navigation page with electronic links to the operator's manual, service manual, parts manual, and warranty information, as well as instructions on how to use the manual. Each copy shall include a table of contents with links to the specified documents or illustrations.

The electronic document must be formatted in such a manner as to allow not only the printing of the entire manual, but to also the cutting, pasting, or copying of individual documents to other electronic media, such as electronic mail, memos, and the like.

A find feature shall be included to allow for searches by text or by part number.

These electronic manuals shall be accessible from any computer operating system capable of supporting portable document format (PDF). Permanent copies of all pertinent data shall be kept file at both the local dealership and at the manufacturer's location.

NOTE: Engine overhaul, engine parts, transmission overhaul, and transmission parts manuals are not included.

Fire Apparatus Safety Guide

Fire Apparatus Safety Guide published by FAMA, latest edition. This safety manual is intended to point out some of the basic safety situations that may be encountered during the normal operation and maintenance of a fire apparatus and to suggest possible ways of dealing with these situations. This manual is NOT a substitute for the E-ONE's fire apparatus operator and maintenance manuals or commercial chassis manufacturer's operator and maintenance manuals.

Dealer added equipment:

TFT JBIV intake valves (2) (TFTAXD1ST-NX-T)

TFT Cross Fire removable deck gun (TFTXFC-52-2NJ2L).

FIRECOM wireless intercom system added after delivery to dealer. Includes installation of base system for 6 seats and six wireless headsets. FIRECOM PNSTK

Narrative

November 7, 2023



RESOLUTION - Approve purchase of 2024 Freightliner Refuse Truck. Using KOIS Brothers, HGACBuy Bid Number RH08-18.



As part of this year's CIP budget process the need for a new route truck for the Refuse Department was identified. Funds for this equipment were added to the budget and approved. KOIS Brothers Equipment Company has a current contract with HGAC for the appropriate equipment. Once ordered the equipment would be constructed with delivery estimated 2nd or 3rd quarter of 2024.

RECOMMENDATION: APPROVE PURCHASE OF 2024 FREIGHTLINER DUMP TRUCK FROM HGACBUY BID NUMBER RH08-18 IN THE AMOUNT OF \$282,568.00 FROM GL # 06-41-42-59-960

RESOLUTION NO. 23-98

WHEREAS, The City of Alliance Refuse Department has the need to purchase a 2024 Freightliner Dump Truck; and

WHEREAS, KOIS Brothers Equipment Company has a current contract with HGAC for the appropriate equipment; and

WHEREAS, Once ordered, the equipment would be constructed with an estimated delivery of the 2nd or 3rd quarter of 2024; and

WHEREAS, The City desires to purchase the refuse truck as it was identified as a need during the 2023/2024 budget process; and

WHEREAS, Budget authority in the amount of \$282,568.00 is available for this purchase from the Refuse Budget Account No. 06-41-42-59-960 – Capital Outlay-Vehicles.

WHEREAS, Staff is recommending the purchase of the 2024 Freightliner Dump Truck from HGACBUY, bid number RH08-18 in the amount of Two Hundred Eighty-Two Thousand Five Hundred and Sixty-Eight Dollars and no/100th (\$282,568).

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Alliance, Nebraska, hereby is authorize the purchase the purchase of the 2024 Freightliner Dump Truck from HGACBUY, bid number RH08-18 in the amount of Two Hundred Eighty-Two Thousand Five Hundred and Sixty-Eight Dollars and no/100th (\$282,568) with the funds from Account No. 06-41-42-59-960 – Capital Outlay-Vehicles.

PASSED AND APPROVED this 7th day of November, 2023.

Earl Jones, Mayor

(SEAL)

Attest: _____
Shelbi C. Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

K O I S BROTHERS

EQUIPMENT COMPANY INC.

DENVER
5200 Colorado Blvd.
Commerce City, CO 80022
Phone: 303-298-7370
Fax: 303-298-8527

BILLINGS
2107 Harnish Blvd.
Billings, MT 59101
Phone: 406-652-3975
Fax: 406-652-3744

GREAT FALLS
1610 River Drive North
Great Falls, MT 59401
Phone: 406-452-2757
Fax: 406-452-2799

DATE 10/27/23
PAGE 1
QUOTE NO. 23-1690
*** QUOTE ***

SOLD TO:
CITY OF ALLIANCE
CLINT FRANKHUSER 308-760-3627
109 BIG HORN AVE
ALLIANCE NE 69301

SHIP TO:
CITY OF ALLIANCE
CLINT FRANKHUSER 308-760-3627
109 BIG HORN AVE
ALLIANCE NE 69301

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=====
CUSTOMER PO    CUSTOMER NUM    SHIP VIA    SALESMAN    TERMS    CUSTOMER PHONE
27744          1052           FOB ALLIANCE  716         NET 10   308-760-3503
=====
```

Priced per HGACBuy: RH08-18

Dear Clint,
We are pleased to submit the following quotation for your consideration. The equipment we are providing is supplying the best possible solution to your equipment needs. We strive to give the highest quality of equipment and on time delivery. Thank you for working with Kois Brothers Equipment Company. We look forward to meeting your needs.
Sincerely,

Jesse McKinley
307-760-1029

TCE-8120X 23CU YD
MODEL CLE8120X
CHASSIS VIN:
BODY S/N:

PART NUMBER	DESCRIPTION	QTY ORD	UOM	PRICE	EXTENDED
2025 FREIGHTLINER	*M2 CLASS 8 42K GVWR 350HP AUT	1.00	EA	135,950.00	135,950.00

SINGLE AXLE REFUSE CAB AND CHASSIS

GS PRODUCTS EMCO	*2024 CLE-8120X 23 CU YD	1.00	EA	149,984.00	149,984.00
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(23 YD ACTUAL CAPACITY W/ TAILGATE)

HGAC PUBLISHED PRICE OPTION
AUTOMATED SIDE LOAD
FULL EJECT

STANDARD 24 MONTH WARRANTY

*** CONTINUED NEXT PAGE ***

KOIS BROTHERS

EQUIPMENT COMPANY INC.

DENVER
5200 Colorado Blvd.
Commerce City, CO 80022
Phone: 303-298-7370
Fax: 303-298-8527

BILLINGS
2107 Harnish Blvd.
Billings, MT 59101
Phone: 406-652-3975
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ALLIANCE NE 69301

CUSTOMER PO	CUSTOMER NUM	SHIP VIA	SALESMAN	TERMS	CUSTOMER PHONE
27744	1052	FOB ALLIANCE	716	NET 10	308-760-3503

PART NUMBER	DESCRIPTION	QTY ORD	UOM	PRICE	EXTENDED
	SEE LITERATURE				
PAINT SINGLE COLOR	*WHITE COLOR MATCH CAB TRUCK	1.00	EA	0.00	0.00
PETERSON 4 STROBE	*LED AMBER STROBES	1.00	EA	1,182.00	1,182.00
	PUBLISHED OPTION				
STREET SIDE (DRIVE)	*EMCO LIFT ARM COMMERCIAL CONT	1.00	EA	0.00	0.00
	UNPUBLISHED OPTION				
	LEFT (DRIVER) SIDE EMCO PER CITY OF ALLIANCE REQUEST				
RESIDENTIAL GRIPPERS	*96 GALLON (HYD'S INCLUDED)	1.00	EA	8,910.00	8,910.00
TRIPLE CAMERA SYS	*BY ZONE DEFENSE PLACED PER CU	1.00	EA	2,717.00	2,717.00
	UNPUBLISHED OPTION				
	ECCO SINGLE CAMERA SYSTEM: \$1,458.00				
HGAC CONTRACT DISCNT	*CONTRACT # RH08-18 DISCOUNT	-1.00	EA	21,500.00	-21,500.00

All returned goods must be accompanied by invoice and are subject to handling charge after 30 days.

NO RETURNS AFTER 90 DAYS

A SERVICE CHARGE OF 2% PER MONTH, 24% PER ANNUM WILL BE ADDED TO ANY INVOICE NOT PAID BY THE LAST DAY OF THE MONTH IN WHICH IT IS DUE. WE ARE CONFORMING WITH THE FAIR LABOR STANDARTDS ACT OF 1938 AS AMENDED. NOT RESPONSIBLE FOR TIMELOST DUE TO FIRES, STRIKES OR CAUSES BEYOND OUR CONTROL. STENOGRAPHICAL AND CLERICAL ERRORS SUBJECT TO CORRECTION

Sub Total	277,243.00
Sales Tax	0.00
F.E.T.	0.00
Freight	5,325.00
TOTAL	282,568.00

THANK YOU FOR ALLOWING US TO QUOTE THESE ITEMS. YOUR COST IS

Narrative

November 7, 2023



RESOLUTION - EMPLOYER HEALTH INSURANCE RENEWAL



Brown and Brown Companies (formerly Hays), the City's health benefits broker, has conducted the City's insurance renewal and shopped the market for competitive rates for benefits the City offers its employees. The City looks to continue to provide adequate health benefits and coverage without reducing or eliminating benefits as the national cost of health coverage continues to rise while remaining fiscally responsible.

Administration

- Administration for the health insurance program will continue through Regional Care Inc. (RCI).
- Regarding reinsurance, we were able to lock in an early-bird renewal with Symetra which was a guaranteed 9% increase. The current trend is 13.4%; however, this is simply a guess of how the market would have priced the average plan. Knowing we have had some large claims in our recent plan history, the City elected the conservative route by taking the offer in order to avoid the risk of a facing a potentially significant increase as a result of any new or developing large claim activity, while also recognizing the low likelihood for significant savings in the event the risk was avoided.
- Fixed costs increased by 9% while claims liability is projected to increase by 3.13%. As a reminder, the City plans to meet fixed-cost expenditures; however, claims liability will depend on usage. As of August, medical and prescription claims this year total approximately \$411,353 with five individuals accounting for 65% of expenditures.
- Accounting for both fixed cost and expected claims, the City pays the following for employee medical, HSA, dental, and vision benefits.

	Fixed Costs	Expected Claims	Monthly Value	Yearly Value	Hourly Value
Single	\$424.07	\$650.52	\$1,074.59	\$12,895.08	\$6.20 per hr.
Family	\$980.68	\$1,410.88	\$2,391.56	\$28,698.72	\$13.80 per hr.

RECOMMENDATION: APPROVE THE RESOLUTION FOR HEALTH INSURANCE RENEWAL WITH UNUM, REGIONAL CARE INC., AND SYMETRA AS UNDERWRITERS.

RESOLUTION NO. 23-99

WHEREAS, The City of Alliance has engaged in a process with Brown and Brown Corporation (formerly Hays), our benefit broker, evaluating its current healthcare benefit plans offered to employees; and

WHEREAS, Various options and proposals have been considered by staff and Brown and Brown Corp., and staff has recommended the options contained herein; and

WHEREAS, The City of Alliance has received a proposal to renew its contract with the Third-Party Administrator, Regional Care Incorporated; and

WHEREAS, The City of Alliance recommends a proposal to renew our contract for reinsurance carrier with Symetra as set forth herein; and

WHEREAS, The City of Alliance has received a proposal to renew its contract with Unum to provide term-life employee coverage and voluntary coverage options for employees; and

NOW, THEREFORE, BE IT RESOLVED, City Monthly premium payments per employee to Symetra as the reinsurance carrier effective January 1, 2024, shall be as follows:

Specific Single Premium	\$ 239.26
Specific Family Premium	\$ 728.61
Aggregate Premium	\$ 18.20

NOW, THEREFORE, BE IT RESOLVED, City Monthly premium payments per employee to Regional Care, Inc. as the TPA effective January 1, 2024, shall be as follows:

Transplant Coverage	
Single	\$ 10.02
Family	\$ 24.88
Vision Coverage	
Single	\$ 10.24
Family	\$ 21.64

NOW, THEREFORE, BE IT RESOLVED, City Monthly premium payments per employee to Unum. as the provider term-life employee coverage effective January 1, 2024, shall be as follows:

Life Insurance	
Single	\$ 8.80
Family	\$ 9.80

BE IT FURTHER RESOLVED, administrative service fees to Regional Care, Incorporated, shall be \$37.55 monthly per covered employee, effective January 1, 2024.

BE IT FURTHER RESOLVED, the City of Alliance shall make monthly contributions to our Health Support Fund, effective January 1, 2024, for the payment of medical and dental claims up to the following amounts:

Per Single Employee	\$ 650.52
Per Family Employee	\$1,410.88

PASSED AND APPROVED this 7th day of November 2023.

(SEAL)

Earl Jones, Mayor

Attest:

Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

STOP LOSS SCHEDULE OF BENEFITS

A. Policyholder: City of Alliance

Policy Number: 16-015522-000

Effective Date of Coverage: January 01, 2022

Policyholder Anniversary Date: January 1st of each year beginning in 2023.

Premium Due Date: Premium is due on the Effective Date of Coverage and the first of each month beginning with February 01, 2022.

Enrollment (at the beginning of the Policy Period):

Single	25
Family	38

Retiree Coverage: N/A

B. This Schedule of Benefits applies to the Policy Period: from January 01, 2024 to December 31, 2024.

C. Specific Stop Loss Insurance:

1. Specific Deductible per Covered Unit: \$50,000.00

2. Covered Expenses:

Medical and Prescription Drugs, including drugs dispensed by Rx Card, Mail Order and/or administered by a Prescription Benefit Manager (PBM).

Covered Expenses exclude transplant or transplant related expenses covered under a separate policy held by the Policyholder or its Employee Benefit Plan. For purposes of determining Covered Expenses under this Policy, such separate policy will be treated as in-force for the entire Policy Period, notwithstanding the actual termination of such separate policy.

3. Symetra's Reimbursement Percentage:
100% of Covered Expenses in excess of the Specific Deductible.

4. Specific Lifetime Reimbursement Maximum: Unlimited per Covered Unit
Specific Policy Period Reimbursement Maximum: Unlimited per Covered Unit

5. Premium Rates:

Covered Units	All Eligible Employees
Single	\$239.26
Family	\$728.61

Narrative

November 7, 2023



RESOLUTION - EMPLOYER HEALTH INSURANCE RENEWAL



Brown and Brown Companies (formerly Hays), the City's health benefits broker, has conducted the City's insurance renewal and shopped the market for competitive rates for benefits the City offers its employees. The City looks to continue to provide the same level of coverage without reducing or eliminating benefits as the national cost of health coverage continues to rise.

Employee Premiums and Coverage - Employee premiums for medical, dental, and vision will remain unchanged. Employee **dental** insurance dollars remain at \$2,000 and include orthodontia. **Vision** coverage retail allowance for contact lenses and frames remains at \$200. The **in lieu** of benefit (waive medical coverage) remains at \$350 per month (\$4,000).

Deductibles - IRS 2024 guidelines for plans with embedded deductibles require the minimum individual deductible to increase to \$3,200 (current \$3,000). This allows a single family member access to medical benefits sooner and saves families money if one family member incurs a large number of medical expenses. The maximum out-of-pocket amount per calendar year for both single and family plan participants was reduced last year and remains unchanged.

Health Savings Account - The City will increase its contribution to the employee's Health Savings Account to offset the increase in deductibles. Both plans would increase \$15 with Single moving from \$85 to \$100 and Family increasing to \$140 from \$125.

Additional Benefits

The City continues to provide a **Teledoc** option for plan participants allowing medical plan employees access to a doctor for non-emergency issues 24/7 via phone, web or mobile app at an employee cost of \$45 and paid outside of the deductible.

The City will also continue an **Airlink** Census Plan in 2024 that will include all *eligible* medical plan participants supplemental air ambulance service coverage that ensures no out-of-pocket costs when flown by a provider. The expected cost is \$75 per year per employee costing approximately \$7,500 per year.

Employees continue to have optional enrollment in **Colonial Life** for supplemental benefits as well as flexible spending accounts (**FSA**) for dependent care. Lastly, the City continues to provide employee life and accidental death through **UNUM** with the opportunity for employees to purchase additional voluntary coverage.

RECOMMENDATION: APPROVE THE RESOLUTION FOR HEALTH INSURANCE RENEWAL.

Summary on Back

Narrative

November 7, 2023



Employee Monthly Premium	Single	Family
Medical	\$60	\$170
Dental	\$15	\$ 40
Vision	\$ 5	\$ 20
	\$80	\$230
Medical In-Network Deductible	\$3,200	\$5,600
In-Network Out-of-Pocket Max.	\$4,000	\$8,000
City's Annual HSA Contribution	\$1,200	\$1,680

RESOLUTION NO. 23-100

WHEREAS, The City of Alliance has engaged in a process with Brown and Brown Corporation, our benefit broker, evaluating its current healthcare benefit plan offered to employees; and

WHEREAS, Employees will be able to choose single or family medical, dental, and vision insurance coverage options that best meet their needs, which have varying premiums, deductibles and out-of-pocket expenses; and

WHEREAS, Eligible employees who elect to waive medical coverage with proof of other medical coverage will be eligible for a \$350 monthly benefit to help off-set the cost of other coverage; and

WHEREAS, Employees will be eligible for an increase of employer health savings account contributions from \$85 to \$100 for single plan participants and \$125 to \$140 for family plan participants; and

WHEREAS, Employees will be eligible for \$2,000 insurance dollars with the dental benefit and \$200 insurance dollars for the vision benefit; and

WHEREAS, Eligible employees will be able to purchase voluntary term-life coverage through the company Unum; and

NOW THEREFORE BE IT RESOLVED, by the Mayor and Council that the following monthly employee contribution levels for coverage are hereby established effective January 1, 2024.

	Employee		Family	
Medical Premium	\$60		\$170	
	In	Out	In	Out
Annual Medical Deductible	\$3,200	\$3,600	\$5,600	\$6,720
Co-Insurance	80/20	70/30	80/20	70/30
Annual Max. Cost to Employee	\$4,000	\$8,000	\$8,000	\$16,000
Dental Premium	\$15		\$40	
Vision Premium	\$5		\$20	

PASSED AND APPROVED this 7th day of November, 2023.

(SEAL)

Earl Jones, Mayor

Attest: _____

Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

AMENDMENT NUMBER 7

TO

**CITY OF ALLIANCE
MEDICAL AND DENTAL PLAN**

BY THIS AGREEMENT, **City of Alliance Medical and Dental Plan** is hereby amended effective January 1, 2024.

“ARTICLE IV - SUMMARY OF BENEFITS” IS AMENDED AS FOLLOWS:

4.03 Summary of Medical Benefits

The following benefits are per Participant per calendar year:

(Entire Schedule Replaced)

	MIDLANDS CHOICE PROVIDERS	NON-NETWORK PROVIDERS
MAXIMUM CALENDAR YEAR BENEFIT AMOUNT	Unlimited	
Note: The maximums listed below are the total for Network and Non-Network expenses. For example, if a maximum of 60 days is listed twice under service, the Calendar Year maximum is 60 days total which may be split between Network and Non-Network providers.		
DEDUCTIBLE, PER CALENDAR YEAR		
Per Plan Participant	\$3,000 \$3,200	\$3,360 \$3,600
Per Family Unit	\$5,600	\$6,720
MAXIMUM OUT-OF-POCKET AMOUNT, PER CALENDAR YEAR (including the deductible)		
<i>Per Plan Participant</i>	<i>\$4,000</i>	<i>\$8,000</i>
<i>Per Family Unit</i>	<i>\$8,000</i>	<i>\$16,000</i>
The Plan will pay the designated percentage of Covered Expenses until out-of-pocket amounts are reached, at which time the Plan will pay 100% of the remainder of Covered Expenses for the rest of the Calendar Year unless stated otherwise.		
The following charges do not apply toward the out-of-pocket maximum and are never paid at 100%. Cost containment penalties		

IN WITNESS WHEREOF, this agreement has been executed this _____ day of _____, 20____,

By: _____
Employer

Witness

RESOLUTION NO. 23-101
Hiring and Retention Pay Policy

WHEREAS, Box Butte County is experiencing near-record lows in unemployment; and

WHEREAS, Due to local competition for employees, the still-ongoing effects of COVID-19 in the workplace, and the dearth of law enforcement officers across the nation; and

WHEREAS, The City of Alliance, Nebraska (“City”) continues to experience difficulties in attracting qualified candidates for employment with the City including but not exclusive to Police Officers and Journey Lineman; and

WHEREAS, The City places a premium on providing for the health, comfort, and safety of its citizens, realizing that our employees are the driving force in providing services; and

WHEREAS, The City proposes to establish an updated pay policy to provide competitive compensation in hopes of attracting new employees to the City for difficult-to-fill positions; and

WHEREAS, The proposed Hiring and Retention Pay Policy has been prepared and reviewed by the City Manager, City staff, and legal staff; and

WHEREAS, City Council has reviewed the proposed Policy and finds it appropriate for the needs of the City.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of Alliance, Nebraska, the Compensation at Hiring and Retention Pay Policy as attached, is hereby approved and adopted effective upon passage, as the “Hiring and Retention Pay Policy” of the City.

BE IT FURTHER RESOLVED that this policy shall supersede any previous policies on hiring bonuses.

PASSED AND APPROVED this 7th day of November 2023.

Earl Jones, Mayor

(SEAL)

Attest: _____

Shelbi Pitt, City Clerk

Approved as to Form and Legality:

Simmons Olsen Law Office, Legal Counsel

Hiring and Retention Pay Policy

1. Purpose and Objective

The Hiring and Retention Pay Policy aims to incentivize and reward employees who demonstrate commitment and dedication to their roles in departments facing substantial staffing challenges. The driver behind this policy is to acknowledge the value of employee retention, particularly in departments that are significantly understaffed or experience high turnover rates and to attract quality professionals who can have an immediate impact on the success of the City of Alliance, Nebraska (“City”). This policy outlines the requirements for eligibility, the timing of payments, and implementation of the hiring and retention pay programs.

Retention pay is a sum of money paid to an employee with the sole objective of incentivizing the employee to remain employed at the City despite staffing shortages. Retention pay is subject to state and federal taxes. Additional compensation at hiring is payment to attract skilled and certified employees, typically transferring laterally from a similar position.

2. Retention Pay Eligibility

Payment of retention pay to the employee from the entity is contingent upon the following eligibility factors:

- I. Employee must currently be employed as a W-2 employee. If the employee had served any time as a subcontractor and/or independent consultant for the entity, any time spent and any amounts paid to that employee will not be utilized in determining eligibility to receive and amount of the retention pay.
- II. Employee must be a Full-time employee, scheduled to work regularly a minimum of 40 hours per week. Employees whose regular schedule is less than 40 hours per week are ineligible.
- III. Employees must have completed a minimum of one year of continuous service in the department at the time of the eligibility review.
- IV. Employees must maintain a satisfactory performance record, and have not received any written warnings and/or disciplinary actions during the previous year, as determined by their respective supervisors through regular performance evaluations.
- V. Employees must be actively employed in a department that is currently operating with a staff level below 70% of its authorized capacity for the previous calendar quarter. Two tiers are included for compensation:
 - a. Tier I – 70% of authorized capacity
 - b. Tier II – 50% of authorized capacity

3. Compensation at Hiring Eligibility

Payment of Compensation at Hiring to the employee from the City is contingent upon the following eligibility factors:

- I. Employee must currently be employed as a W-2 employee. If the employee had served any time as a subcontractor and/or independent consultant for the entity, any time spent and any amounts paid to that employee will not be utilized in determining eligibility.
- II. Employee must be a Full-time employee, scheduled to work regularly a minimum of 40 hours per week. Employees whose regular schedule is less than 40 hours per week are ineligible.
- III. Employees must maintain a satisfactory performance record, and have not received any written warnings and/or disciplinary actions during the previous year, as determined by their respective supervisors through regular performance evaluations.

4. Notice to Employees

For union employees: By participating in this program, employees agree that this policy in no way alters the conditions of the FOP #51 contract.

For all employees: By participating in this program, employees agree that this program may be discontinued at any time at the discretion of the City of Alliance, with or without advanced notice.

5. Actions

Every quarter of the calendar year, the City determines the eligibility of employees and the level of retention pay to be paid to those eligible employees by verifying work status, hours, and satisfactory performance. Staffing levels will be determined using data from the most recently completed calendar quarter.

Before communication of the retention pay to the eligible employees, the payment terms and payment amounts will be reviewed by the City Manager, who will make the final determination of the pay to be granted, as well as the determination of the payment date.

6. Payment Structure

Retention:

- Tier I – Up to \$750.00 per quarter, not to exceed \$3,000.00 per 12-month period.
- Tier II – Up to \$1,500.00 per quarter, not to exceed \$6,000.00 per 12-month period.

Hiring:

- The City Manager may authorize an amount of compensation of up to ten percent (10%) of the maximum salary of the position being offered as a one-time compensation pay. The amount of compensation to be paid shall be based upon qualifications determined by

the City Manager and the Department Head for the relevant position.

- Situations that require emergency action or special consideration, the City Manager , with City Council’s approval, may authorize an amount that exceeds ten percent (10%) of the maximum salary of the position being offered as compensation pay.
- Full-time Police Officers currently Certified in the State of Nebraska at the time of hire (typically as a lateral transfer from another agency) are eligible to receive \$20,000.00 of compensation.
 - For lateral transfers, the compensation may be used to “purchase” vacation time-off.

7. Retention Pay Implementation

- a. Retention Pay eligibility determinations will be made around the following dates:
 - 1.) January 15th
 - 2.) April 15th
 - 3.) July 15th
 - 4.) October 15th
- b. The amount of retention paid to eligible employees will not be pro-rated, except that in the event that an employee transfers to a different department, the retention pay will no longer apply, and any pending payments will be prorated based on the period of service within the qualifying department.
- c. Retention pay may be paid by the first pay period following the completion of the quarter-year during which the determination to give the retention pay was made, but no later than two and a half months after the fiscal year-end date.
- d. Retention payments will be subject to taxation and other mandatory deductions as per the prevailing laws and regulations.

8. Compensation at Hiring

- a. Additional Compensation Packages shall be paid incrementally.
- b. The first payment shall be disbursed after the employee has completed 30 days of employment. The second payment shall be disbursed upon the employees’ satisfactory completion of the probationary period. The final payment shall be disbursed upon completion of the employees’ first year of employment.

9. Review Process

- a. The Human Resources Department will conduct a review of departmental staffing levels as needed to determine eligibility.
- b. Eligible employees will be notified in writing of their qualification for the retention payment.

- c. Employees may appeal the decision if they believe they meet the eligibility criteria but were not identified during the review process. The appeal process will be outlined and managed by the City Manager.

10. Policy Compliance

- a. The policy will be implemented and monitored by the City Manager, with support from departmental managers and supervisors.
- b. Any misrepresentation of data or attempts to manipulate staffing records to gain undue advantage under this policy will be subject to disciplinary action, up to and including termination, in accordance with the City's policies.

11. Policy Amendments

- a. The Alliance City Council will evaluate this policy no less than annually, with the program continuing only on a majority vote of the Council to that effect.
- b. Any amendments to the policy will be communicated to all employees and will be effective upon the specified date of implementation.

12. Effective Date

This Employee Retention Payment Policy is effective from November 7, 2023. Please direct any queries or concerns regarding this policy to the City Manager.