

COWLEY COUNTY, KANSAS
Request for Board Action

Date: October 07, 2025

Requested By: Public Works

Action Requested: Consideration to approve Kirkham Michael as the consulting firm for preliminary engineering on OS 101 (Brown's Bridge)

Analysis: To provide a recommendation to the Board of County Commissioners, a Selection Committee consisting of three Cowley County peers was established to conduct a qualifications-based selection process for engineering firms that submitted Statements of Qualification for the preliminary engineering of the OS 101 (Brown's Bridge) Replacement Project. All three members of the Selection Committee independently selected Kirkham Michael as the preferred firm to provide these services. Please see the attached letter to the Board of County Commissioners for further details.

Fiscal Impact: \$87,000 from Special Road and Bridge Fund 065.

- ☐ **Budgeted item with available funds**
- ☐ **Non-budgeted item available through reprioritization**
- ☐ **Non-budgeted item with additional funds requested**
- ☒ **Not Applicable**

Attachments:

- Letter to the Board of County Commissioners
- Statement of Qualifications from Kirkham Michael
- Statement of Qualifications from Schwab Eaton



Cowley County Courthouse
311 E 9th Ave, Suite 104
Winfield, KS 67156

Office of Public Works

Phone: (620) 221-5425
Cowleycountyks.gov

Jon Jordan, Public Works Superintendent

FROM: Jon Jordan

TO: Board of County Commissioners

DATE: October 07, 2025

SUBJECT: Firm Selection for PE Services - OS 101 (Brown's Bridge)

Board of County Commissioners,

On September 05, 2025, Cowley County issued a Request for Qualifications (RFQ) with a submission deadline of October 01, 2025, at 12:00 PM. The purpose of this RFQ was to solicit Statements of Qualifications from engineering firms interested in providing preliminary engineering services for the OS 101 (Brown's Bridge) Replacement Project.

RFQ's were issued to the following firms:

- Burns McDonnell
- Finney & Turnipseed
- Kirkham Michael
- MKEC
- Schwab Eaton
- Watearth

Of the six firms, only Kirkham Michael and Schwab Eaton submitted Statements of Qualifications.

On October 02, 2025, a selection committee was formed by the Public Works Office to review the submissions and make a recommendation to the Board of County Commissioners. The committee consisted of three Cowley County employees from departments outside of Public Works. I was present in my role as the Public Works Superintendent to answer any technical questions but did not participate in the scoring or selection process.

The committee evaluated the firms based on the following criteria:

- Ability to perform the desired services within the prescribed timeframe
- Past performance
- Experience of the design team
- Commitment of resources (e.g., staffing, equipment availability)
- Familiarity of the project area
- Accessibility of the firm's office

Each committee member independently scored the submissions, and upon completion of the evaluation, all three members selected Kirkham Michael as the preferred firm to provide preliminary engineering services for the OS 101 (Brown's Bridge) Replacement Project.

Accordingly, the selection committee recommends the firm Kirkham Michael to provide preliminary engineering services on this project. To assist with your consideration, both Statements of Qualifications have been provided to the Board for review.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Jordan", enclosed within a horizontal oval shape.

Jon Jordan
Public Works Superintendent



STATEMENT OF QUALIFICATIONS

COWLEY COUNTY PRELIMINARY ENGINEERING SERVICES FOR OFF-SYSTEM BRIDGE 101 (NBI 000180871506969)

CONTACT

BRETT WILKINSON
BWILKINSON@KIRKHAM.COM
785-376-6735

DATE

OCTOBER 1, 2025

October 1, 2025

Re: Statement of Qualifications
Cowley County
Off-System 101 PE Project

Cowley County
Jon Jordan, Public Works Superintendent
311 E 9th Ave, Suite 104
Winfield, Kansas 67156

Dear Mr. Jordan,

Kirkham Michael is excited to submit this Statement of Qualifications to provide Preliminary Engineering (PE) services for your upcoming OS 101 bridge replacement project. As you review the following pages, you will see that we have significant experience on similar projects that will provide dividends to you and your project.

We are intimately familiar with this bridge and the importance of this crossing to the nearby landowners, community, and County. Kirkham Michael has been engineering bridge projects with Cowley County for 20 years. During this time, we have completed bridge engineering services for several Cowley County bridges over the years building a relationship as Cowley County's trusted advisor for bridge engineering services. We would be thrilled to continue providing outstanding services to you on this project.

While serving clients for 78 years, including 35 years while located in Kansas, Kirkham Michael has developed experience in design and construction engineering that will be vital to the success of your project. Kirkham Michael will manage activities for this project from our Salina office. We pledge our personal and professional leadership to your project and will commit the necessary resources to satisfy the anticipated schedule.

We would appreciate an opportunity to submit our qualifications and look forward to serving you.

Sincerely,
KIRKHAM MICHAEL



John Riggins, P.E.,
Vice President



Brett Wilkinson, P.E.,
Senior Engineer

PROJECT BACKGROUND AND APPROACH

Kirkham Michael's extensive knowledge of the bridge and project site makes us the right choice for Cowley County.

Kirkham Michael assisted the county in 2022 when the abutment pile cap was damaged and engineering was needed to repair the abutment. There was also a repair required on a broken eye bar in 2025. Kirkham Michael understands this is a dead end road and the roadway needs to remain open during construction. In September 2025 the bridge was awarded Off-System Bridge funding by the Kansas Department of Transportation (KDOT). Kirkham Michael is familiar with KDOT funding requirements and has assisted Cowley County with past Off-System Bridge projects. The existing truss bridge was built in 1910 and while it is not on the National Register of Historic Places, we know it may be eligible and require mitigation. Kirkham Michael has assisted counties in the past in navigating permitting requirements and mitigation required when dealing with removal of historic bridges. This project consists of replacing the existing 109-foot, non-redundant steel tension (NSTM) member, steel through



truss with a timber deck bridge that was built in 1910. The channel flow has migrated and now flows on both sides of a pier and into the south abutment. There are two residences located north of the bridge along with numerous oil wells and batteries that would be land locked if the bridge were to fail. The new structure will be 24 feet wide to allow room for head to head traffic to cross the structure safely. It will be built on an offset alignment to allow the existing structure to remain open until the new bridge is constructed. Eliminating the high trusses and allowing legal loads on the bridge will allow the oil field traffic and farm equipment to safely and legally utilize the bridge and, in turn, save on fuel and travel costs. Kirkham Michael understands the county wants to construct a single span, 120 foot, prestressed concrete beam bridge. The single span setup may reduce substructure construction cost and also help reduce future maintenance by reducing the possibility of large drift getting hung up on the bridge. One of the first steps after survey will be evaluating the site to see if this span configuration is the correct fit for this location. If we find the single span 120 foot option isn't the best fit for this location, we will recommend other prestressed concrete beam bridge options and work with the county to find a proposed bridge that meets the county's needs within the funding budget.

If selected for the project, Kirkham Michael would immediately begin the process to enter into an agreement with Cowley County. Once the agreement is in place, we will schedule a survey of the project site, locate section corners necessary for purchasing right-of-way, notify adjacent utilities, and contact regulatory agencies for required permits. This should be started early in the design phase and once the alignment and bridge location has been established. Once the preliminary design is complete, we will schedule a Field Check meeting with the project stakeholders. After Field Check, we will provide legal descriptions of proposed R/W, provide utility companies with preliminary plans, and submit permit applications. We will request proposals from multiple geotechnical engineering firms and provide a recommendation for contracting these services. Final plans will be provided to the County for their review and comments, along with our opinion of probable cost for the project. Throughout the entire process, Kirkham Michael will maintain regular communication with the County to ensure the project meets the required schedule.

PROJECT SCHEDULE

Below is an anticipated project schedule. This may be subject to change based on KDOT's proposed schedule.

- Design Contract Executed - November 2025
- Field Check Complete - May 2026
- Final Check - January 2027
- PSE - March 2027
- Let - July 2027

FEE FOR SCOPE OF SERVICES

Kirkham Michael estimates the cost for completing field surveys, and plan production necessary to let the project will be \$87,000. This lump sum cost shall cover all costs to complete the stated work including labor, overhead, profit and allowable expenses. This fee does not include geotech fees. The county will enter into a separate agreement for geotech services.

KEY PERSONNEL

JOHN MARKEL, P.E. - PRINCIPAL ENGINEER



Mr. Markel has over 25 years of experience in all manners of bridge design and bridge replacement projects. Over the course of his career, John has been the engineer of record for the design of reinforced concrete slab, prestressed beam, and steel beam bridges throughout the State of Kansas for both local governments and the Kansas Department of Transportation. John has designed all aspects of bridge projects and bridge replacement projects in accordance with AASHTO's LRFD Bridge Design Specifications. This includes pile foundation, spread footing foundation, drilled shaft foundation design, hydrologic and hydraulic analysis, scour analysis and no-rise certification associated with bridge projects. John also performs miscellaneous structural design to include bridge falsework, temporary shoring, temporary shoring near railroads and erection plans.

Curriculum Vitae

Recent Experience

Education:

Master of Science,
Civil Engineering -
Kansas State University, 2013

Bachelor of Arts,
Civil Engineering -
University of Kansas, 2000

Registrations:

Professional Engineer -
Kansas, No. 18375

Professional Experience:

Kirkham Michael, 2020 to present
Other Firms, 1998-2020

Gray County, FAS 6.5-KB Bridge Replacement. Kirkham Michael was hired to provide preliminary engineering, design, and construction engineering services. This bridge is located approximately 0.75 miles south of Charleston along RS 285 and spans the Arkansas River. The replacement bridge is a six-span pre-stressed concrete beam bridge (PBMC), with 99-foot spans on each end and four 100-foot spans in the middle. It is placed at a 20-degree skew with a 28-foot roadway.

Arkansas City, KLBIP Bridge #10 Replacement. Kirkham Michael was hired to provide preliminary design for Arkansas City for replacement of bridge No. 10 (NBI #401100180115010) located north of Timberlane Estates along North 15th Street and crossing the Walnut River drainage. The project plans to replace the existing bridge and stone abutments with a 35-foot single-span precast concrete beam span bridge.

Gray County, FAS 11.5-MB Bridge Replacement. Kirkham Michael was hired to provide preliminary engineering, design, and construction engineering services. This bridge is located just south of Ingalls along RS 286 and spans the Arkansas River. The replacement bridge is a six-span precast prestressed concrete beam bridge (PBMC) founded on a steel pile, with 99-foot spans on each end and four 100-foot spans in the middle. This bridge was placed at a 20-degree skew with a 28-foot roadway. A shoo-fly route was designed due to the traffic utilizing this route during construction.

Chautauqua County, OS W.2-10.2 Bridge Replacement. Chautauqua County selected Kirkham Michael to provide preliminary engineering services for the replacement of Off-system Bridge W.2-10.2, located northeast of Sedan over North Caney Creek. The existing single-span steel beam bridge was replaced with a 99-foot single-span precast prestressed concrete beam bridge.

Cowley County, OS 73 Bridge Replacement. Cowley County Off-System Bridge 73 (NBI 000180853906920) is located on 222nd Road over the BNSF Railroad, approximately 0.5 miles east of U.S. Highway 77 and 0.5 miles south of Hackney, Kansas. Kirkham Michael needed to design a bridge and roadway approach, safety guard rails, and an overall bridge replacement to meet the HL-93 loading. The replacement bridge is a 60-foot by 110-foot by 60-foot prestressed concrete continuous beam bridge with a 30' roadway. In addition, this will meet BNSF vertical and horizontal clearance requirements. Kirkham Michael was also hired to provide all of the construction inspection services during the rebuild.

Barber County, KLBIP OS 114 Bridge Replacement. Kirkham Michael was hired for the preliminary design as well as the construction engineering services for the KLBIP Off-System Bridge 114 (NBI #000040695206740) which is located 2.3 miles north and 3.0 miles west of Sharon on Blackmore Road over Little Sandy Creek. The existing steel beam bridge was replaced with a new 45-foot single-span precast concrete beam bridge with a 28-foot roadway on a driven steel pile foundation.

BRETT WILKINSON, P.E. - PROJECT MANAGER

Mr. Wilkinson is a civil engineer with 11 years of experience in a variety of civil engineering disciplines. His experience includes hydrologic and hydraulics (H&H) engineering, structural engineering, and transportation engineering. He has worked on county and city projects, KDOT projects, and private development projects. Brett has prepared engineering plans and reports for culvert replacements, bridge replacements, storm sewer construction, detention pond design, floodplain fills projects, and FEMA floodway no-rise analysis. He has a variety of experience with bridge projects that include bridge inspections, bridge load ratings and bridge design in accordance with AASHTO's LRFD Bridge Design Specifications. He has designed reinforced concrete slab, prestressed beam, and steel beam bridges in Kansas. Brett also has experience with bridge rehab projects. He served as the project manager for multiple bridge projects in Cowley County, which includes OS 133 bridge replacement and the 2023 bridge deck repair projects.

Curriculum Vitae**Education:**

Bachelor of Science,
Biological Systems Engineering -
Kansas State University, 2014

Registrations:

Professional Engineer -
Kansas, No. 26714
Missouri, No. 2020012049
Texas, No 139975

Certifications:

ASFPD Certified Floodplain
Manager- US, No. 16-09215
FHWA-NHI-130055: Safety
Inspection of In-Service Bridges
KDOT Bridge Inspection Team Leader

Professional Experience:

Kirkham Michael, 2022 - present
and 2014-2019.
Other Firms, 2019 - 2022.

Recent Experience**Cowley County, West Chestnut Bridge.**

The West Chestnut Bridge is located on 286th Road or West Chestnut Avenue, on the west side of Arkansas City. It is approximately 520 feet long and spans the Arkansas River. Kirkham Michael was hired to prepare detailed plans for removing approximately 400 feet of gravel road west of the bridge and approximately 450 feet of asphalt road east of the bridge, as well as the full 520-foot concrete bridge.

Cowley County, FAS 1, 2, 101, and 103 Bridge Deck Repairs.

Kirkham Michael provided the design and construction services for the repair of four bridge decks in Cowley County. These four bridges are FAS 1, located on 202nd Road over the Arkansas River; FAS 2, located on 202nd Road over Little Beaver Creek; FAS 101, located on 162nd Road over Bullington Creek; and FAS 103, located on 162nd Road over Otter Creek. The scope of the repair included partial and full-depth concrete deck repairs, rebar repairs, polymer overlays on three of the bridges, a PCC overlay on FAS 1, and HMA paving on approaches.

Ellsworth County, FAS 490 Bridge Replacement.

Ellsworth County hired Kirkham Michael to develop plans and specifications for replacing FAS Bridge 490, located 2.8 miles south of Wilson on RS 1388 which spans the Smoky Hill River. The replacement bridge is a 100-foot by 101-foot by 100-foot prestressed concrete beam continuous superstructure (PBMC) and was constructed on an offset alignment to allow two-way traffic to continue on the old bridge during construction.

Stafford County, OS L-29 Bridge Replacement.

Stafford County hired

Kirkham Michael to provide bridge design services for replacing Off-System Bridge L-29, located 7.1 miles north and 13.5 miles east of St John on NE 130th Avenue. The existing 6@18.8' timber span bridge was replaced with a three-span 36-foot by 48-foot by 36-foot RCSH with minimal approach grading and a 28-foot roadway.

Lincoln County, KLBIP OS 95 Bridge.

Kirkham Michael was hired to provide design and construction engineering services to replace Lincoln County Off-System Bridge No. 95 (NBI No. 000530725304420) located 4 miles south and 3.4 miles east of Vesper along Hawk Drive over Spring Creek. This project was selected through the Kansas Local Bridge Improvement Program (KLBIP). The new structure is a 45-foot single-span steel beam bridge with a corrugated metal deck and aggregate infill surface with minimal approach grading.

McPherson County, KLBIP OS 010290 Bridge.

Kirkham Michael assisted McPherson County with preparing an application for a bridge replacement through the Kansas Local Bridge Improvement Program (KLBIP). This project was successfully awarded \$150,000 in funding. McPherson County subsequently retained Kirkham Michael to provide preliminary design engineering services on Off-System Bridge 010290 (NBI No. 000590759004940) located on Wheatridge Road. This structure spans the tributary to the Smoky Hill River and is approximately 1 mile east of the Ellsworth/McPherson County line. The new structure is a 25-foot single-span precast reinforced concrete beam (YBMS) bridge with minimal approach grading and a 25-foot-6-inch roadway.

JOHN RIGGINS, P.E. - CONSTRUCTION ENGINEER

Mr. Riggins is a Civil Engineer based in the Cheney office. He has 23 years of experience in the engineering field. He is one of three Kirkham Michael staff pre-qualified to perform underwater, fracture critical, routine and element level bridge inspections in Kansas. John leads our bridge inspection services and is also our Construction Engineer. His experience provides valuable input in providing cost-effective, valuable solutions that are easily applied to real-world situations. John is also the active Cowley County On-Call Engineer. He is on site in Cowley County once a month and is very familiar with the county and stays in constant contact with Jon Jordan and Lucas Goff. He will advise the project team on an as-needed basis.

Curriculum Vitae**Education:**

Bachelor of Science,
Civil Engineering -
South Dakota State, 2000

Registrations:

Professional Engineer -
Kansas, No. 18389
Oklahoma, No. 31427

Certifications:

FHWA-NH130055: Safety Inspection
of In-Service Bridges
FHWA-NHI-130078: Fracture Critical
Inspection Techniques for Steel
Bridges
FHWA-NHI-130091: Underwater
Bridge Inspection
FHWA-NHI-130092: LRFR for Bridge
Superstructures
KDOT Certification No. 3849
• Basic Inspection
• Asphalt Paving Inspection
• Concrete Paving Inspection
• Structures

Professional Experience:

Kirkham Michael, 2010 to present
KDOT, 2001 - 2010

Recent Experience

Cowley County, OS 145 Bridge Replacement. Cowley County retained Kirkham Michael to provide preliminary and construction engineering services for replacing Off-System Bridge No. 145, NBI No. 0001801897506584, located 5 1/2 miles north and 1.9 miles east of Cambridge. The bridge spans Grouse Creek and is constructed with minimal approach grading

Cowley County, Hackney OS 73 Bridge. Cowley County Off-System Bridge 73 (NBI 000180853906920) is located on 222nd Road over the BNSF Railroad, approximately 0.5 miles east of U.S. Highway 77 and 0.5 miles south of Hackney, Kansas. Kirkham Michael needed to design a bridge and roadway approach, safety guard rails, and an overall bridge replacement to meet the HL-93 loading. The replacement bridge is a 60-foot by 110-foot by 60-foot prestressed concrete continuous beam bridge with a 30' roadway. In addition, this will meet BNSF vertical and horizontal clearance requirements. Kirkham Michael was also hired to provide all of the construction inspection services during the rebuild.

Kingman County, FAS 18 Bridge Replacement. Kirkham Michael was retained by Kingman County for design and construction engineering to construct a 7-span, 520' rolled beam weathering steel bridge over Smoots Creek near the unincorporated town of Midway. This bridge is on an important connection from a paved Federal Aid Secondary (FAS) route to U.S. Highway 400.

Kingman County, FAS 13 Bridge Replacement. Kirkham Michael prepared

a winning KDOT Cost Share Program application for Kingman County, which resulted in over \$1,400,000 awarded from KDOT. The construction included the replacement of FAS Bridge #13 on S.E. 70th Avenue over Duck Creek. The project was located 1.1 miles south of K-42 Highway and included the replacement of a 360-foot concrete T-beam bridge with a 4-span (54'-72'-72'-54') RCSH bridge and 32-foot roadway.

Gray County, FAS 6.5-KB, FAS 13-JJ, FAS 11.5-MB. Clark County, FAS 1 and Meade County, OS H-24 Bridge Replacements. Kirkham Michael was hired to provide preliminary engineering, design, and construction engineering services to replace five bridges through the KDOT Competitive Highway Bridge Program.

Elk County, OS 8-G.7 Bridge Replacement. Elk County hired Kirkham Michael to provide preliminary engineering services for replacing Off-System Bridge 8-G.7 located 2.3 miles north and 7.0 miles west of Howard on 8 Road. The new reinforced concrete haunched slab (RCHS) bridge is 30 feet by 40 feet by 30 feet, spans the Elk River, and was constructed with minimal approach grading.

Chautauqua County, OS W.2-10.2 Bridge Replacement. Chautauqua County selected Kirkham Michael to provide preliminary engineering services for the replacement of Off-system Bridge W.2-10.2, located northeast of Sedan over North Caney Creek. The existing single-span steel beam bridge was replaced with a 99-foot single-span precast prestressed concrete beam bridge.

REFERENCES

Alan Hadley

Public Works Supervisor
Kiowa County
1002 S. Grove St.
Greensburg, Kansas 67054
620-723-2531

Mark McCall

Public Works Superintendent
Chautauqua County
215 N. Chautauqua St.
Sedan, Kansas 67361
620-725-5860

Kurt Demel

Road and Bridge Administrator
Pawnee County
615 E. 10th
Larned, Kansas 67550
620-285-6141

Charles Arensdorf

Public Works Director
Kingman County
823 E. A Avenue
Kingman, Kansas 67068
620-532-3771

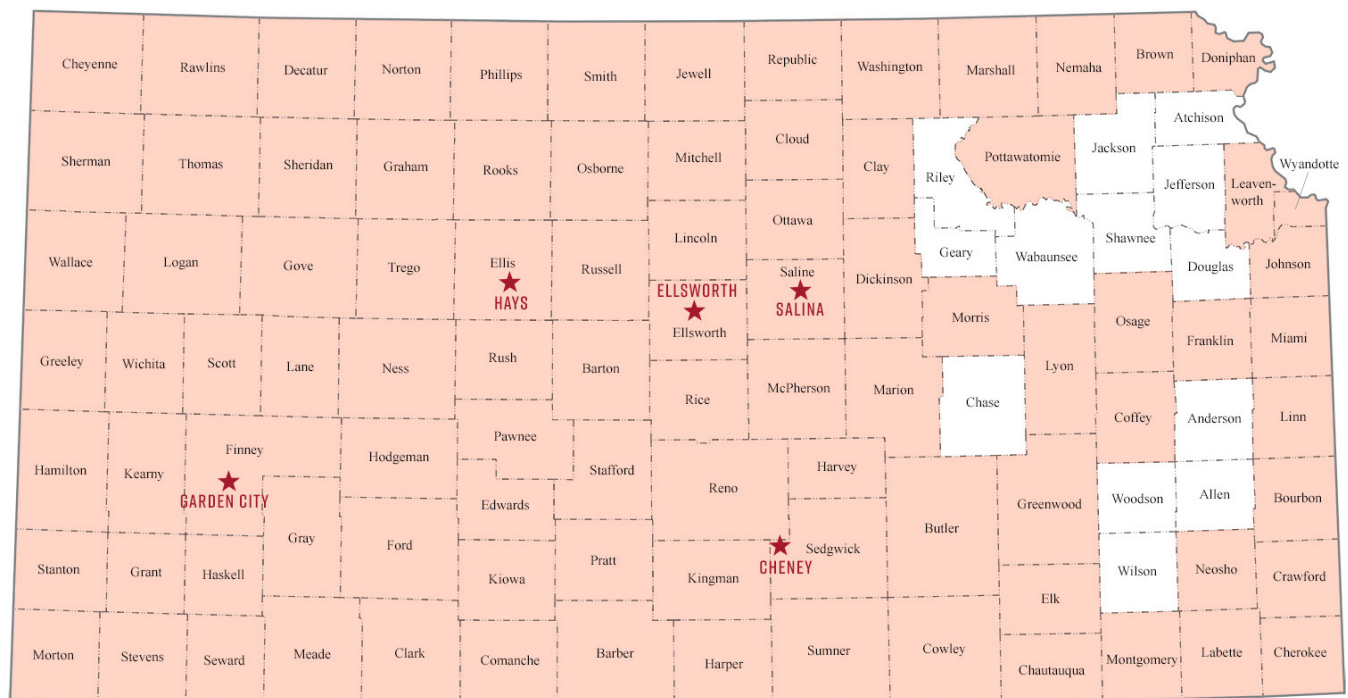
Brett Dunlap

Road Supervisor
Ellsworth County
402 W. 15th St.
Ellsworth, KS 67439
785-472-4182

Rich Neilson

Public Works Director
Edwards County
730 W. 6th St.
Kinsley, Kansas 67547
620-659-2188

COUNTIES KIRKHAM MICHAEL HAS WORKED IN



★ OFFICE LOCATIONS

OFF-SYSTEM BRIDGE REPLACEMENT

KDOT Proj. No. 18 C-4955-01
Cowley County, Kansas

Cowley County retained Kirkham Michael to provide preliminary and construction engineering services for the replacement of Off-System Bridge No. 145, NBI No. 0001801897506584, located 5.5 miles North and 1.9 miles East of Cambridge. The bridge spans Grouse Creek and is constructed with minimal approach grading.

This project was selected for funding through the Kansas Department of Transportation (KDOT) Off-System Bridge Program. The existing 68-foot span stone arch bridge had collapsed during a flood event requiring closure in 2016. Kirkham Michael designed a single-span prestressed, precast concrete beam bridge on a new alignment. Sharp curves on each end of the existing bridge were flattened with the improved alignment to allow a higher design speed. Kirkham Michael's preliminary engineering services included survey, hydrology and hydraulics, permitting, bridge design, roadway design, plan development, and completing a load rating.

PROJECT DETAILS

Services:

Topographic Survey
Design Engineering
Hydrology/Hydraulics
Bridge Design
Roadway Design
Permitting

Client Contact:

Cowley County
Jon Jordan
620.221.5425

Completion Date:

2022

Estimated Cost:

\$1,100,000.00



FAS #490 BRIDGE REPLACEMENT

Ellsworth County, Kansas

Ellsworth County hired Kirkham Michael to develop plans and specifications for replacing FAS Bridge 490. The existing bridge was a 87-113-113-87 foot continuous steel girder with a 26 foot roadway located 2.8 miles south of Wilson on RS 1388 and spans the Smoky Hill River. The replacement bridge has a 100-foot by 101-foot by 100-foot prestressed concrete beam continuous (PBMC) span superstructure and was constructed on an offset alignment to allow two-way traffic to continue on the old bridge during construction. The new bridge's substructure included spread footings and driven H-pile. The project included grading and asphalt pavement surfacing, pavement marking, and seeding. Kirkham Michael was also hired for full-time construction inspection services.

Kirkham Michael's preliminary services included survey, hydrology and hydraulics, permitting, bridge design, roadway design, plan development, and completing a load rating. Kirkham Michael was retained by Ellsworth County to provide construction engineering and materials testing during construction of the new bridge.

Kirkham Michael assisted Ellsworth County with applying for KDOT Cost Share funds which resulted in an award of \$1.4 million.

PROJECT DETAILS

Services:

Bridge Design
Right-of-Way Acquisition
Surveying
Traffic Control
Pavement Marking
Construction Inspection
Construction Administration
Materials Testing

Client Contact:

Ellsworth County
Bret Dunlap
785-472-4862

Completion Date:

2024

Estimated Cost:

\$2,898,325



KIRKHAM MICHAEL - SALINA, KANSAS OPERATIONS PROFILE

SALINA MANAGEMENT

John Markel, PE
Principal Engineer
785-376-6730
jmarkel@kirkham.com

ELLSWORTH MANAGEMENT

Jon Halbgewachs, PE
Operations Manager
785-472-3163
jhalbgewachs@kirkham.com

Josh Beckman, PE
Vice President/Project Manager
785-472-3163
jbeckman@kirkham.com

CHENEY MANAGEMENT

John Riggins, PE
Vice President/Principal
Construction Engineer
316-540-8028
jriggins@kirkham.com

GARDEN CITY MANAGEMENT

C.W. Harper, PE, PTOE
Senior Engineer
620-266-3111
charper@kirkham.com

HAYS MANAGEMENT

Bill Koerner
Construction Manager
785-472-3163
bkoerner@kirkham.com

Background

Kirkham Michael was founded in 1946 by Rowland Kirkham and Stanley Michael. The company was started in Omaha, Nebraska where our Headquarters still resides. Kirkham Michael began in Kansas with the Ellsworth office which has been in existence since 1959. Kirkham Michael acquired this office in 1990 from Mr. Richard Van Gundy. Then to better serve our clients in other locations throughout the state, Kirkham Michael established an office in Garden City in 2016, an office in Cheney in 2017, and offices in Hays and Salina in 2021.

Size

The Kansas operation currently employs over 65 team members including eleven Professional Engineers and eight Engineering Interns. KM team members are committed to providing quality, responsive, and professional services. We are focused on our clients' success and strive to exceed expectations with innovative and practical solutions.

Experience

Many of the projects we work on require us to interact with governmental and funding agencies. Kirkham Michael works closely with the Kansas Department of Commerce, Kansas Department of Agriculture — Division of Water Resources, Kansas Department of Health and Environment, USDA, Kansas Department of Transportation, City and

County agencies, Kansas Department of Wildlife and Parks, US Fish and Wildlife Services, and the US Corps of Engineers. We have recently completed projects that used Economic Development, CDBG, state revolving loan funds, off-system bridges, HRRR, and KDOT cost-share funding.

Services Provided

Kirkham Michael has responded to clients needs by providing an experienced professional staff capable of completing complex engineering projects. Our team continues to develop an ever-increasing emphasis toward designing projects that are more cost effective for our clients. Engineering services provided by Kirkham Michael include the following:

- » Bridge Design/Bridge Inspection
- » Structural Design
- » Urban and Rural Roadway Design
- » Construction Administration and Inspection
- » Wastewater Collection Systems
- » Wastewater Treatment Systems
- » Permanent Signing Design
- » Water Distribution Systems
- » Water Treatment Systems
- » Storm Water Drainage Design
- » Hydrology Studies
- » Airports
- » Field Surveys
- » Site Engineering
- » Environmental Documents
- » Traffic Engineering
- » Transportation Planning
- » Haul Route Evaluations and Testing



SALINA OFFICE

116 W. Iron Ave. | Salina, KS 67401

Phone: 785-376-6730

www.kirkham.com

Certification by Prospective Participants as to current history regarding debarment, eligibility, indictments, convictions, or civil judgments

Jon B. Halbgewachs

President, Chairman, or Authorized Official

being duly sworn (or under penalty of perjury under the laws of the United States), certifies that, except as noted below,

Kirkham, Michael & Associates, Inc.

Agency or Company

or any person associated therewith in the capacity of

Sr. Vice President

Owner, partner, director, officer, principal investigator, project director, manager, auditor, or any other position involving the administration of federal funds

is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;

has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past three years;

does not have a proposed debarment pending; and

has not been indicted, convicted, or had a civil judgment rendered against (it) by a court of competent jurisdiction in any manner involving fraud or official misconduct within the past three years;

Exceptions

Exceptions will not necessarily result in denial of award, but will be considered in determining bidder or respondent responsibility. For any exceptions noted, indicate below to whom it applies, initiating agency, and dates of action.

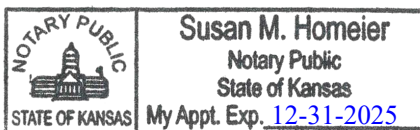
Providing false information may result in criminal prosecution or administrative sanctions.

Signature

Sworn to before me, a Notary Public in and for the County of Ellsworth, State of Kansas this 26th day of September, 2025.

Notary Public

My Commission expires 12-31-2025





Schwab Eaton is a full-service professional engineering and design firm. We offer civil engineering, surveying, landscape architecture, and construction support services.

Statement of Qualifications/Proposal for
Engineering Services
OS 101 Bridge Replacement Project

Prepared by
Schwab Eaton

October 1, 2025

Seth Allen, PE
sallen@schwab-eaton.com

David Beach, PE
dbeach@schwab-eaton.com





October 1, 2025

Cowley County
Engineering Services
Jon Jordan, Public Works Superintendent
311 E 9th Ave, Suite 104
Winfield, KS 67156

RE: Engineering Services, OS 101 Bridge Replacement Project - Statement of Qualifications

Dear Mr. Jordan and Selection Committee,

In response to Cowley County requesting for Statement of Qualifications (SOQ) and quote, Schwab Eaton appreciates the opportunity to submit our qualifications for the Engineering Services for OS 101 Bridge Replacement Project. Our desire is to ensure the quality and safety of this replacement by assisting you with this project.

Throughout this document we trust you will recognize our experience, skills, and enthusiasm are the right fit for the professional services needed for this project. Schwab Eaton has a rich history of engineering excellence, and we have the team to help you realize your goals. When a county engages a consultant on projects like these, the county is really looking for that consultant to be an extension of their staff. We appreciate that concept and have strengthened our ability to perform in this manner.

Schwab Eaton has assisted many counties with rural and off-system bridge replacements. Our knowledge of Road & Bridge Design along with our internal plan development practices provides us with the ability to turn projects around in a timely manner. Seth Allen will be the Project Manager with 7+ years of road, bridge, and hydraulic design. Dave Beach will be the QC/QA Manager with 40 years of transportation experience that includes both highway and bridge design.

This proposal expresses our desire to not only assist with the County's current slated bridge replacement, but also to form a long-lasting relationship with Mr. Jordan and Cowley County. If selected, our team of qualified, experienced professionals will work closely with the County to move this project along a logically and fiscally responsible path to fruition.

Thank you for your consideration and let us know if you would like to further discuss our qualifications, our approach to the work, or any other pertinent topics.

Sincerely,
Schwab Eaton

Seth Allen, PE

David Beach, PE

In response to the Cowley County's request for proposal,
Schwab Eaton is providing the following information.

Section A:	Professional Qualifications & Experience	
A1:	Firm Overview & History	Pg. 2
A2:	Key Personnel and Resumes	Pg. 3
Section B:	Scope of Services / Timeline	Pg. 5
Section C:	Firm's County Involvement	Pg. 8
Section D:	Comparable Project Experience & Execution	Pg. 9

Schwab Eaton is a full-service professional engineering and design firm. Since our founding, we have provided civil engineering, surveying, landscape architecture, and construction support services to municipalities, private landowners, developers, state agencies, and counties across the state. Our staff includes licensed engineers, land surveyors and landscape architects, as well as, certified inspectors. Throughout the years we have acquired a reputation of being a reliable firm that works "with," not just "for," our clients. Regardless of project size, the client receives quality, personal service.

We pride ourselves on providing high quality design services to our clients. Open communication and

collaboration are the cornerstones of a successful project. In addition, a very thorough and diligent approach to the project design results in projects that are completed within budget and on time. We believe in providing engineering services that identify cost effective solutions to problems while maintaining a level of common sense that is often lost in today's world.

Schwab Eaton is uniquely qualified for this project because of the extensive experience of our staff. You will be working with seasoned professionals who understand the importance of working through the challenges while constantly keeping an eye on the big picture.

Company Facts

C Corporation - Kansas • Founded 1957, Manhattan, Kansas
Approximately 60 Employees with an average tenure of 14 Years

Licensed Professional Services

Civil and Structural Engineering • Land Surveying • Landscape Architecture • Construction Support

Kansas Office Locations

Manhattan	Wichita	Salina	Beloit
5410 Ledge Stone Drive Suite 100 Manhattan, KS 66503 785.539.4687	800 East 1st Street Suite 240 Wichita, KS 67202 316.722.4472	631 East Crawford Suite 203 Salina, KS 67401 785.404.3139	101 South Mill Street PO Box 280 Beloit, KS 67420 785.738.2725

Each of these people will be critical in tackling the challenges this project will offer. If necessary, additional staff may be added to assist with specific tasks. However, these are the people who will do the bulk of the work.

Schwab Eaton engineers take the safety of the traveling public very seriously, and as such, put a high priority on the quality of our designs and plans. A quality control plan is used on every SE project and a QA/QC manager is assigned to ensure that the quality control plan is followed. Seth Allen will perform the bulk of the design, and Dave Beach will be the QC/QA reviewer.

As work tasks are completed, our project manager will review the information and comment. Any questions that require input from the County will be presented and time allowed for responses. On a weekly basis, or more frequently if needed, the principal in charge will review design progress and assign staff to make checks on the work.

Seth Allen will be the primary point of contact with Dave Beach also available. These gentlemen will be responsible for responding to questions from Cowley County and for managing resources needed for the project team. The SE Wichita office is located 40 miles from the Cowley County office so staff from that office may serve in a support and inspection role. They will also coordinate activities among the engineers to make sure work is checked, but not duplicated.

Should Schwab Eaton be selected for the work, the Wichita surveying crew will be dispatched within a few weeks from the notice to proceed. Two engineers, two design technicians, and a 2-man surveying crew will be assigned to the project and are capable of meeting the project deadlines as stated in the Scope of Services.



EDUCATION

Kansas State University —
Bachelor of Science in Civil
Engineering, 2020

LICENSURE

Professional Engineer: Kansas
#30728

Federal Hwy Admin. National
Hwy Institute Bridge Inspec-
tion Supervisor KDOT Inspec-
tor Certified

PROFESSIONAL ASSOCIATIONS

- KS Society of Professional Engineers 2020-Present
- Smoky Valley Chapter of KSPE Board 2023 - Present
- Smoky Valley Chapter of KSPE President - Present
- American Council of Engineering Companies - Present

Seth Allen, PE

PROJECT MANAGER

CAREER HIGHLIGHTS

- Began Career with Schwab Eaton in 2018
- Specializing in Structural Design and Road and Bridge Design
- Experienced in AASHTO Load Rating Models, Hydraulic Analyses with HY-8 and HEC-RAS, Scour Analyses, Environmental Permit Applications, Utility Relocation Coordination, and Quality Checks/Construction Supervision
- Assist in Plan Development
- Versed in Using Bentley's OpenRoads Software for Creating 3D Surfacing Models

REPRESENTATIVE PROJECTS

- KDOT Primary Bridge Project 148-101 KA-3956-01 – Washington Co., Kansas
- 2790 Fair Road Bridge Replacement – Dickinson Co., Kansas
- 23.4-U.0 KLBIP Bridge Replacement – Marshall Co., Kansas
- 4.0-U.5 KLBIP Bridge Replacement – Clay Co., Kansas
- KDOT OS Bridge Replacement 014 C-5149-01 – Clay Co., Kansas
- KDOT OS Bridge Replacement 006 C-5152-01 – Bourbon Co., Kansas
- Project 160 202-4 Bridge Replacement – Doniphan Co., Kansas
- Project K.0-6.2 Bridge Replacement – Riley Co., Kansas
- Project C.7-0.0 Bridge Replacement – Riley Co., Kansas
- J.0-11.1 KLBIP Bridge Replacement – Allen Co., Kansas



EDUCATION

University of Kansas —
Bachelor of Science in Civil
Engineering, 1983

LICENSURE

Professional Engineer:
Kansas #12408

PROFESSIONAL ASSOCIATIONS

- American Council of Engineering Companies – Kansas, 1993-Present
- KDOT Bridge Inspection Advisory Committee, 2002-2006
- KDOT/ACEC Executive Liaison Committee, 2004-2007

David G. Beach, PE

QC/QA ENGINEER

CAREER HIGHLIGHTS

- Joined Schwab Eaton in 1983
- 40 Years of Bridge Inspection and Design Services
- Experienced in Routine, Fracture Critical and Special Bridge Inspections, Evaluation and Structural Analyses, Posting Recommendations, and Repairs
- “Special Case” Inspections Involving Insurance Claims and Collision or Fire Damaged Structures
- Extensive Experience Working with KDOT, KDWP and Numerous Counties Throughout the State of Kansas on Transportation and Bridge Projects Including Rehabilitation and Replacement

REPRESENTATIVE PROJECTS

- KDWP&T Bridge Replacement – Meade State Lake, Kansas
- Fancy Creek Bridge Steel Truss Replacement K.0-6.2 – Riley County, Kansas
- Biennial Bridge Inspections – Statewide, Kansas
- Parallel Road Bridge Replacement C.7-0.0, Rigid Frame – Riley County, Kansas
- Off-System Bridge Replacement, RCSH – Cherokee County, Kansas
- KLBIP Bridge No. RS 290 Replacement/New Alignment – Atchison Co., Kansas
- Collision Damage Repair & Deck Rehab. No. M.0-26.4 – Atchison County, Kansas
- Bridge Replacement KDOT CE Services K-24 (East and West) – Mitchell Co., Kansas



EDUCATION

Manhattan Technical College
— Civil and Architectural
Drafting, 1998

LICENSURE

Professional Surveyor: Kansas
#1774

PROFESSIONAL ASSOCIATIONS

- National Society of Professional Surveyors
- Kansas Society of Land Surveyors

Jeff Goering, PS

LAND SURVEYOR

CAREER HIGHLIGHTS

- Joined Schwab Eaton in 2004
- Wichita Survey Department Director – 2023
- Extensive knowledge and experience in all aspects of land surveying with an emphasis on construction staking and topographic surveys. He is also experienced with boundary work, ALTA surveys, Project Estimating, Project Management, and AutoCAD drafting.

REPRESENTATIVE PROJECTS

- US-400 Bridge Replacement – Butler Co., Kansas
- US-400 Roadway Replacement – Pratt Co., Kansas
- KDOT Primary K-99 Culvert Replacement – Greenwood Co., Kansas
- OS 056 (SW 180th) Bridge Replacement – Butler Co., Kansas
- KDOT OS Bridge Replacement 6 C-5286-01 – Bourbon Co., Kansas
- KDOT OS Bridge Replacement 1 C-5293-01 – Allen Co., Kansas
- Bridge Replacements (3 locations) – Wabaunsee Co., Kansas
- Contracted for Butler Co., Kansas On-Call Surveying
- Various KDOT Right-of-Way Surveys and Drawings

PROJECT

- (1) OS 101 Bridge Replacement

LOCATION

- (1) BR OS 101 is located on 155th Road over Silver Creek located approx. 2.75 Miles North of US Hwy 166.

SCOPE OF SERVICES

The following scope of services is based on the information provided in the request for proposals. Upon authorization to proceed, Schwab-Eaton will provide the following services for these projects. The completion dates described below are tentative and subject to change in coordination with Cowley County. The completion dates outlined are tentative and subject to change in coordination with the County. Schwab-Eaton understands that funding for construction will be provided via State/Federal grants, and as such, may change our Post-Letting Scope of Services. Schwab-Eaton has extensive experience in projects that are State/Federally funded, and the Scope shall follow one similar to that.

SURVEY

- Perform a full topographical survey of the site.
- Utilities, section corners, and quarter corners will be included in the survey.
- Acquire legal descriptions if there's expected additional R/W.
- The completed survey will be bound by the specifications outlined in the request for proposals.

COMPLETION DATE: NOVEMBER 28, 2025
PERCENT FEE: 10%

CONCEPT DESIGN REVIEW

- Existing hydraulics shall be analyzed using HEC-RAS and a hydraulic assessment checklist will be started.
- Preliminary structure(s) will be selected with consideration to preliminary grading and hydrology.
- A Plan/profile sheet shall be submitted to the county for concept design review and held on completion date below.

COMPLETION DATE: JANUARY 30, 2026
PERCENT FEE: 10%

FIELD CHECK

- Field check plans shall include a title sheet, typical sections, plan & profile, construction layout, contour map, route detour, and roadway cross sections.
- A completed hydraulic assessment checklist shall be included.
- Once final structure is selected, permit applications will begin.
- Once final structure is selected, geological exploration quotes will be requested and coordinated with County approval.
- A preliminary cost estimate will be provided with field check plans.

COMPLETION DATE: APRIL 24, 2026
FIELD CHECK DATE: TBD
PERCENT FEE: 35%

OFFICE CHECK

- Office check plans shall include all necessary plans required for bridge replacement, as well as any specific sheets described in the request for proposals.
- A Load rating using AASHTO Bridge Rating software will be completed, and a load rating summary sheet will be provided.
- Office check cost estimate will be created.

COMPLETION DATE: AUGUST 14, 2026

PERCENT FEE: 15%

FINAL CHECK

- Final check plans shall include all necessary plans required for bridge replacement, as well as any specific sheets described in the request for proposals.
- Final Cost estimate, hydraulic assessment checklist, load rating summary sheet, Item 113 Justification Form, permits, and geotechnical report will be submitted to the county.
- Existing and Proposed surfaces will be provided.
- Legal descriptions of any necessary additional R/W along with descriptions of any utility conflicts will be delivered to the county.

COMPLETION DATE: OCTOBER 9, 2026

PERCENT FEE: 15%

LETTING SUBMITTAL

- All items requested as described in the request for proposals shall be completed prior to the completion date described below and delivered on/prior to that day.
- All construction documents, including plan specs and special provisions, shall be completed and provided to the County for letting.

COMPLETION DATE: DECEMBER 4, 2026

PERCENT FEE: 10%

DURING/POST LETTING

- Available for any questions bidders may have on details provided.
- Attendance and participation of preconstruction conference.
- Review all shop drawings and falsework drawings.

PERCENT FEE: 5%

PROJECT	FEE (LUMP SUM)
OS 101 Bridge Replacement	\$65,700

Schwab Eaton has assisted with various projects in Cowley County over the years. The nature of involvement was mostly through bridge inspection support and Rural Water Districts (RWDs). Schwab Eaton currently has an on-call agreement with Cowley RWD #7.

In an effort to broaden our knowledge of the area, Seth Allen met with Jon Jordan and visited the proposed project site on September 25th. During the visit, Seth was able to assess the potential challenges of the project and bank a few preliminary design concepts. He also collected an inventory of photos. A few key design parameters he noticed during his visit along with pertinent photos are described below.

- The Proposed structure will be constructed along a new alignment to the East, designed using Low-Volume Roads specifications and a design speed of 30 mph. The curve roughly 350' to the North may be tied into and tied down on the South end with project footprint in mind. Photo (3) shows the two tentative options for proposed alignment. The blue alignment has less ROW acquisition and footprint. The orange alignment allows for a shorter structure. Even though Mr. Jordan indicated the landowner will be donating needed land to the project, the blue alignment would still be the cheaper option in total construction costs.
- The proposed 120' Prestressed Beam Bridge shall be centered along the channel. Evidence of scour and channel meandering has been identified on the South Side, which will require slope protection and possible structure shift to reduce these effects (see photo (2)).
- The Kansas State Historic Society may be keen on this structure, which was discussed at the site visit. Schwab-Eaton has dealt with the State Historic Preservation Office on multiple projects over the past few years, and are prepared to help the County navigate those conversations when they arrive.



(1) Approach Roadway Looking North across Bridge



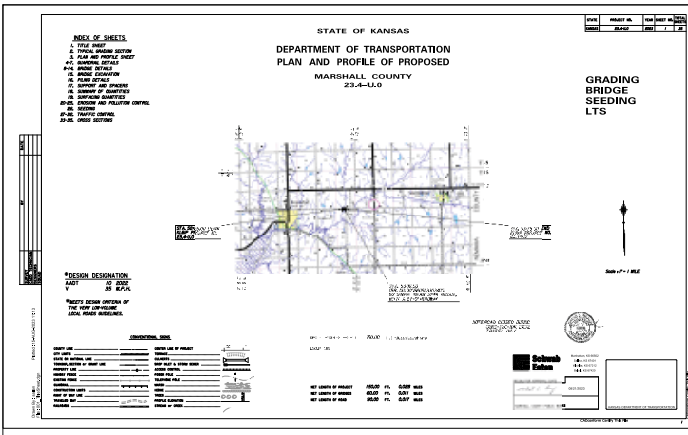
(2) Channel looking West (see embankment scour and existing riprap)



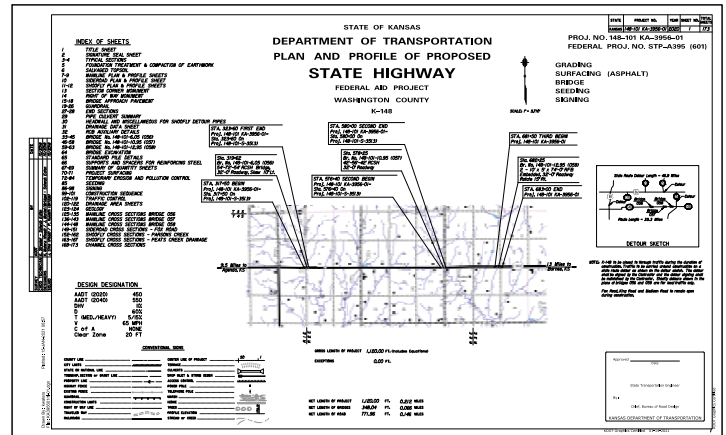
(3) Blue - Parallel to Existing Alignment 50' offset CL; Orange - Near Perpendicular to Channel (Approx., not final)

The project profiles provided in this section illustrate our experience with comparable endeavors.

Attached to this proposal is a let set of plans for bridge replacement projects KDOT #148-101 KA-3956-01 in Washington Co. and Bridge 23.4-U.0 in Marshall Co. Our goal in submitting these two project plans is to display the wide range of plans we are capable of providing for a bridge replacement project. We tend to abide by KDOT's drafting standards and the quality of plans you receive will reflect that. If you would like to discuss either of the plan sets during your review, please feel free to reach out to Seth Allen.



KDOT #148-101 KA-3956-01 Title Sheet



Bridge 23.4-U.0 Title Sheet

KDOT #148-101 KA-3956-01 WASHINGTON COUNTY, KANSAS

Project included the replacement of three structures along K-148 in Washington Co. — Bridge #506 54'-72'-54' RCHS (located 6 mi. east of the Republic Co. Line), Bridge #057 42'-56'-42' RCHS (located 11 mi. east of the Republic Co. Line), Bridge #058 2-10' x 5'74" RFB (Located 13 mi. east to the Republic Co. Line). This project had a quick turnaround time from Field Check report (July 2020) to letting submittal (January 2021). KDOT design specification and standards were utilized. Traffic control was a big piece of this project as two of the bridges required a shoofly during construction.



OWNER/CLIENT - KDOT

FUNDING SOURCE - Fed/State
(ACSTP/K: 80/20)

LETTING DATE - February 2021

COSTS - \$3.073M **OVER/UNDER** - Under
(Jan. 2021 Est. \$3.512M)

LENGTH OF DESIGN - 25 Months, including
KDOT review times.

R/W PURCHASE - By KDOT

UTILITY RELOCATION - By KDOT

BRIDGE REPLACEMENT 1145 1ST ROAD

DICKINSON COUNTY, KANSAS

Project included the replacement of an existing 60'-70'-70'-60' SWGC bridge with a 45'-90'-45' PBMC located 0.2 Miles West of Industry, KS on 1st Rd over Chapman Creek. The existing structure was load posted and was excessively long compared to the channel width. We were able to shorten the span length by 80' and meet our Q100 design flow with minimal backwater elevation changes. This project also included KDOT standard approach guardrail and grading/reconstruction approach roadway using full-depth asphalt on a compacted aggregate base.



OWNER/CLIENT - Dickinson County, KS

FUNDING SOURCE - KDOT Cost Share Program

LETTING DATE - November 2022

COSTS - \$1,362,152 **OVER/UNDER** - Under
(Let Est. \$1,498,340)

LENGTH OF DESIGN - 20 Months

R/W PURCHASE - No

UTILITY RELOCATION - Yes, Water

BROWN MEMORIAL PARK

DICKINSON COUNTY, KANSAS

Project included the replacement of an existing 80' SLTS bridge with a 90' PBMS located 2.0 Miles South and 2.0 Miles East of Fact, KS. The existing structure was structurally deficient and load posted. A 90' PBMS was selected to increase the waterway opening and reduce the number of substructure elements. Straight wingwalls and riprap were used along with retention of the existing abutments in efforts to facilitate drainage and protect the structure from scouring. Local Low-Volume Road design specs were applied to reduce the guardrail and grading.



OWNER/CLIENT - Brown Memorial Park Foundation

FUNDING SOURCE - Local

LETTING DATE - September 2014

COSTS - \$396,000 **OVER/UNDER** - Under
(Let Est. \$422,000)

LENGTH OF DESIGN - 3 Months

R/W PURCHASE - No

UTILITY RELOCATION - None