



City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147-262.248.3673-[www.cityoflakegeneva.gov](http://www.cityoflakegeneva.gov)

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**Public Works Committee Agenda**  
**Monday, June 22, 2026 - 4:00 PM**  
**Lake Geneva City Hall, Council Chambers**

Members:

Chair: Cathy Stoodley

JaNelle Powers, Linda Frame, Mary Jo Fesenmaier and Brian Smith

- 1. Call to Order**
- 2. Roll Call**
- 3. Comments from the public limited to 5 minutes, limited to items on this agenda**
- 4. Approval of the minutes from May 26,2026**
- 5. Written Staff Reports**
  - a. Director of Public Works Report**
  - b. Street Superintendent Report**
  - c. Parking Manager Report**
  - d. Engineer Report**
- 6. Highway 50 Update**
- 7. Discussion/Recommendation regarding 2026 Tapco Contract**
- 8. Discussion/Recommendation move-up of replacement of (1) heavy plow and (1) bucket truck from 2027 to 2026 in Equipment Replacement Fund**
- 9. Discussion/Recommendation regarding the Maximum Extent Feasible for the Bike Path on Townline Rd and Edwards Blvd.**
- 10. Adjournment**

A quorum of the Council may be present; however, no official Council action will be taken.  
Requests from persons with disabilities who need assistance to participate in this meeting should be made to the City Clerk's office in advance so that the appropriate accommodations can be made.

**City Of Lake Geneva Public Works Committee Minutes**  
**Tuesday, May 26, 2026 - 4:00 PM**  
**Lake Geneva City Hall, Council Chambers**

**Call to Order**

Meeting was called to order by chairperson Stoodley.

**Roll Call**

Present: Stoodley, Powers, Frame, Fesenmaier, and Smith

Others present: City Administrator Dave De Angelis, Public Works Director Tom Earle, Public Works Superintendent Neil Waswo, Parking Manager Beth Gehris-Padro, and Naomi Rauch.

**Comments from the public limited to 5 minutes, limited to items on this agenda**

Sherri Ames 603 Center Street, spoke in reference to Broad and Dodge Intersection.

**Approval of the minutes from April 27, 2026**

Motion by Stoodley to approve, second by Powers.

Voice vote, approved, motion carried.

**Written Staff Reports**

**Director of Public Works Report**

The Public Works Director's report was included in the packet.

Earle gave an overview of his report.

Discussion ensued regarding CIP projects.

**Street Superintendent Report**

The superintendent's report was included in the packet.

Committee members discussed topics in the report.

**Parking Manager Report**

Parking Manager report was included in the packet.

Fesenmaier and Gehris-Padro discussed parking during Highway 50 construction.

**Engineer Report**

The engineer's report was included in the packet.

Rauch from Kapur gave an update on Center St and Interchange North.

Discussion ensued regarding striped crosswalks on Broad and Dodge intersection.

**Highway 50 Update**

Highway 50 update was included in the packet.

**Walworth County Highway Dept Update on CTH H construction**

County Highway H construction update was included in the packet.

**Discussion/Recommendation regarding draft policy for crosswalks, curb ramps, and sidewalks**

Motion by Stoodley to approve, second by Powers.

Voice vote, approved, motion carried.

Committee members discussed cross-hatched crosswalks, referring to the documents included in the packet.

**Adjournment**

Motion by Powers to adjourn, second by Frame

Voice vote, approved, motion carried.

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**To:** Public Works Committee  
**From:** Tom Earle, Director of Public Works  
**RE:** June. 2026 Director's Report

## **PUBLIC WORKS OFFICE & ADMINISTRATION**

### **DOT.**

- Discuss Hwy 50 with LGUC and WisDOT several times, ongoing. Meet regarding street lights.
- Discuss Real Estate acquisitions for STH 120 project with Admin and WisDOT Engineer. Ongoing, meet with MaryKate.
- Meet with WisDOT regarding building projects on STH 50. Signage and traffic signage and signals. Discuss ROW encroachments. Meet on site. The Manor Pillars.
- Discuss project with The Manor and also street light upgrades.

### **DPW**

- Meet regarding spillway lighting, ongoing, discuss with LGBC. Meet with BC regarding this and other projects. Discuss with GLLC.
- Meet with Admin several times
- Meet with Comptroller several times.
- Currently working on CIP projects. Museum roof RFB opened 22 April. Museum furnace RFB due 20 May. Meet with Comptroller regarding funds. Museum roof postponed. Furnace at museum approved.
- Meet with designer/engineer on salt shed addition. Project projected start date 22 Sept. Project moved back due to scheduling. Tentative date, April 2026. Started 1<sup>st</sup> week April, walls poured. Floor in, demo work begun. Roof sheathing on today.
- Discuss border roads winter maintenance with surrounding Muni's.
- Review ROW permits, meet with B&Z. Attend DRT
- Daily activities, signage, roads, salt allocation, salt application seminars, etc. Signage issues around town.
- Meet with WalCo, Engineers regarding Int. North project. Traffic issues for detour.
- Alleys are being listed based on PASER ratings. DPW aware of several issues in alleys. Baker St, Crawford, Etc. Lists moving forward will include any known issues. City Engineer will list.

### **Cemeteries**

- Survey complete, data compilation for design started. Borings performed. Project bids collected, to be on Cemetery Board Agenda. Paving project approved.
- Attend Cemetery Board in June.. Updates on projects
- Several issues at Oak Hill are being resolved and ongoing. Many ownership issues lately, assisted numerous families for ownership issues. This is ongoing and ramping up. LTE employment looked at, looking for applicants.
- Address past errors in record keeping at Oak Hill, ongoing. Many new issues found.
- DPW Admin Assistant is working on finding possible remedies for the Oak Hill Columbarium issues.

# City of Lake Geneva

Department of Public Works

1065 Carey St.

Lake Geneva, WI 53147

262.248.6644

- Columbarium rebid opened 08 April, recommendation on Council agenda. Approved
- RFB for Sexton Shed came in at budget, hopefully work starts in next few months. Fence is moved, trees removed. Waiting for project to begin
- 2<sup>nd</sup> columbarium approved at Cemetery Board, RFB due
- Meet with Comptroller, Admin and Asst. Admin regarding ERF and CIP



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DPW June 2026 Operational Report

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**Streets**

I have been working with city Engineer on the 2026 Street program.

The 2026 street program construction has started.

Highway H construction has started.

Sweepers are out cleaning curb lines downtown 5 days a week.

Staff have been repairing and straightening street signs and traffic signs.

Doing repairs to traffic lights.

Staff have been out cleaning up storm damage to city park and ROW trees.

Staff are working on streetlight repairs.

Staff have been out doing utility locates.

Staff are doing downtown and park garbage pickup Mondays, Wednesdays, Fridays, Saturdays and Sundays.

Staff have meetings with County on HWY H project bi-weekly.

Stop signs will stay in middle of road at Broad and Dodge St.

DPW office have been getting visitors regularly for the brush drop off.

Staff also have been completing needed repairs to equipment.

Crews are out when weather permits filling Potholes weekly.

Staff have been attending online training courses and getting additional certifications.

Crews are out doing storm drain repairs along with contractors.

Crews were out clearing storm drains and keeping culverts cleared.

New salt shed construction is under way. Meeting with contractor Bi-weekly.

Met with TDS contractors. They will be installing fiber optics in the cit. Working on the N. side of the city now.



## City of Lake Geneva

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Crews have been out painting crosswalks and parking stalls.

Mosquito sprayer has been calibrated and ready for the season if needed.

### **Parks**

Staff have been working on some PMs to mowing equipment.

Contractor has edged and mulched city flower beds.

Staff have finished mulching tree rings in parks.

Completed painting public restrooms.

Working on dirtying and seeding dead spots in the park.

All public restrooms are open for the season.

Have been working on minor repairs to some playground equipment.

New control box has been ordered for Library Park irrigation system.

Crews are out mowing.

Lake front crew has started on the weekends.

Crews are out doing restorations from winter damage.

Vets Park has been busy with weekend tournaments. And summer baseball.

Beach is being cleaned, groomed and garbage's emptied every day.

### **Forestry**

Staff have been attending online and in person training.

The crew is out trimming trees.

Crews have been working on tree removals.

Also working on specs for new bucket truck.



# City of Lake Geneva

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## **Riviera**

Working on AC unit issues with contractors.

Riv has hosted 15 events.

**Parking Operations Report -June 2026**

**2026 Parking Permits:**

- 5,340 (4,907 Resident – 245 WalCo Resident - 188 Business)
- 31/40 Parking Lot Permits

**Citation Report:**

Total: 16,410  
 Issued:2,460  
 Paid: 10,716  
 Dismissed/Closed: 2,618  
 Sent to Collection: 216  
 Warning: 261  
 In Dispute: 139

Information pulled 6/17/2026

| Month    | Parkmobile-App | Flowbird-Kiosks | Month    | Parkmobile-App | Flowbird-Kiosks |
|----------|----------------|-----------------|----------|----------------|-----------------|
| Jan-26   | \$ 18,895.00   | \$ 29,416.30    | 2025-01  | \$ -           | \$ 1,016.72     |
| Feb-26   | \$ 68,987.00   | \$ 101,207.89   | 2025-02  | \$ 59,369.00   | \$ 89,258.76    |
| Mar-26   | \$ 66,394.00   | \$ 87,701.80    | 2025-03  | \$ 69,120.00   | \$ 105,650.17   |
| Total Q1 | \$ 154,276.00  | \$ 218,325.99   | Total Q1 | \$ 128,489.00  | \$ 195,925.65   |
|          | Q1 Grand Total | \$ 372,601.99   |          | Q1 Grand Total | \$ 324,414.65   |
| Apr-26   | \$ 71,183.00   | \$ 92,495.25    | 2025-04  | \$ 65,362.00   | \$ 101,188.91   |
| May-26   | \$ 144,135.00  | \$ 193,489.18   | 2025-05  | \$ 122,054.00  | \$ 187,317.80   |
| Jun-26   | \$ 80,658.00   | \$ 111,320.29   | 2025-06  | \$ 156,953.00  | \$ 270,242.27   |
| Total Q2 | \$ 295,976.00  | \$ 397,304.72   | Total Q2 | \$ 344,369.00  | \$ 558,748.98   |
|          | Q2 Grand Total | \$ 693,280.72   |          | Q2 Grand Total | \$ 903,117.98   |

**Ongoing Plan for 2026:**

- Completion of new Parking Configuration at Boat Launch
  - o Loss of 4 parking spaces on Wrigley Drive
  - o Updated location of signs at kiosk and spaces. (Thank you, DPW)
- Uptick in paid parking in Zone 8016 Dodge Street & North Broad due to parking lot closure at 500 Broad Street.
- Identification of areas requiring more paid parking signs or signposts
  - Addition of signage on Center Street Near Mill Creek Hotel
  - Dodge Street (have added temporary PBox for impact)
  - Lake Shore Drive, 100 block west side
  - Broad Street, 400 block west side
  - Cook St at Geneva St (may use temporary PBox option)

- Library Park, West (have added 2 temporary PBox option)
    - o Removing Compact Sign at parallel space in front of Post Office
    - o Removing one Compact Space in 700 block of Geneva St
- Staff discussion of No Parking Zone on Broad Street at Geneva Theatre
  - o Possible use for Trolley Stop. Will discuss with DTC
- Ongoing participation in Hwy 50 Construction Discussion Group
- Parking Manager returned after attending the International Parking & Mobility Institute Conference in Milwaukee WI, June 14-17, 2026
  - Solving Residential Challenges: Residential Parking Permits and Districts
  - Eye Tracking Software Survey and Demonstrations
  - Sign Refresh City-wide for Future

**Revenue Impact**

- Winterfest -\$15,940 +shuttle value
- Church Parking Weekly Retail Value -\$44,280
- Food Pantry Weekly Retail Value -\$4,320
- YMCA 5K -\$640
- Farmer’s Market -\$13,260
- Concerts in the Park -\$700
- Liberty on the Lake -\$800
- Pink the Lake -\$120
- Art in the Park -\$13,500 est +shuttle value
- Venetian Fest -\$39,120 est +shuttle value
- Fat Tire Charity Ride -\$1000
- Firebells Fundraiser -\$320

o Total Impact -\$134,000

2025-Revenue Impact (-\$134,173.72 includes shuttle)



## **Highway 50 Update**

The reconstruction of WIS 50 through the City of Lake Geneva is on schedule to take place in 2027 and 2028. Weather permitting, roadway construction is anticipated to start as early as possible in 2027 (February) and go through the end of calendar year 2028.

WisDOT project will also incorporate the City's water and sanitary improvements into the final plan set and Let with the WisDOT project.

Upcoming milestones/events:

- Real estate acquisition process has begun and is anticipated to go through end of summer 2026
- Utility (private) coordination has started and is anticipated to go through mid-summer 2026
  - Note: private utility (AT&T, WE gas/electric, etc...) relocations/moves are anticipated to start late summer/ early fall 2026. WisDOT is still working on getting anticipated dates on when those relocates will start. As soon as I hear when the utilities will start their work, I will notify the City.
- Bloom submitted 90% draft plans for review, the 90% draft review meeting was held on 6/2 (Virtually). The city was in attendance.
- On going coordination with the City regarding plan details and special provisions, the final plans and specifications are due 8/3/2026.
- WisDOT has sent over the SMFA for review and approval.



Phone 1-800-236-0112

5100 West Brown Deer Road  
Brown Deer, Wisconsin 53223

## TRAFFIC SIGNAL PREVENTIVE MAINTENANCE CONTRACT

### The "PRO-TECH" Contract

This contract is between the City of Lake Geneva, the customer and Traffic and Parking Control Company, LLC. 5100 W. Brown Deer Rd., Brown Deer, Wisconsin (TAPCO), the contractor.

This contract covers the period of time from midnight, April 1, 2026 to midnight, March 31, 2027.

The intersections covered by this contract are listed in Exhibit A, accompanying this contract.

The contractor (TAPCO) agrees to provide full preventive maintenance under the following terms and conditions;

TAPCO shall inspect the covered signalized intersection(s) and their control equipment to verify proper operation. This inspection shall take place once a year.

TAPCO shall check the following items at the covered signalized intersection(s). These checks have been developed by employing current engineering practices. These professional standards will be applied to not only the signal maintenance but signal timing and traffic operations as well.

- 1.) Verify proper operation of the Controller Unit. This shall consist of verifying that the controller is correctly programmed per the controller database records and that the controller is correctly executing its program. This service is only applies to TAPCO supported brands of controllers.
- 2.) TAPCO will maintain the intersection documentation consisting of signal plan charts, cabinet blueprints and timing plan charts.
- 3.) Verify proper operation of the NEMA Conflict Monitor Unit. This shall consist of testing the NEMA Conflict Monitor on an automatic NEMA monitor test set. The test set shall be capable of testing all aspects of monitor operation for conformance with NEMA specifications.
- 4.) Check AC power feed at the control cabinet. Record measured voltage from Hot to Neutral, from Hot to Ground, and from Neutral to Ground. Record measured current flowing in the Hot and Neutral conductors.



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- 5.) Check and record inductance, series resistance and leakage resistance for each loop detector circuit at the control cabinet. Verify the proper operation associated with each detector amplifier.
- 6.) Check all terminal screws in the control cabinet for tightness.
- 7.) Verify operation of control cabinet heater and fan. Verify correct settings of their respective thermostats.
- 8.) Verify correct flash operation at the control cabinet. Also verify operation of any control switches in the control cabinet.
- 9.) Verify operation of all pedestrian pushbuttons and check for the presence and orientation of the pushbutton signs.
- 10.) Check all signal head indications for proper aiming and proper operation.
- 11.) TAPCO shall visually inspect the control cabinet, meter pedestal, pull boxes, signal poles, signal bases, and signal heads for any signs of damage or vandalism.
- 12.) TAPCO will check operation of the lighting control circuit if housed within the traffic signal cabinet and check luminaires for proper operation.
- 13.) TAPCO shall replace the control cabinet air filter element, vacuum inside the cabinet, and lubricate the cabinet door hinges and locks once per year.
- 14.) TAPCO will verify proper operation of optical preemption, and if installed, confirmation lights.
- 15.) TAPCO shall check for proper grounding of unused conductors within the traffic control cabinet.
- 16.) TAPCO will verify proper operation of vehicle detection systems to include video detection, microwave detection, and wireless sensors. This service only applies to TAPCO supported brands of detection systems.
- 17.) TAPCO will provide, where necessary, firmware upgrades to video, microwave, and Accessible Pedestrian Push button systems. This service only applies to TAPCO supported brands of detection systems.



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18.) TAPCO will inspect and verify proper operation of the battery backup system. If installed, TAPCO will record battery admittance values using the associated Remote Battery Management System. TAPCO will provide, where necessary, firmware upgrades to the UPS module and Battery Management System. This service only applies to TAPCO supported brands of battery backup systems.

19.) TAPCO shall supply the customer completed documentation of all preventive maintenance performed.

The contractor (TAPCO) agrees to provide preventive maintenance under the terms of this contract during normal business hours. Normal business hours are defined as 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding Saturdays, Sundays and Holidays.

TAPCO shall invoice the customer the amount of \$3668.00 for preventive maintenance, once per year, after work is completed. The customer agrees to pay invoice within 30 days of receipt.

The contractor (TAPCO) further agrees to provide response maintenance and/or design modification maintenance, as authorized by the customer.

Response maintenance, under the terms of this contract, will be limited to "at random failures", accidents or "knockdowns" or vandalism, or acts of God such as lightning damage, flood, etc.

Design modification maintenance, under the terms of this contract, will include, but not be limited to changes in signal sequence or timings that are required or desired.

TAPCO shall provide response maintenance and/or design modification maintenance under the terms of this contract during normal business hours. The regular hourly rate for these services shall be \$145.00 per hour, portal-to-portal. Any parts required will be charged for according to the manufacturer's current price list.

Current engineering practices and professional standards shall be applied to not only the response maintenance, but to the design modification maintenance as well.

Should design modification maintenance be desired or emergency response maintenance be required outside of normal business hours, such service will be billed at time and a half the regular hourly rate or \$217.50 per hour. An hourly rate of \$290.00 per hour will be charged on Sundays and Holidays.

No additional charges will be made for the use of regular service vehicles or service equipment.



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TAPCO shall supply the customer completed documentation of all response maintenance and/or design modification maintenance performed. Copies of this documentation shall be kept in a unique intersection file at TAPCO.

If loaner equipment is required to restore the intersection to proper operation until equipment is discovered to be malfunctioning, can be repaired and returned to service, that loaner equipment shall be charged for. The rental rate for loaner equipment shall not exceed 10% of list price per month pro-rated weekly. Loaner equipment is subject to availability.

TAPCO shall also invoice the customer for response maintenance and/or design modification maintenance after the work is complete. The customer agrees to pay invoice within 30 days of receipt.

Limitation of Liability-TAPCO shall have no liability with respect to its obligations under this agreement or otherwise for consequential, compensatory, exemplary, special, indirect, incidental or punitive damages even if it has been advised of the possibility of such damages. In any event, the liability of TAPCO to customer for any reason and upon any cause of action or claim in contract, tort or otherwise with respect to the services shall be limited to the amount paid to TAPCO by customer hereunder for such services. This limitation applies to all causes of action or claims in the aggregate, including without limitation, breach of contract, breach of warranty, negligence. Strict liability, misrepresentation, claims for failure to exercise due care in the performance of services hereunder and any other torts. Further, no cause of action which accrued more than one year prior to the filing of a suit alleging such cause of action may be asserted against TAPCO. Both parties understand and agree that the limitations and exclusions set forth herein represent the parties agreement as to the allocation of risk between the parties in connection with TAPCO's obligations under this agreement. The fees payable to TAPCO hereunder reflect, and are set in reliance upon, the allocation of risk set forth herein and the exclusion of the damages described herein and limitations of liability set forth in this agreement.



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## Video Detection Maintenance

Under this contract option for each intersection listed in Exhibit A utilizing a video detection system TAPCO will provide the following services for each video detection camera.

- 1.) Inspect camera and mounting assemblies for signs of wear or damage.
- 2.) Clean and inspect the camera lens.
- 3.) Inspect coax and power cable connections for any signs of deterioration.
- 4.) Check mounting assemblies and hardware for tightness.
- 5.) If necessary, re-aim camera to provide proper field-of-view
- 6.) Check position and, if necessary, adjust camera sun shield

This service will be provided at each video detection intersection once per year around the same time as the traffic signal preventive maintenance. If these services are needed more than once per year on a specific camera, at the customer's request, TAPCO agrees to provide these services at the response maintenance hourly rate specified in the Traffic Signal Preventive Maintenance Contract.

City of Lake Geneva

Accepted by:

Date:

Name and Title:

(TAPCO) Traffic and Parking Control Company, LLC.

By: 

Date: 2/13/26

Name and Title: Tim Felhofer – Traffic Signal Service Supervisor



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5100 West Brown Deer Road  
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## Exhibit A

### List of covered Signalized Intersections

- 1.) Edwards & Walmart
- 2.) Interchange North & Geneva Square
- 3.) Interchange North & Sheridan Springs
- 4.) Main & Broad
- 5.) Main & Center
- 6.) Main & Cook
- 7.) Main & Wells
- 8.) STH 50 & Edwards
- 9.) USH 12 & STH 50 Ramps



## Agenda Item Memo

### City of Lake Geneva

Committee: Public Works Committee

Meeting Date: 22 June 2026

Subject / Title: Disc/Rec. of moving heavy plow and bucket truck replacements from 2027 to 2026.

Submitted By: Tom Earle

#### Background / Request

The City has an opportunity to save thousands of dollars on equipment replacements if we move these purchases to 2026. See memo.

#### Fiscal Impact / Budget

- Estimated Cost: \$ \$650-700k \_\_\_\_\_
- Funding Source: CIP
- Budget Status:  Within Budget \_\_\_\_yes \_\_\_\_\_  Over Budget \_\_\_\_\_  
 Budget Amendment Required \_\_\_\_\_
- GL Number: 50-32-00-58000

*(If applicable, note grant awards, cost-sharing, or capital plan references.)*

#### Ordinance/Policy Implications/Changes:

None

#### Recommendation:

Approval

#### Implementation/Next Steps

| Name of Committee | Date of Meeting | Original Agenda Item # | Outcome |
|-------------------|-----------------|------------------------|---------|
| Council           | 13 July 2026    |                        |         |
|                   |                 |                        |         |
|                   |                 |                        |         |

#### Attachments (list any and all attachments that go with this item and memo)

Schedule, memo

| Reviewed by | Date: | Comments |
|-------------|-------|----------|
|             |       |          |
|             |       |          |



# City of Lake Geneva Public Works

Streets/Parks/Forestry/Cemeteries/Buildings and Grounds  
1065 Carey St. Lake Geneva WI. 53147 (262)248-6644  
[dpwoffice@cityoflakegeneva.gov](mailto:dpwoffice@cityoflakegeneva.gov)

City of Lake Geneva Public Works Committee  
Re; 2027 Heavy Plow Purchase  
2027 Bucket truck Purchase

17 June 2026

DPW has 2 heavy vehicles on the Equipment Replacement list for 2027, one heavy plow and one bucket truck. These are substantial purchases with price tags of apx. \$360k and \$300k respectively.

The heavy plow, #27, is a 2004 IH 7400 with wing, DT530 8.6L Navistar engine and Allison 6sp auto trans. The unit currently is inoperable due to a faulty hydraulic master valve. DPW has been unable to purchase a new one due to the valve being discontinued. A retrofit valve, which would require substantial refitting of the electrical and hydraulic components is roughly \$16-22k. The application controller is also inoperable; it will dispense material but does not track pounds per mile. This unit is also discontinued and a complete retrofit to an EX5100 would be needed with a price of apx. \$9000. All our heavy plows are outfitted with EX5100 controllers or later, so all operators are familiar in case of a need. The truck currently serves as the #1 backup unit in winter, hauls snow/logs and has many mechanical and rust issues. Replacement would place the new truck at the top and move #23, a 2012 Freightliner, to the #1 backup spot. The backup truck must be a reliable unit. Apx price of replacement \$360,000.00. The amortization schedule when purchased was 20 years.

The bucket truck, #31, is a 2007 IH4300 with a Navistar DT466 7.6L engine and Eaton 5 speed manual transmission. It has a 60' boom with a 10' elevator and a working height of apx. 75'. Currently the unit is experiencing controller issues and we had to send the smaller bucket to Oak Hill to rescue the Arborist when the boom would not come down. The amortization schedule when purchased was 20 years.

The issue; New emission standards have driven the price for heavy trucks up substantially in the post COVID economy. Cummins has decided to discontinue its tried-and-true L9 engine and replace it in 2027 with the X10 platform in response to the Biden era emission standards. As of now 6 of our main heavy plows have the L9, and 1, number 27, has the older Navistar 530.

Concerns we have with this change; The L9 is an industry standard for most medium to heavy duty truck manufacturers, parts are readily available, and service is very good. The new X10 is a fuel-agnostic platform which is concerning. Basically, the lower end of the motor is the same, while the top end is reconfigured based on type of fuel. This is a great idea to comply with the new EPA regulations, but in reality, can cause huge headaches. This is a Gen 1 design and we are concerned the “bugs” are not yet worked out, as was the case when #23 was purchased. Hopefully they figure out how to pair it well with the current Eaton or Allison transmissions as well. The X10 also comes with an apx \$15-23k higher cost than the L9 not including the 7-9% increase in the cab and chassis for 2027.

Concerns with the bucket truck are similar regarding the cost increases. We are unable to secure an L9 for this unit and it will most likely be installed with a Cummins B6.7L Turbo Diesel. This truck does not see the hardships the plow trucks encounter but does run all day when used. The 6.7L is a parent block platform unlike the wet sleeve L9 although this is not as concerning with the use of the unit and it does have forged steel connecting rods.

Salesmen have been informing us of these upcoming issues, and we are working on solutions. Lakeside International, our heavy plow dealer, has secured a spec unit for us with an L9 until July 20<sup>th</sup>, after that the offer is void. The bucket truck dealers are working on units for 2026 as well. +

+

Bottom line;

If we wait until 2027 to order these trucks we will see,

\$15-23k increase for engine and 7-9% increase in cab and chassis for the heavy plow.

\$7-9k increase for engine and 7-9% increase in cab and chassis for bucket truck.

Recommend moving purchase of the heavy plow and bucket truck to 2026, they would be ordered in 2026 and payment in 2027 when delivered.

Respectfully,

Tom Earle. DPW



City of Lake Geneva

Equipment Replacement Fund - Equipment Amortization Schedule

575,000

| Department                            | Description                | Est. Replace \$ | Year | Amortization  | Replace Year | 2014   | 2015   | 2016      | 2017    | 2018    | 2019    | 2020    | 2021    | 2022    | 2023    |
|---------------------------------------|----------------------------|-----------------|------|---------------|--------------|--------|--------|-----------|---------|---------|---------|---------|---------|---------|---------|
| Street:                               |                            |                 |      |               |              |        |        |           |         |         |         |         |         |         |         |
| 24                                    | Lift All GMC 6000          | 45,000          | 1991 | 15 years      | 2016         | 5,000  | 35,000 | 45,000    | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   | 3,000   |
| 61                                    | Toro Sand Pro              | 16,000          | 1998 | 15 years      | 2016         |        |        | 16,000    | 1,067   | 1,067   | 1,067   | 1,067   | 1,067   | 1,067   | 1,067   |
| Giant Vac #41                         | Leaf Vac 25 Yd             | 65,000          | 2001 | 15 years      | 2015         | 25,000 | 25,000 | 65,000    | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   |
| Giant Vac - #42                       | Leaf Vac 25 Yd             | 65,000          | 2004 | 15 years      | 2016         | 8,333  | 8,333  | 65,000    | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   | 4,333   |
| Tractor #53                           | John Deere 2750            | 75,000          | 1976 | 20 years      | 2016         |        |        | 75,000    | 3,750   | 3,750   | 3,750   | 3,750   | 3,750   | 3,750   | 3,750   |
| 56                                    | Chevy 3500 Truck           | 55,000          | 1995 | 15 years      | 2016         |        |        | 55,000    | 3,667   | 3,667   | 3,667   | 3,667   | 3,667   | 3,667   | 3,667   |
| 26                                    | 5-Ton International        | 170,000         | 1996 | 20 years      | 2016         | 46,667 | 46,667 | 170,000   | 8,500   | 8,500   | 8,500   | 8,500   | 8,500   | 8,500   | 8,500   |
| 22                                    | 5-Ton International 4900   | 165,000         | 1997 | 20 years      | 2016/2017    | 35,000 | 35,000 | 165,000   | 8,250   | 8,250   | 8,250   | 8,250   | 8,250   | 8,250   | 8,250   |
| 10                                    | Case Backhoe               | 70,000          | 1979 | 20 years      | 2017         | 5,786  | 5,786  | 35,000    | 35,000  | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   | 3,500   |
| Mower-Rider #44                       | Jacobsen HR 9016           | 80,000          | 2007 | 10 years      | 2017         | 40,000 | 40,000 | 40,000    | 40,000  | 8,000   | 8,000   | 8,000   | 8,000   | 8,000   | 8,000   |
| Mower-Rider #9                        | Scag Tiger                 | 10,000          | 2000 | 10 years      | 2017         |        | 5,000  | 5,000     | 5,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   |
| Tractor #52                           | John Deere 850 1972        | 16,000          | 2004 | 20 years      | 2017         |        |        | 8,000     | 8,000   | 800     | 800     | 800     | 800     | 800     | 800     |
| Fork Lift #60                         | Komatsu                    | 17,000          | 1994 | 25 years      | 2018         |        | 680    | 5,667     | 5,667   | 680     | 680     | 680     | 680     | 680     | 680     |
| Trailer #2                            | 6 1/2 Ft X 16 Ft           | 4,000           | 1995 | 15 years-Used | 2018         | 1,000  | 1,000  | 1,333     | 1,333   | 1,333   | 267     | 267     | 267     | 267     | 267     |
| Fleet # 19                            | International 4900 Vac-All | 225,000         | 1998 | 20 years      | 2018         |        |        | 75,000    | 75,000  | 75,000  | 11,250  | 11,250  | 11,250  | 11,250  | 11,250  |
| 25                                    | 5-Ton International        | 190,000         | 1999 | 20 years      | 2019         | 23,333 | 23,333 | 47,500    | 47,500  | 47,500  | 47,500  | 9,500   | 9,500   | 9,500   | 9,500   |
| Giant Vac - #43                       | Leaf Vac 25 Yd             | 70,000          | 2006 | 10 years      | 2019         | 25,000 | 25,000 | 17,500    | 17,500  | 17,500  | 17,500  | 7,000   | 7,000   | 7,000   | 7,000   |
| Mower-Rider #8                        | Toro Turf Mower Stand-up   | 15,000          | 2010 | 10 years      | 2019         | 2,500  | 2,500  | 37,500    | 37,500  | 37,500  | 37,500  | 1,500   | 1,500   | 1,500   | 1,500   |
| 5                                     | Graco Laser Painter        | 6,000           | 2000 | 20 years      | 2020         | 3,500  | 3,500  | 1,200     | 1,200   | 1,200   | 1,200   | 300     | 300     | 300     | 300     |
| 7                                     | Toro Turf Mower Stand-up   | 15,000          | 2010 | 10 years      | 2020         | 7,500  | 7,500  | 3,000     | 3,000   | 3,000   | 3,000   | 3,000   | 1,500   | 1,500   | 1,500   |
| Trailer #1                            | Redi Haul                  | 3,500           | 1995 | 25 years      | 2020         | 315    | 315    | 700       | 700     | 700     | 700     | 700     | 140     | 140     | 140     |
| #3                                    | Toro Turf Sweeper 4800     | 22,500          | 1995 | 25 years      | 2020         | 1,420  | 1,420  | 4,500     | 4,500   | 4,500   | 4,500   | 4,500   | 900     | 900     | 900     |
| 54                                    | Chevy Van 1500             | 40,000          | 1996 | 25 years      | 2021         | 3,750  | 3,750  | 6,667     | 6,667   | 6,667   | 6,667   | 6,667   | 6,667   | 1,600   | 1,600   |
| Snow Bully #34                        | For Loader - From Monroe   | 12,000          | 2002 | 20 years      | 2022         | 1,333  | 1,333  | 1,714     | 1,714   | 1,714   | 1,714   | 1,714   | 1,714   | 1,714   | 600     |
| 28                                    | Pelican Vacuum St Sweeper  | 200,000         | 2003 | 20 years      | 2023         | 17,000 | 17,000 | 25,000    | 25,000  | 25,000  | 25,000  | 25,000  | 25,000  | 25,000  | 25,000  |
| 30                                    | IHC Garbage Truck 4900     | 120,000         | 1990 | 20 years      | 2023         | 12,000 | 12,000 | 15,000    | 15,000  | 15,000  | 15,000  | 15,000  | 15,000  | 15,000  | 15,000  |
| 11                                    | Bobcat Skidteer S 205      | 125,000         | 2009 | 15 years      | 2024         | 12,500 | 12,500 | 13,889    | 13,889  | 13,889  | 13,889  | 13,889  | 13,889  | 13,889  | 13,889  |
| 15                                    | 1-Ton Ford F 550           | 70,000          | 2009 | 15 years      | 2024         | 6,000  | 6,000  | 7,778     | 7,778   | 7,778   | 7,778   | 7,778   | 7,778   | 7,778   | 7,778   |
| 27                                    | 5-Ton International        | 195,000         | 2004 | 20 years      | 2024         | 20,000 | 20,000 | 21,667    | 21,667  | 21,667  | 21,667  | 21,667  | 21,667  | 21,667  | 21,667  |
| 33                                    | IHC Garbage Truck 4900     | 120,000         | 1999 | 25 years      | 2024         | 10,909 | 10,909 | 13,333    | 13,333  | 13,333  | 13,333  | 13,333  | 13,333  | 13,333  | 13,333  |
| Mower-Rider #37                       | John Deere Turbo           | 65,000          | 2014 | 10 years      | 2024         | 60,000 | 6,000  | 7,222     | 7,222   | 7,222   | 7,222   | 7,222   | 7,222   | 7,222   | 7,222   |
| Welder #48                            | Hobart Wire Feed 210       | 4,000           | 2009 | 15 years      | 2024         | 365    | 365    | 444       | 444     | 444     | 444     | 444     | 444     | 444     | 444     |
| 16                                    | 1-Ton Ford F 550           | 70,000          | 2009 | 16 years      | 2025         | 5,455  | 5,455  | 7,000     | 7,000   | 7,000   | 7,000   | 7,000   | 7,000   | 7,000   | 7,000   |
| 21 WWT                                | 5-Ton International 2554   | 195,000         | 1995 | 25 years      | 2025         | 15,000 | 15,000 | 19,500    | 19,500  | 19,500  | 19,500  | 19,500  | 19,500  | 19,500  | 19,500  |
| 29                                    | Deere 544H - Loader        | 175,000         | 2000 | 25 years      | 2025         | 6,400  | 6,400  | 17,500    | 17,500  | 17,500  | 17,500  | 17,500  | 17,500  | 17,500  | 17,500  |
| 6                                     | Graco Laser Painter        | 7,000           | 2014 | 12 years      | 2026         |        |        | 636       | 636     | 636     | 636     | 636     | 636     | 636     | 636     |
| Blower Snow #12                       | SNOGO Model WK 800         | 90,000          | 2001 | 25 years      | 2026         | 5,385  | 5,385  | 8,182     | 8,182   | 8,182   | 8,182   | 8,182   | 8,182   | 8,182   | 8,182   |
| 31                                    | IHC Bucket Truck 4300      | 150,000         | 2007 | 20 years      | 2027         | 12,500 | 12,500 | 12,500    | 12,500  | 12,500  | 12,500  | 12,500  | 12,500  | 12,500  | 12,500  |
| RTV #58                               | Kubota                     | 15,000          | 2007 | 20 years      | 2027         |        | 1,000  | 1,250     | 1,250   | 1,250   | 1,250   | 1,250   | 1,250   | 1,250   | 1,250   |
| mowing Deck #57                       | Rhino                      | 17,000          | 2013 | 15 years      | 2028         |        | 1,133  | 1,308     | 1,308   | 1,308   | 1,308   | 1,308   | 1,308   | 1,308   | 1,308   |
| 17                                    | 1-Ton Ford F 550 Chipper   | 60,000          | 2014 | 15 years      | 2029         |        | 3,100  | 4,286     | 4,286   | 4,286   | 4,286   | 4,286   | 4,286   | 4,286   | 4,286   |
| 18                                    | F-350 Ford                 | 40,000          | 2014 | 15 years      | 2029         |        | 2,340  | 2,857     | 2,857   | 2,857   | 2,857   | 2,857   | 2,857   | 2,857   | 2,857   |
| 36                                    | Pickup Ford F150           | 35,000          | 2014 | 15 years      | 2029         |        |        | 2,500     | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   |
| Trailer #47                           | Load Trail 3175 KG 7000 LB | 6,000           |      | 14 years      | 2029         | 438    | 438    | 429       | 429     | 429     | 429     | 429     | 429     | 429     | 429     |
| 45                                    | Vermeer Stumper            | 47,000          | 2008 | 22 years      | 2030         | 1,875  | 2,100  | 3,133     | 3,133   | 3,133   | 3,133   | 3,133   | 3,133   | 3,133   | 3,133   |
| 59                                    | Caterpillar Mini-Excavator | 40,000          | 2015 | 15 years      | 2030         |        |        | 2,667     | 2,667   | 2,667   | 2,667   | 2,667   | 2,667   | 2,667   | 2,667   |
| 23                                    | 5-Ton International        | 190,000         | 2012 | 20 years      | 2031         | 7,000  | 7,000  | 11,875    | 11,875  | 11,875  | 11,875  | 11,875  | 11,875  | 11,875  | 11,875  |
| 4                                     | Vermeer                    | 50,000          | 2012 | 20 years      | 2032         | 2,750  | 2,750  | 2,941     | 2,941   | 2,941   | 2,941   | 2,941   | 2,941   | 2,941   | 2,941   |
| Tractor #49                           | Ford 3930                  | 75,000          | 2014 | 20 years      | 2034         |        |        | 3,947     | 3,947   | 3,947   | 3,947   | 3,947   | 3,947   | 3,947   | 3,947   |
| 32                                    | Pelican Street Sweeper     | 200,000         | 2009 | 30 years      | 2039         | 6,800  | 6,800  | 8,333     | 8,333   | 8,333   | 8,333   | 8,333   | 8,333   | 8,333   | 8,333   |
| Barber #46                            | Beach Groomer              | 50,000          | 2010 | 30 years      | 2040         | 1,668  | 1,668  | 2,000     | 2,000   | 2,000   | 2,000   | 2,000   | 2,000   | 2,000   | 2,000   |
| Street Dept Total/Yearly Amortization |                            | 3,863,000       |      |               |              |        |        | 1,163,458 | 544,358 | 469,658 | 399,855 | 315,355 | 308,795 | 303,728 | 302,614 |



RE  
QUISHER  
SIDE





## MEMO TO PUBLIC WORKS COMMITTEE

To: Tom Earle, Director of Public Works

Date: June 18, 2026

From: Neal Styka, P.E., P.T.O.E., R.S.P.1  
Bridget Barry, P.E.

CC: Kassandra Vina, Public Works  
Dave De Angelis, City Administrator  
Neil Waswo, Streets Superintendent  
Naomi Rauch, P.E. – Kapur and Associates

**Subject: Maximum Extent Feasible Curb Ramp: Townline Rd. and Edwards Blvd.**

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### Background:

This memo seeks to explain any areas of multi-use path or sidewalk that are outside of the standards defined in the Public Right of Way Accessibility Guidelines (PROWAG) and the Americans with Disabilities Act (ADA). It will explain what measures were considered and where the design has been done to the maximum extent feasible.

### 28 CFR §36.402(c):

“The phrase ‘to the maximum extent feasible’ applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply fully with applicable accessibility standards through a planned alteration. In these circumstances, the alteration shall provide the maximum physical accessibility feasible. Any altered features that can be made accessible shall be made accessible.”

### 28 CFR §35.151(b)(1) (Title II – public entities like trails and paths):

“Each facility altered shall, to the maximum extent feasible, be altered in such manner that the altered portion is readily accessible to and usable by individuals with disabilities.”

### Proposed Design:

The multi-use path in the northwest quadrant of Townline Road and Edwards Boulevard is designed to the maximum extent feasible. See **Figure 1** with the subject area highlighted and labeled as MEF (Maximum Extents Feasible). The path has a running slope between 9.5% and 10.5%. The maximum running slope allowed is 8.3% per ADA and would require level landings. To match into the existing path the project is currently replacing approximately 95’ beyond the level landing at the curb ramps.

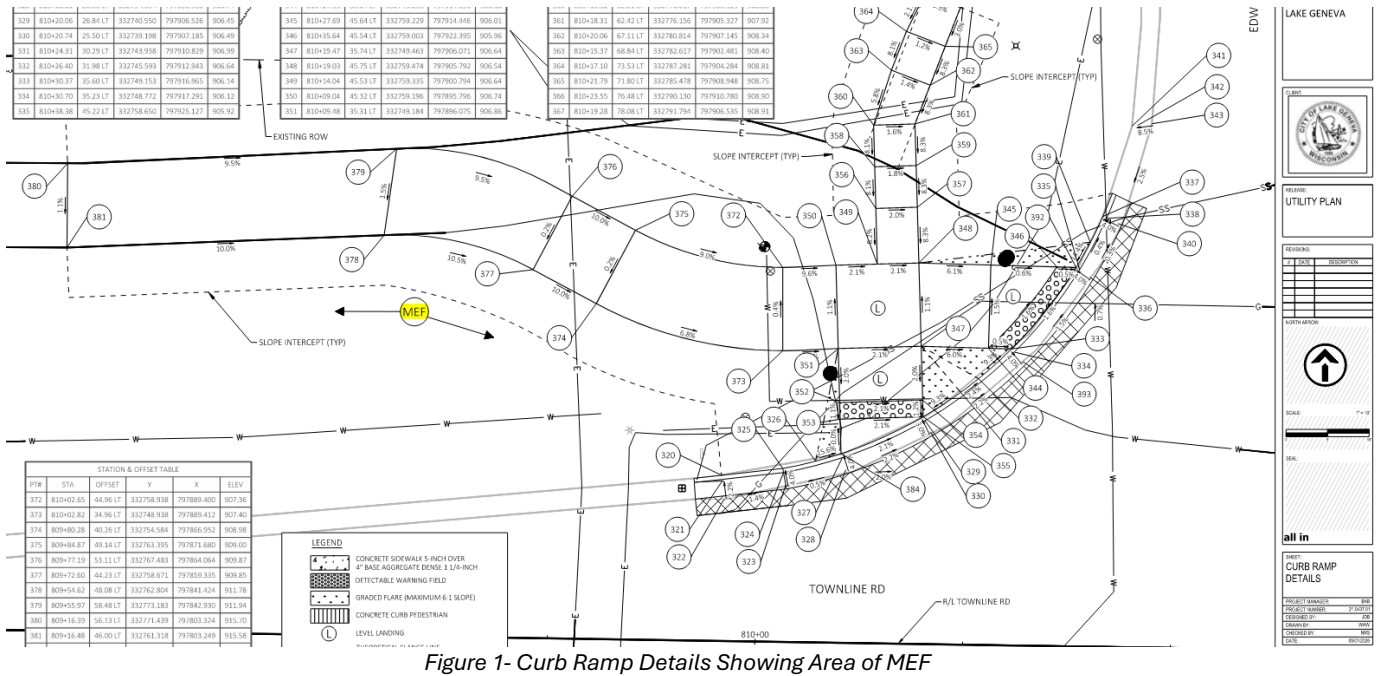


Figure 1- Curb Ramp Details Showing Area of MEF

**Why We are Invoking Maximum Extents Feasible:**

1. Recently Repaved Bike Path

- a. Due to the roadway slope being between 6-11% and the path going up a steep hill (see **Figure 2** below) it is not possible to achieve a desirable slope without significant earthwork to lower the hill that the path is going up to the west of the intersection. The team looked at going 225' from where we currently match in and the slope would still be around 10%. Grading and reshaping the path is not within the scope of this project. It would add time and cost to the project that would not be reimbursed by WisDOT. This was reconstructed only two years ago with the 2024 Street program.



Figure 2 - Townline Road Looking West at the Existing Path and Hill

2. Property Acquisition
  - a. It is likely that in order to reduce the grade of the bike path, grading into the property on the NW corner of the intersection.
3. Cost
  - a. The reconstruction would have to extend further than 225'. An estimated 300' of reconstructed bike path as well as re-grading the steep slope would likely be approximately \$50,000. This does not include potential property acquisition costs.

**Conclusion and Summary:**

The multi-use path in the northwest quadrant of Townline Road and Edwards Boulevard is designed to the maximum extent feasible. The path has a running slope between 9.5% and 10.5%. The maximum running slope allowed is 8.3% per ADA and would require level landings. We do not recommend adding the work to reach 8.3% for the running slope because the bike path is in good condition, we would likely need to acquire property, and the cost would not be reimbursable by WisDOT.